

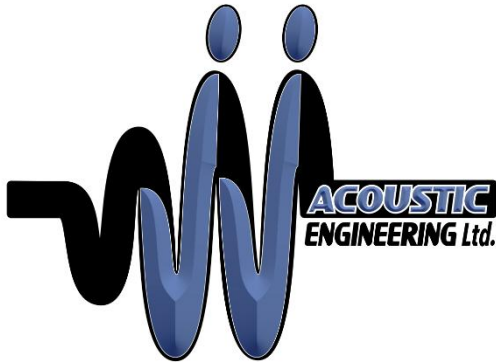


Road/Rail Traffic and Stationary Noise Impact Study

1880 Assumption Street, Windsor, Ontario

JJ-00698-NIS1





June 10, 2025,

Reference No. JJ-00698-NIS1

Daniel Soleski m.arch
Design Principal
Design Atelier
180 Eugenie St. West
Windsor, Ontario, Canada N8X 2X6

Dear Mr. Soleski:

**Re: Road/Rail Traffic and Stationary Noise Impact Study
1880 Assumption Street, Windsor, Ontario**

1. Introduction

JJ Acoustic Engineering Ltd. (JJAЕ) was retained to complete a Road/Rail Traffic and Stationary Noise Impact Study (Study) for residential/commercial development located at 1880 Assumption Street in Windsor, Ontario (Site). The Site will be developed into a 20-storey residential/commercial building. JJAЕ has provided a copy of the most up-to-date Site Plan in Attachment A.

The Study was prepared consistent with Ontario Ministry of the Environment, Conservation and Park (MOECP) NPC 300, "Environmental Noise Guideline, Stationary and Transportation Sources—Approval and Planning" dated August 2013.

This Study has determined that the potential environmental noise impact from road/rail traffic noise is significant. The proposed development will need the following: a requirement for central air-conditioning, noise warning clauses and special building components. Road traffic noise control requirements for the Site were determined based on road traffic volumes provided by the City of Windsor (City) and forecasted to 10 years from the date of this study and has been supplied in Attachment B.

JJ Acoustic Engineering Ltd.
joey@jjae.ca
226-346-6473

The following attachments were included with this Study:

- Attachment A – Site Plan
- Attachment B – Traffic Data Summary Table, & Sample Stamson Traffic Model Outputs
- Attachment C – Stationary Noise Impact Figures
- Attachment D – Stationary Noise Impact Source Table

2. Road/Rail Traffic Analysis

2.1 Road Traffic Noise Modeling Methodology

The road traffic noise impact was conducted using STAMSON, the MOECP's computerized model of ORNAMENT. The Application of the model for the site was consistent with the ORNAMENT technical documents. The computer model input parameters include, among other data, the number of road segments, number of house rows, the positional relationship of the receptor to a noise source or barrier in terms of distance, elevation and angle of exposure to the source, the basic site topography, the ground surface type, traffic volumes, traffic composition and speed limit.

The predicted sound level is based on the 1-hour equivalent sound level, designated as Leq, and is adjusted by the STAMSON program to the 16-hour daytime and the 8-hour nighttime equivalent sound level. The applicable noise criteria for noise sensitive spaces are specified in terms of the 16-hour daytime period (7:00 a.m. to 11:00 p.m.) and 8-hour nighttime period (11:00 p.m. to 7:00 a.m.) enabling a direct comparison between the STAMSON model output and the noise limits.

Where there are multiple sources of noise, such as road and rail, JJAЕ evaluated noise control measures by combining both road and rail sources and applying measures as described in Section C7.3 of NPC 300.

2.2 Road Traffic Model Input Parameters

This section describes the STAMSON model input parameters used to predict road traffic noise impact for the Site.

The Site has two significant roadways in the vicinity of the development: Riverside Drive approximately 105 meters to the North and Wayndotte Street East approximately 195 meters to the South. Where there are intervening and off-site structures that provide line-of-sight obstruction to the roads, JJAЕ did not include line-of-sight obstruction in our analysis as to calculate worst-case noise impact.

JJAЕ reviewed other surrounding roadways in the vicinity of the Site and only significant roadways were used in our modeling, other roadways were considered to be insignificant or beyond our red flag zone.

2.2.1 Road Traffic Parameters

The traffic data provided by the City has been summarized below:

Riverside Drive:

- Current AADT (2018): 18,000
- Forecast AADT (2035): 25,204
- Commercial Vehicle Rates: 2% medium trucks and 3% heavy trucks
- Posted Speed Limit: 50 km/h
- Day Night Splits: 90% day and 10% night

Wyandotte Street East:

- Current AADT (2017): 18,000
- Forecast AADT (2035): 25,708
- Commercial Vehicle Rates: 2% medium trucks and 3% heavy trucks
- Posted Speed Limit: 50 km/h
- Day Night Splits: 90% day and 10% night

The traffic data is the foundation of this analysis and the Study will be updated if the values change. JJAЕ assumed 2.5% annual growth to forecast AADT. Traffic data was supplied by the City. The City's AADT report for this Noise Studies report has been supplied in Attachment B.

2.3 Road Traffic and Rail Noise Modeling Results

JJAЕ calculated the Plane of Window (POW) noise exposure for each floor at the Site for the separate daytime and nighttime periods.

The STAMSON road traffic model outputs are provided in Attachment B.

2.3.1 Rail Traffic Parameters

The Rail data was provided by CN and has been summarized below. Future values were determined using an assumed Percentage Annual Growth of 2.5% over 10 years and based on the existing combined two-way rail traffic volume parameters as summarized below:

Freight	Passenger
1 Daytime Trains	7 Daytime Train
1 Nighttime Trains	1 Nighttime Trains
4 Locomotives	2 Locomotives
140 Cars	10 Cars
Speed of 97km/h	Speed of 97km/h

2.4 Road Traffic Modeling Discussion

Noise control requirements will be defined based on NPC 300.

Daytime Outdoor Living Area Assessment (NPC 300, Section C7.1.1)

NPC 300 section A5 (pages 13-14) defines an Outdoor Living Area (OLA). As part of this definition, a balcony or terrace is considered an OLA if it has a minimum depth of 4 meters. All balconies are less than 4 m in depth and therefore will not be considered as OLAs.

There are three OLAs. OLA #1 is located on the 3rd floor approximately 5 meters from the East façade, OLA #2 is located on the 12th floor approximately 5 meters from the East façade, and OLA #3 is located on the Penthouse floor approximately 5 meters from the East façade. JJAЕ has calculated the noise impact to be 59 dBA for all three OLAs. A warning clause type A is required for all units. The location of the OLA has been indicated on Attachment A – Site Plan.

Plane of a Window – Ventilation Requirements (NPC 300, Section C7.1.2)

The predicted daytime and nighttime Plane of Window (POW) noise impact assumes a worst-case and direct line of sight noise exposure to both roads, unless the building itself blocks line-of-sight (full or partial).

JJAЕ has used the following criteria, which is a summary of NPC 300 requirements, to evaluate the Site noise impacts from road traffic noise:

Daytime Level (dBA)	Nighttime Level (dBA)	Ventilation Requirements and Warning Clauses	Special Building Components
55	50	Not Required	Not Required
55 – 65	50 – 60	Yes, with Type C Warning Clause	Not Required
66 or more	61 or more	Yes, with Type D Warning Clause	Yes

Table B.1 summarizes the predicted worst-case sound levels and the requirements for the units. The following warning clause is required:

Warning Clause A: "Purchasers/tenants are advised that sound levels due to increasing (rail) traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

Warning Clause C: "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments 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."

Rail Company Warning Clause: The Canadian National Railway or its assigns or successors in interest has or have a right-of-way within 300 meters from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings(s). The Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.

Indoor Living Areas – Building Components (NPC 300, Section C7.1.3)

At minimum, the building must be constructed to standard Ontario Building Code requirements. Improved building components are required and summarized in Table B.1. JJAЕ has assumed 35% window to floor area coverage and that windows are thick and operable.

3. Stationary Noise Impact Analysis

3.1 Stationary Noise Impact Sound Level Criteria

The general criteria for stationary noise sources are defined by NPC 300. The criteria defined in Table C-5 and C-6, "Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA) Outdoor Points of Reception" and "Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA) Plane of Window of Noise Sensitive Spaces" are used to evaluate the noise impact at the proposed development.

The criteria for a Class 1 area have been summarized below:

Receiver Category	Time Period	Stationary Noise Criteria
Outdoor Living Area (OLA)	Day = 7:00 to 23:00	Leq = 50 dBA
Plane of Window (POW)	Day = 7:00 to 23:00	Leq = 50 dBA
	Night = 23:00 to 7:00	Leq = 45 dBA

3.2 Modelling Methodology

The stationary noise impact was evaluated using the CADNA A acoustic modelling software that is based on the ISO 9613-2 standard. The data for all potential stationary noise sources was summarized in Attachment D.

JJAE used the following assumptions in our Cadna A model:

- **Ground Absorption:** Default ground absorption coefficient of 0.7 was used.
- **Temperature:** 10°C
- **Humidity:** 70%
- **Building Reflection Coefficient:** Absorption Coefficient Alpha of 0.37 (Reflection Loss of 2dB, Structured Façade) was used.
- **Time-Weighted Adjustment:** where sources operate non-continuously JJAE has provided operating times and as shown in Sections 4, and 5.
- **Tonality:** A 5 dbA tonal penalty was applied to all tonal sources, where applicable. JJAE has provided a (T) for sources identified as tonal in Sections 4 and 5.
- **Reflection Order:** A maximum reflection order of 1 was used to evaluate indirect noise impact.

4. Noise Impact Summary – From Site to Environment

The noise from the Site to the neighboring buildings could not be accounted for because the site has not undergone mechanical design yet. An addendum to this report should be completed once a mechanical design is done to account for noise from the Site to the neighboring building.

5. Noise Impact Summary – From Environment to Site

There are several buildings near the site. JJAЕ has identified several potential stationary noise sources including:

- HVAC 1 Fan Units (60 minutes daytime, 30 minutes nighttime)
- HVAC 2 Fan Units (60 minutes daytime, 30 minutes nighttime)
- Representative Chiller (Steady-State)
- Representative MUA (Steady-State)
- Heavy Trucks at Walkerville Brewery. (2 Trucks During Daytime per hour, speed at 10km/hr)
- Forklift (30 minutes daytime, 0 minutes nighttime)

A summary of the noise sources used in our modelling is provided in Attachment D.

JJAЕ modelled the noise impact from all significant noise sources to the Site. The results are summarized in the table below and illustrated on Figure 1.

Facade	Worst Case Daytime Sound Level (dBA)	Daytime Noise Limit (dBA)	Worst Case Nighttime Sound Level (dBA)	Nighttime Noise Limit (dBA)	Limits met
North	45	50	42	45	Yes
East	49	50	45	45	Yes
South	48	50	44	45	Yes
West	46	50	43	45	Yes
OLA #1	46	50	N/A	N/A	Yes
OLA #2	48	50	N/A	N/A	Yes
OLA #3	43	50	N/A	N/A	Yes
WC_POR	49	50	N/A	N/A	Yes

From the table above it can be seen that all façades are below the noise limits.

It should be noted that JJAЕ has tried contacting Hiram Walker & Sons Limited with no avail. JJAЕ was also unable to find any noise assessment reports done for the area, nor any complaints about the distillery from the residential houses, located closer to the facility then our site, around 290 meters away from the distillery, as opposed to approximately 360 meters from our Site.

JJAE has also visited the distillery property line, on Monday, June 16, 2025 at 1:30 PM, and determined that the noise emissions from the distillery have an insignificant/negligible impact on the Site and will not be considered for this study. JJAE had tried on several occasions, including the June 16th visit, to request access to the Site to take measurements and were escorted off the Site. As such, JJAE used some conservative worst case noise sources for buildings JJAE has worked with in the past of similar size and function. These values have been included in the previous table and have been accounted for.

As this Site is close to several major facilities JJAE requires additional protection, by means of warning clause Type E for the Site to advise potential purchasers about the additional noise that may become apparent during the daytime and evening.

Warning Clause Type E: "Purchasers/tenants are advised that due to the proximity of the adjacent industry, noise from the industry may at times be audible."

6. Recommendations

The road traffic noise impacts were above the NPC 300 requirements. Noise mitigation measures include:

- Warning Clause Type C to be registered on Title and/or included in all agreements of purchase and sale and/or leases and/or disclosure statements and declarations for the development for all units.
- JJAE and the client mandatory require air conditioning for all units.
- Canadian National Railway Company Warning Clause for all units.

Outdoor Living Areas:

- Warning Clause Type A

These have been summarized in Attachment B under Table B1. Where there are discrepancies between this section and the results in Table B1, the recommendations in this section supersede Table B1, as this section provides worst-case solutions for the noise impact.

The stationary noise impacts from the site were evaluated and the sound level predictions were determined to be at or below the noise limits for all façades.

Warning Clause Type E to be registered on Title and/or included in all agreements of purchase and sale and/or leases and/or disclosure statements and declarations for the development for all units.

The noise from the Site to the neighboring buildings could not be accounted for because the site has not undergone mechanical design yet. An addendum to this report should be completed once a mechanical design is done to account for noise from the Site to the neighboring building

7. Conclusions

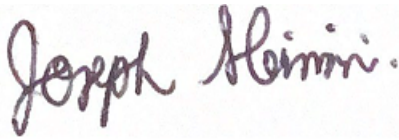
The results of this Study indicate that the potential environmental impact from road traffic noise sources are significant. Mitigation measures will be required including ventilation requirements and noise warning clauses for each unit. With the mitigation measures provided in Section 6, there will be minimal noise impact from the neighboring roads, railways, or the buildings' noise emissions to the Site.

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

Written By:

Reviewed by:

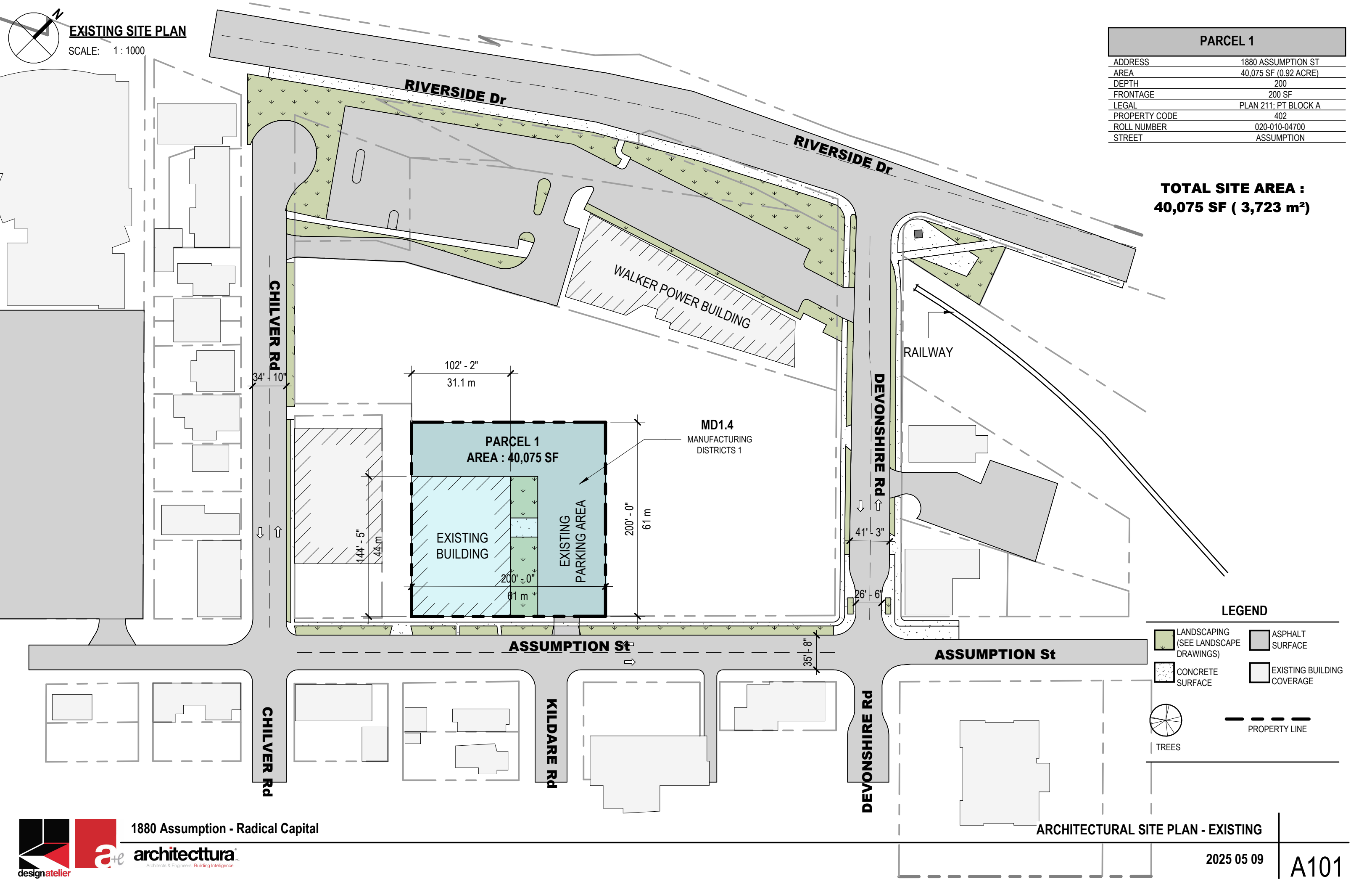
June 10, 2025

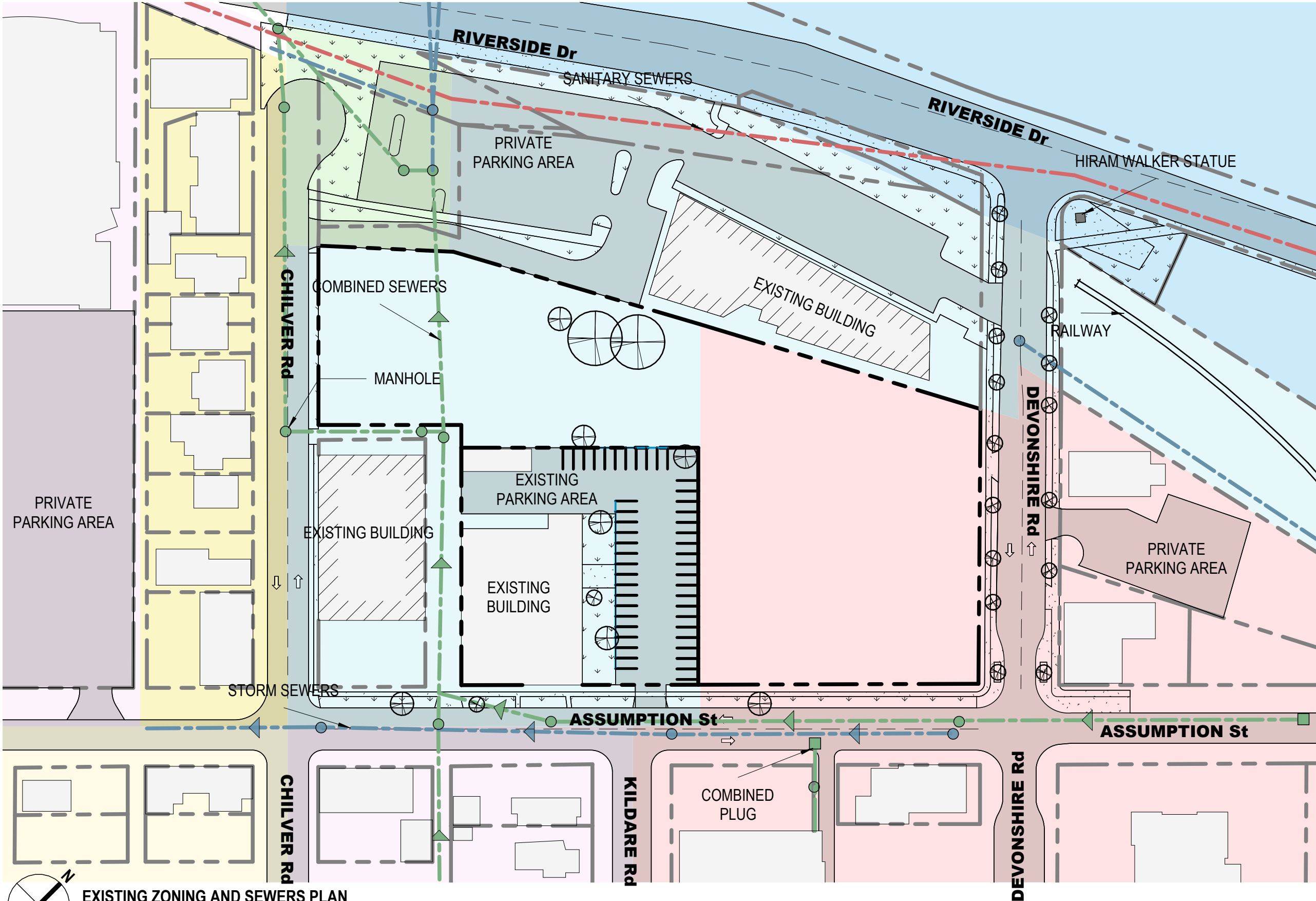
A handwritten signature in dark ink, reading "Joseph Sleiman". The signature is written in a cursive style with a large initial 'J'.

Joseph Sleiman
Acoustic Technician

Joey Jraige, P.Eng., B.A.Sc.
President (Owner)

ATTACHMENT A



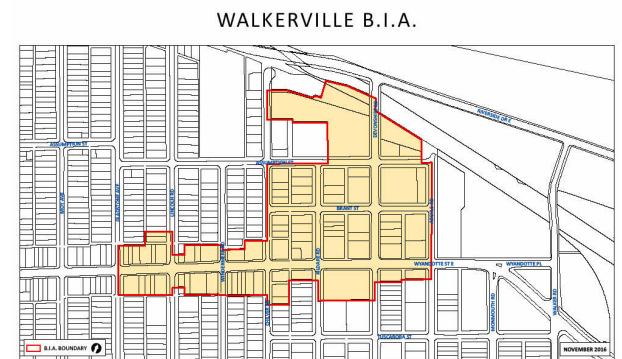
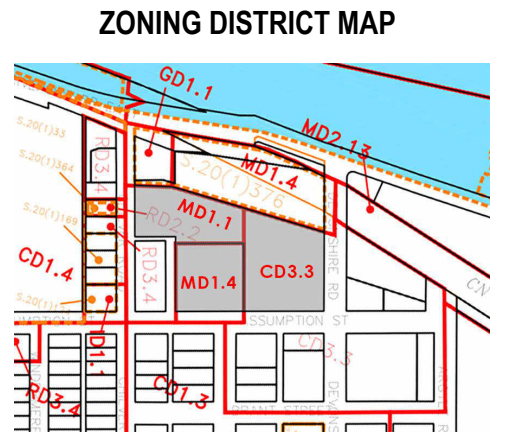


LEGEND

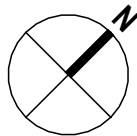
LANDSCAPING (SEE LANDSCAPE DRAWINGS)	ASPHALT SURFACE
CONCRETE SURFACE	EXISTING BUILDING COVERAGE
TREES	PROPERTY LINE

ZONING CLASSIFICATIONS (BY-LAW 8600)

MANUFACTURING DISTRICTS 1	MANUFACTURING DISTRICTS 2
COMMERCIAL DISTRICTS 1	COMMERCIAL DISTRICTS 2
RESIDENTIAL DISTRICTS 2	RESIDENTIAL DISTRICTS 3
GREEN DISTRICTS	



EXISTING ZONING AND SEWERS PLAN
SCALE: 1 : 1000



P2

SCALE: 1 : 300

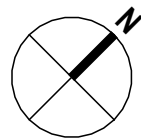


PARKING SUMMARY

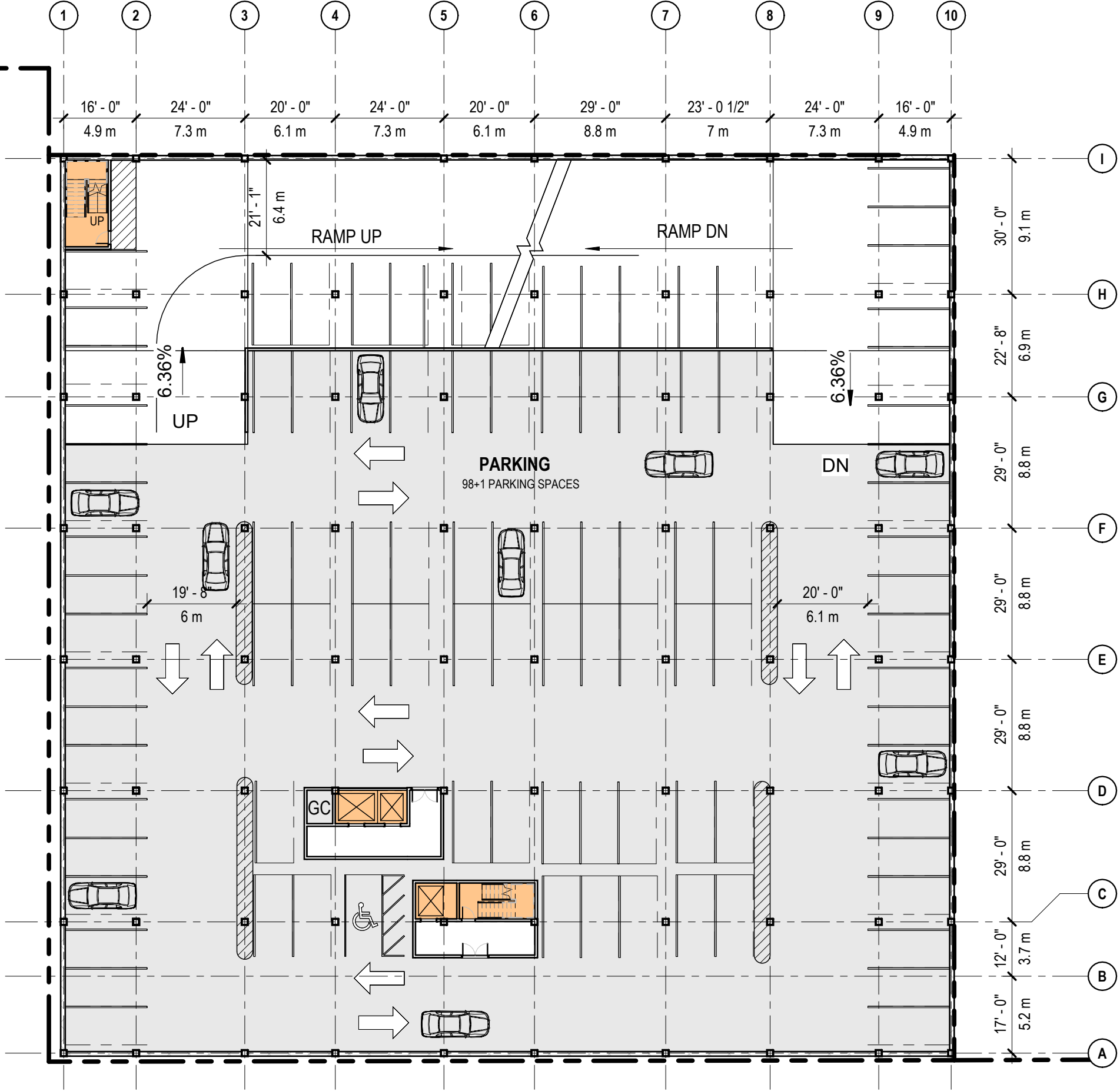
CATEGORY	PARKING COUNT
PROVIDED PARKING	
- Level 01	60 + 4 BF
- Level 02	53
- Level -1 (Underground Garage)	98 + 1 BF
- Level -1 (Underground Garage)	92 + 1 BF
TOTAL PROVIDED PARKING	309
REQUIRED PARKING	
- Residential Units	212
- Retail Area	25
- Office Area	34
- Visitor Parking	32
- EV Parking	6
TOTAL REQUIRED PARKING	309
Bicycle Parking spaces	17

U/G PARKING AREAS

CATEGORY	AREA (SF)
PARKING ARE	
COMMON / CIRCULATION SPACES	38,162.4 SF
TOTAL AREA	1,126.2 SF
TOTAL AREA	39,288.7 SF



P1
SCALE: 1 : 300

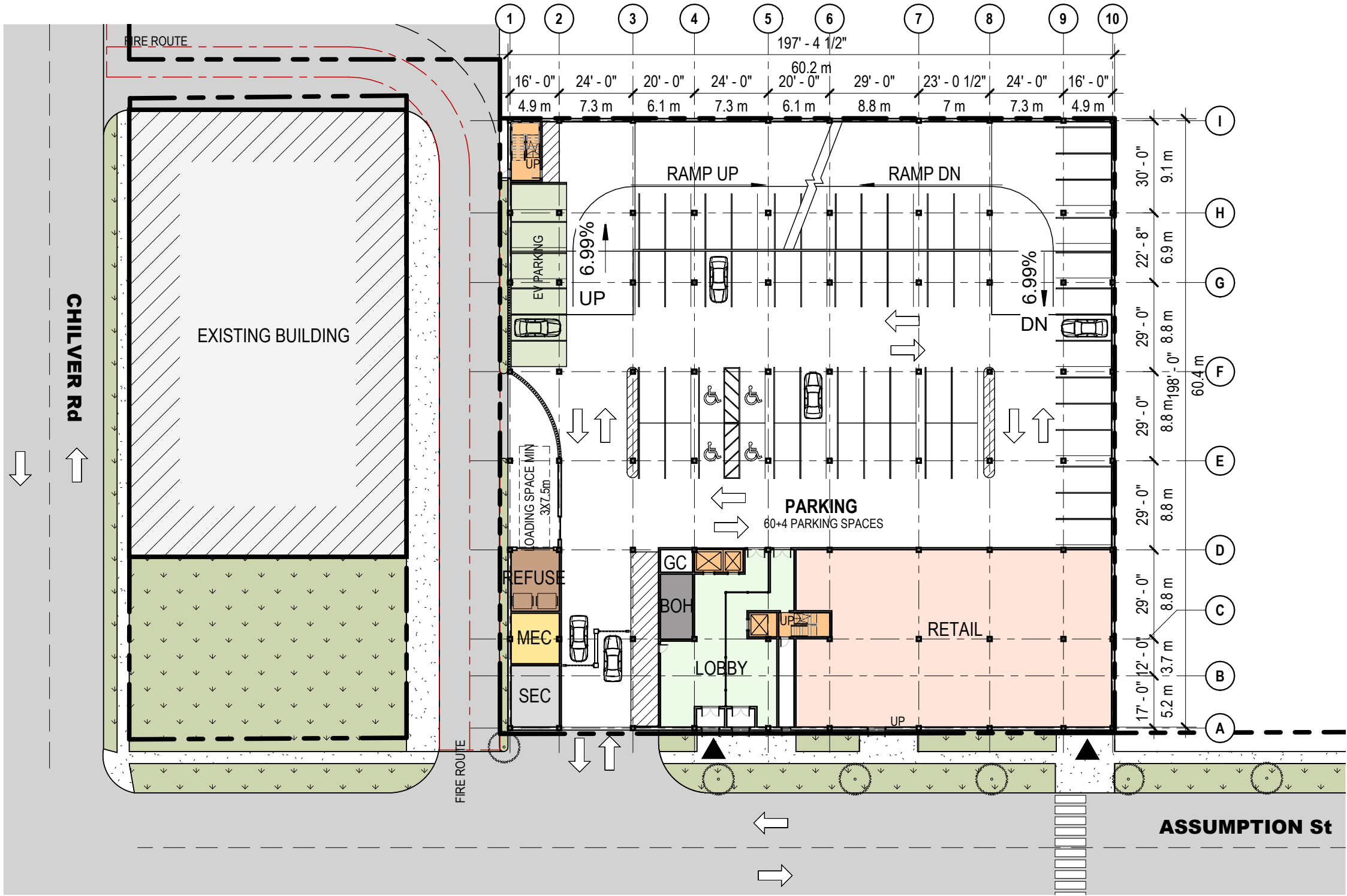


PARKING SUMMARY

CATEGORY	PARKING COUNT
PROVIDED PARKING	
- Level 01	60 + 4 BF
- Level 02	53
- Level -1 (Underground Garage)	98 + 1 BF
- Level -1 (Underground Garage)	92 + 1 BF
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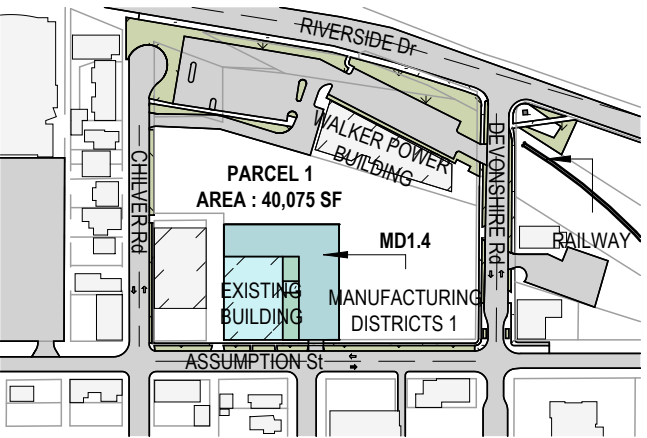
U/G PARKING AREAS

CATEGORY	AREA (SF)
PARKING ARE	
COMMON / CIRCULATION SPACES	38,162.4 SF
	1,126.2 SF
TOTAL AREA	39,288.7 SF



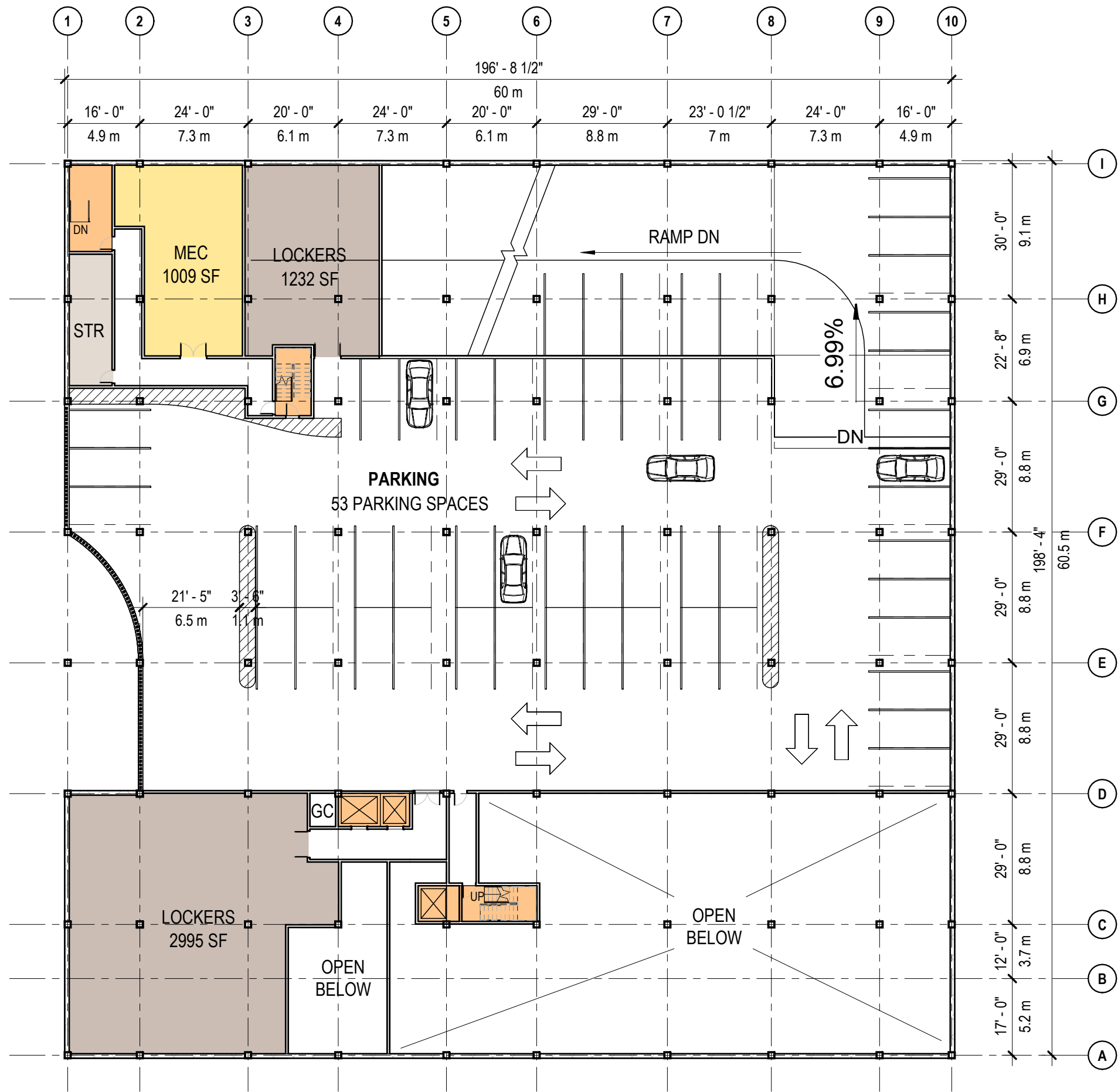
1ST FLOOR SUMMARY MATRIX

CATEGORY	AREA (SF)
- PARKING	28,505.6 SF
- RETAIL	6,043.2 SF
- LOBBY	1,148.4 SF
- BOH/MEC	620.8 SF
- CIRCULATION SPACES	1,445 SF
- SECURITY	362.8 SF
- REFUSE	360.7 SF
TOTAL	38,486.5 SF 3,575.51 m²



KEYPLAN

1ST FLOOR
SCALE: 1 : 450

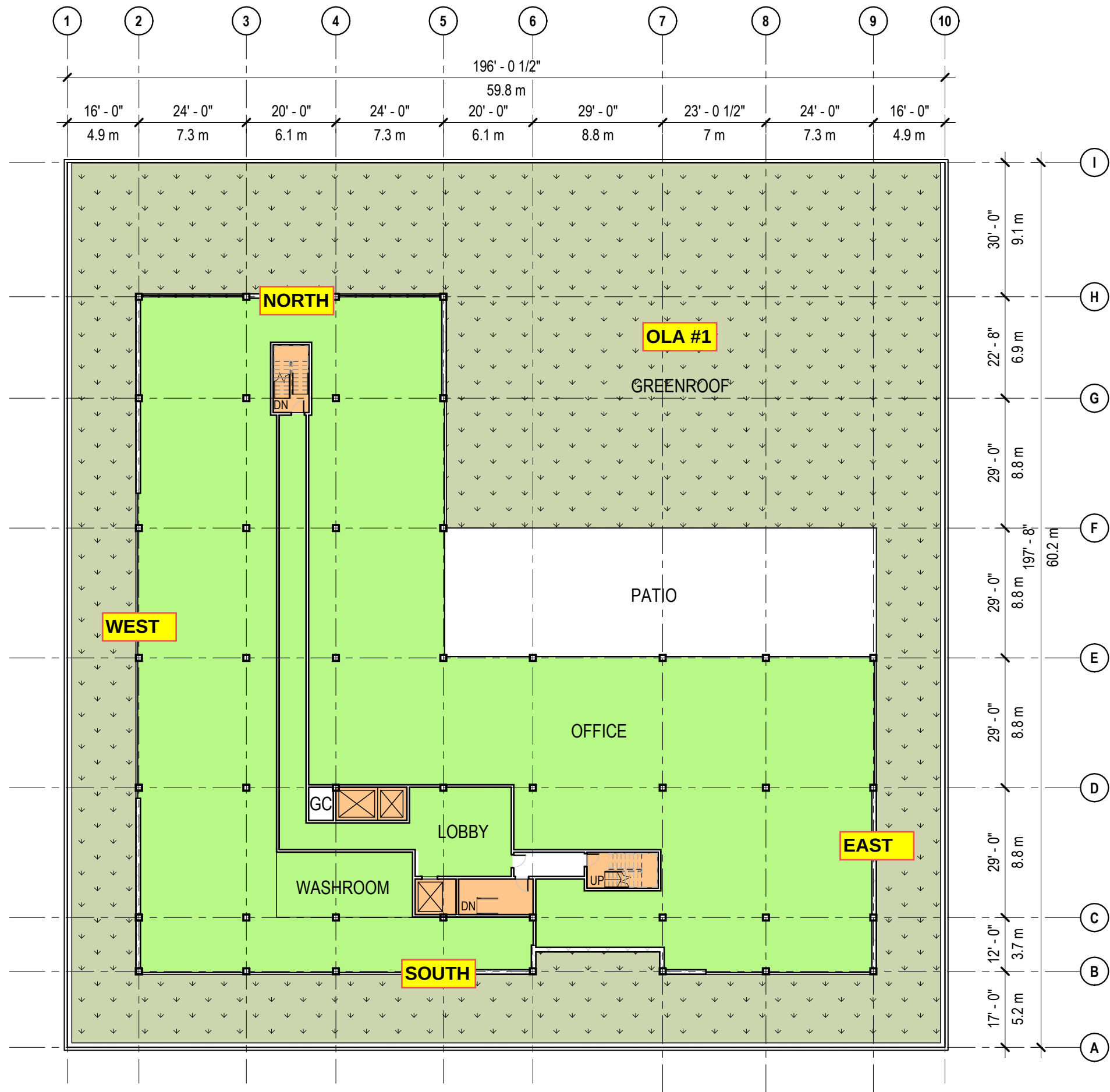


2ND FLOOR SUMMARY MATRIX

CATEGORY	AREA (SF)
- PARKING	17,458.2 SF
- BOH/MEC	1,071.3 SF
- CIRCULATION SPACES	1,691.8 SF
- STORAGE / LOCKERS	4,622.1 SF
TOTAL	24,843.4 SF 2,308.03 m²



2ND FLOOR
SCALE: 1 : 300



3RD FLOOR SUMMARY MATRIX

CATEGORY	AREA (SF)
- OFFICE	14,768.9 SF
- WASHROOM	440.4 SF
- CIRCULATION SPACES	2,042.5 SF
TOTAL	17,251.8 SF 1,602.74 m²



TOTAL UNITS SUMMARY MATRIX

CATEGORY	UNTS AREA (SF)	UNITS COUNT
REGULAR UNITS		
- 1 BEDROOM UNITS	860 SF	62
- 1 BR + DEN UNITS	1200 SF	10
- 2 BEDROOM UNITS	1100 SF	50
- 2+1 BEDROOM UNITS	1250 SF	20
LOFT UNITS		
- 1 BEDROOM LOFT	800 SF	9
- 2 BEDROOM LOFT	1,300 SF	6
- 2+1 BEDROOM LOFT	1,600 SF	12
TOTAL UNITS		169

4TH - 13TH FLOORS SUMMARY MATRIX

CATEGORY	AREA (SF)	UNIT COUNT
- 1 BEDROOM UNITS	860 SF	5
- 1 BR + DEN UNITS	1,200 SF	1
- 2 BEDROOM UNITS	1,100 SF	5
- 2+1 BEDROOM UNITS	1,250 SF	2
LIVABLE UNIT AREAS	14,618.2 SF	
CIRCULATION SPACES	1,820.2 SF	
BALCONIES	2,418.9 SF	
TOTAL	18,857.3 SF 1,751.9m ²	13

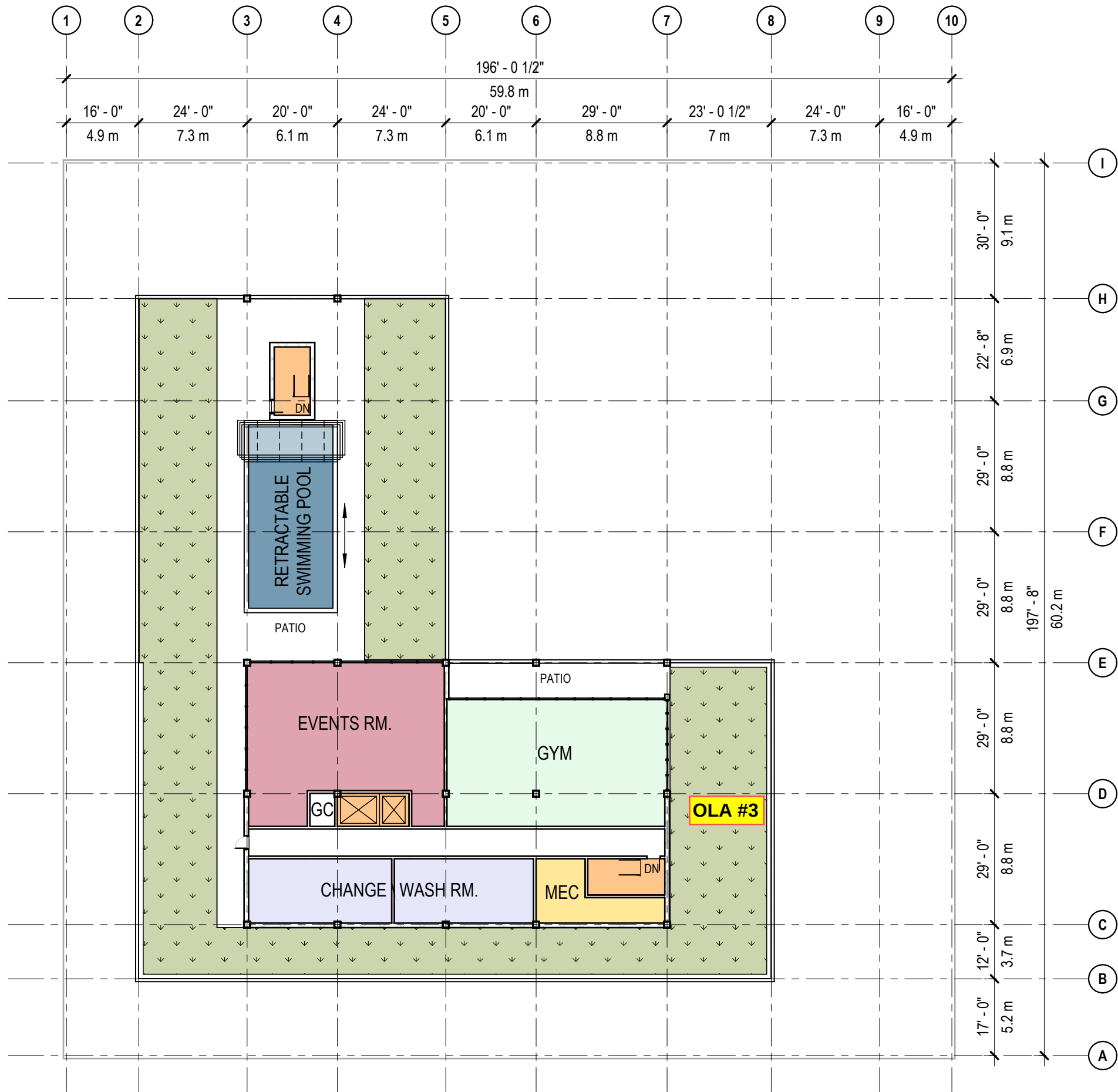


TOTAL UNITS SUMMARY MATRIX

CATEGORY	UNITS AREA (SF)	UNITS COUNT
REGULAR UNITS		
- 1 BEDROOM UNITS	860 SF	62
- 1 BR + DEN UNITS	1200 SF	10
- 2 BEDROOM UNITS	1100 SF	50
- 2+1 BEDROOM UNITS	1250 SF	20
LOFT UNITS		
- 1 BEDROOM LOFT	800 SF	9
- 2 BEDROOM LOFT	1,300 SF	6
- 2+1 BEDROOM LOFT	1,600 SF	12
TOTAL UNITS		169

14TH - 19TH FLOORS SUMMARY MATRIX

CATEGORY	AREA (SF)	UNIT COUNT
- 1 BEDROOM UNITS	860 SF	2
- 1 BEDROOM LOFT	800 SF	3
- 2 BEDROOM LOFT	1,300 SF	2
- 2+1 BEDROOM LOFT	1,600 SF	4
LIVABLE UNIT AREAS	11,532.6 SF	
CIRCULATION SPACES	1,869.6 SF	
BALCONIES	2,687.2 SF	
TOTAL	16,089.4 SF 1,494.8m²	11



 **PENTHOUSE**
SCALE: 1 : 300

PENTHOUSE SUMMARY MATRIX

CATEGORY	AREA (SF)
- CHANGE/WASH ROOM	1000.6 SF
- EVENTS ROOM	1489.3 SF
- GYM	1427.9 SF
- CIRCULATION SPACES	1129.5 SF
- MEC.	306.1 SF
TOTAL	5,353.4 SF 497.4 m²

ATTACHMENT B

Table B1.A

Road Traffic Noise Levels and Mitigation Measures Summary

1880 Assumption St., Windsor, Ontario

[illegible]

South Façade

[illegible]

West Façade (2)

[illegible]

Outdoor Living Area

OLA#1	57 (dBA)	N/A	54 (dBA)	N/A	59 (dBA)	N/A	N/A	Type A	N/A
OLA#2	58 (dBA)	N/A	53 (dBA)	N/A	59 (dBA)	N/A	N/A	Type A	N/A
OLA#3	58 (dBA)	N/A	54 (dBA)	N/A	59 (dBA)	N/A	N/A	Type A	N/A

Notes

(1) The North Façade is shielded by the building from the rail. JJAEC has assumed a conservative 10 dBA reduction in sound level from the South Façade for the North Façade.

(2) The West Façade is shielded by the building from the rail. JJAЕ has assumed a conservative 10 dBA reduction in sound level from the East Façade for the West Façade

STAMSON 5.0 NORMAL REPORT Date: 10-06-2025 17:19:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: northf1.te Time Period: Day/Night 16/8 hours
Description: North Facade Floor 4

Road data, segment # 1: Riverside Dr (day/night)

Car traffic volume : 21550/2394 veh/TimePeriod *
Medium truck volume : 454/50 veh/TimePeriod *
Heavy truck volume : 681/76 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 17.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 3.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Riverside Dr (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.00 / 105.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Riverside Dr (day)

Source height = 1.32 m

ROAD (0.00 + 60.11 + 0.00) = 60.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.56	0.00	-8.45	0.00	0.00	0.00	0.00	60.11

Segment Leq : 60.11 dBA

Total Leq All Segments: 60.11 dBA

Results segment # 1: Riverside Dr (night)

Source height = 1.32 m

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.00	62.04	0.00	-8.45	0.00	0.00	0.00	0.00	53.59
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Segment Leq : 53.59 dBA

Total Leq All Segments: 53.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.11
(NIGHT): 53.59

STAMSON 5.0 NORMAL REPORT Date: 10-06-2025 17:19:04
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: eastf4.te Time Period: Day/Night 16/8 hours
 Description: East Facade Floor 4

Rail data, segment # 1: CN Rail Frei (day/night)

Train Type	Trains	Speed (km/h)	# loc / Train	# Cars / Train	Eng type	Cont weld
* 1. Freight	1.3/1.3	97.0	4.0	140.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	Freight	1.0/1.0	2.50	10.00

Data for Segment # 1: CN Rail Frei (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 385.00 / 385.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

Rail data, segment # 2: CN Rail Pass (day/night)

Train Type	Trains	Speed (km/h)	# loc / Train	# Cars / Train	Eng type	Cont weld
* 1. Via Rail	9.0/1.3	150.0	2.0	10.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	Via Rail	7.0/1.0	2.50	10.00

Data for Segment # 2: CN Rail Pass (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   0.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 385.00 / 385.00 m
Receiver height  :      2.00 / 2.00 m
Topography      :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle  :      0.00
  
```

Results segment # 1: CN Rail Frei (day)

LOCOMOTIVE (0.00 + 48.09 + 0.00) = 48.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	65.19	-14.09	-3.01	0.00	0.00	0.00	48.09

WHEEL (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	58.78	-14.09	-3.01	0.00	0.00	0.00	41.67

Segment Leq : 48.98 dBA

Results segment # 2: CN Rail Pass (day)

LOCOMOTIVE (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	68.64	-14.09	-3.01	0.00	0.00	0.00	51.54

WHEEL (0.00 + 42.26 + 0.00) = 42.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.36	-14.09	-3.01	0.00	0.00	0.00	42.26

Segment Leq : 52.02 dBA

Total Leq All Segments: 53.77 dBA

Results segment # 1: CN Rail Frei (night)

LOCOMOTIVE (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	68.20	-14.09	-3.01	0.00	0.00	0.00	51.10

WHEEL (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	61.79	-14.09	-3.01	0.00	0.00	0.00	44.68

Segment Leq : 51.99 dBA

Results segment # 2: CN Rail Pass (night)

LOCOMOTIVE (0.00 + 46.14 + 0.00) = 46.14 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.25	-14.09	-3.01	0.00	0.00	0.00	46.14

WHEEL (0.00 + 36.86 + 0.00) = 36.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	53.97	-14.09	-3.01	0.00	0.00	0.00	36.86

Segment Leq : 46.62 dBA

Total Leq All Segments: 53.10 dBA

Road data, segment # 1: Riverside Dr (day/night)

Car traffic volume : 21550/2394 veh/TimePeriod *

Medium truck volume : 454/50 veh/TimePeriod *

Heavy truck volume : 681/76 veh/TimePeriod *

Posted speed limit : 50 km/h

Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
 Percentage of Annual Growth : 2.00
 Number of Years of Growth : 17.00
 Medium Truck % of Total Volume : 2.00
 Heavy Truck % of Total Volume : 3.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Riverside Dr (day/night)

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 125.00 / 125.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Wyandotte St (day/night)

 Car traffic volume : 21981/2442 veh/TimePeriod *
 Medium truck volume : 463/51 veh/TimePeriod *
 Heavy truck volume : 694/77 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
 Percentage of Annual Growth : 2.00
 Number of Years of Growth : 18.00
 Medium Truck % of Total Volume : 2.00
 Heavy Truck % of Total Volume : 3.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Wyandotte St (day/night)

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 205.00 / 205.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Riverside Dr (day)

Source height = 1.32 m

ROAD (0.00 + 56.34 + 0.00) = 56.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.56	0.00	-9.21	-3.01	0.00	0.00	0.00	56.34

Segment Leq : 56.34 dBA

Results segment # 2: Wyandotte St (day)

Source height = 1.32 m

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.65	0.00	-11.36	-3.01	0.00	0.00	0.00	54.28

Segment Leq : 54.28 dBA

Total Leq All Segments: 58.44 dBA

Results segment # 1: Riverside Dr (night)

Source height = 1.32 m

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	62.04	0.00	-9.21	-3.01	0.00	0.00	0.00	49.82

Segment Leq : 49.82 dBA

Results segment # 2: Wyandotte St (night)

Source height = 1.32 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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0	90	0.00	62.11	0.00	-11.36	-3.01	0.00	0.00	0.00	47.74
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Segment Leq : 47.74 dBA

Total Leq All Segments: 51.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.72
(NIGHT): 55.56

STAMSON 5.0 NORMAL REPORT Date: 10-06-2025 17:20:07
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: southf1.te Time Period: Day/Night 16/8 hours
 Description: South Facade Floor 4

Rail data, segment # 1: CN Rail Frei (day/night)

Train Type	Trains	Speed (km/h)	# loc / Train	# Cars / Train	Eng type	Cont weld
* 1. Frieght	1.3/1.3	97.0	4.0	140.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	Frieght	1.0/1.0	2.50	10.00

Data for Segment # 1: CN Rail Frei (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 400.00 / 400.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

Rail data, segment # 2: CN Rail Pass (day/night)

Train Type	Trains	Speed (km/h)	# loc / Train	# Cars / Train	Eng type	Cont weld
* 1. Via Rail	9.0/1.3	150.0	2.0	10.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	Via Rail	7.0/1.0	2.50	10.00

Data for Segment # 2: CN Rail Pass (day/night)

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Angle1   Angle2       : -90.00 deg   0.00 deg
Wood depth       :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 400.00 / 400.00 m
Receiver height  :      2.00 / 2.00 m
Topography       :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle   :      0.00
  
```

Results segment # 1: CN Rail Frei (day)

LOCOMOTIVE (0.00 + 47.92 + 0.00) = 47.92 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	65.19	-14.26	-3.01	0.00	0.00	0.00	47.92

WHEEL (0.00 + 41.51 + 0.00) = 41.51 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	58.78	-14.26	-3.01	0.00	0.00	0.00	41.51

Segment Leq : 48.81 dBA

Results segment # 2: CN Rail Pass (day)

LOCOMOTIVE (0.00 + 51.37 + 0.00) = 51.37 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	68.64	-14.26	-3.01	0.00	0.00	0.00	51.37

WHEEL (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.36	-14.26	-3.01	0.00	0.00	0.00	42.09

Segment Leq : 51.85 dBA

Total Leq All Segments: 53.60 dBA

Results segment # 1: CN Rail Frei (night)

LOCOMOTIVE (0.00 + 50.93 + 0.00) = 50.93 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	68.20	-14.26	-3.01	0.00	0.00	0.00	50.93

WHEEL (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	61.79	-14.26	-3.01	0.00	0.00	0.00	44.52

Segment Leq : 51.82 dBA

Results segment # 2: CN Rail Pass (night)

LOCOMOTIVE (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.25	-14.26	-3.01	0.00	0.00	0.00	45.98

WHEEL (0.00 + 36.70 + 0.00) = 36.70 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	53.97	-14.26	-3.01	0.00	0.00	0.00	36.70

Segment Leq : 46.46 dBA

Total Leq All Segments: 52.93 dBA

Road data, segment # 1: Wyandotte St (day/night)

Car traffic volume	:	21981/2442	veh/TimePeriod	*
Medium truck volume	:	463/51	veh/TimePeriod	*
Heavy truck volume	:	694/77	veh/TimePeriod	*
Posted speed limit	:	50 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
 Percentage of Annual Growth : 2.00
 Number of Years of Growth : 18.00
 Medium Truck % of Total Volume : 2.00
 Heavy Truck % of Total Volume : 3.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Wyandotte St (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 195.00 / 195.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Wyandotte St (day)

Source height = 1.32 m

ROAD (0.00 + 57.51 + 0.00) = 57.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.65	0.00	-11.14	0.00	0.00	0.00	0.00	57.51

Segment Leq : 57.51 dBA

Total Leq All Segments: 57.51 dBA

Results segment # 1: Wyandotte St (night)

Source height = 1.32 m

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.11	0.00	-11.14	0.00	0.00	0.00	0.00	50.97

Segment Leq : 50.97 dBA

Total Leq All Segments: 50.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.99
(NIGHT): 55.07

STAMSON 5.0 NORMAL REPORT Date: 10-06-2025 17:20:19
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: westf1.te Time Period: Day/Night 16/8 hours
Description: West Facade Floor 4

Road data, segment # 1: Riverside Dr (day/night)

Car traffic volume : 21550/2394 veh/TimePeriod *
Medium truck volume : 454/50 veh/TimePeriod *
Heavy truck volume : 681/76 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 17.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 3.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Riverside Dr (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 145.00 / 145.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Wyandotte St (day/night)

Car traffic volume : 21981/2442 veh/TimePeriod *
Medium truck volume : 463/51 veh/TimePeriod *
Heavy truck volume : 694/77 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
Percentage of Annual Growth : 2.00

Number of Years of Growth : 18.00
 Medium Truck % of Total Volume : 2.00
 Heavy Truck % of Total Volume : 3.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Wyandotte St (day/night)

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 200.00 / 200.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Riverside Dr (day)

Source height = 1.32 m

ROAD (0.00 + 55.70 + 0.00) = 55.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	68.56	0.00	-9.85	-3.01	0.00	0.00	0.00	55.70

Segment Leq : 55.70 dBA

Results segment # 2: Wyandotte St (day)

Source height = 1.32 m

ROAD (0.00 + 54.39 + 0.00) = 54.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	68.65	0.00	-11.25	-3.01	0.00	0.00	0.00	54.39

Segment Leq : 54.39 dBA

Total Leq All Segments: 58.10 dBA

Results segment # 1: Riverside Dr (night)

Source height = 1.32 m

ROAD (0.00 + 49.17 + 0.00) = 49.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	62.04	0.00	-9.85	-3.01	0.00	0.00	0.00	49.17

Segment Leq : 49.17 dBA

Results segment # 2: Wyandotte St (night)

Source height = 1.32 m

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	62.11	0.00	-11.25	-3.01	0.00	0.00	0.00	47.85

Segment Leq : 47.85 dBA

Total Leq All Segments: 51.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.10
(NIGHT): 51.57

STAMSON 5.0 NORMAL REPORT Date: 11-06-2025 12:24:51
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola1.te Time Period: Day/Night 16/8 hours
 Description: Outdoor Living Area 1

Rail data, segment # 1: CN Rail Frei (day/night)

Train Type	Trains	Speed (km/h)	# loc / Train	# Cars / Train	Eng type	Cont weld
* 1. Frieght	1.3/1.3	97.0	4.0	140.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	Frieght	1.0/1.0	2.50	10.00

Data for Segment # 1: CN Rail Frei (day/night)

Angle1	Angle2	: -90.00 deg	0.00 deg
Wood depth		: 0	(No woods.)
No of house rows		: 0 / 0	
Surface		: 2	(Reflective ground surface)
Receiver source distance		: 385.00 / 385.00 m	
Receiver height		: 2.00 / 2.00 m	
Topography		: 1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle		: 0.00	

Rail data, segment # 2: CN Rail Pass (day/night)

Train Type	Trains	Speed (km/h)	# loc / Train	# Cars / Train	Eng type	Cont weld
* 1. Via Rail	9.0/1.3	150.0	2.0	10.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	Via Rail	7.0/1.0	2.50	10.00

Data for Segment # 2: CN Rail Pass (day/night)

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Angle1   Angle2           : -90.00 deg    0.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      0 / 0
Surface              :      2      (Reflective ground surface)
Receiver source distance : 385.00 / 385.00 m
Receiver height       :      2.00 / 2.00 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

Results segment # 1: CN Rail Frei (day)

LOCOMOTIVE (0.00 + 48.09 + 0.00) = 48.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	65.19	-14.09	- 3.01	0.00	0.00	0.00	48.09

WHEEL (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	58.78	-14.09	- 3.01	0.00	0.00	0.00	41.67

Segment Leq : 48.98 dBA

Results segment # 2: CN Rail Pass (day)

LOCOMOTIVE (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	68.64	-14.09	- 3.01	0.00	0.00	0.00	51.54

WHEEL (0.00 + 42.26 + 0.00) = 42.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	59.36	-14.09	- 3.01	0.00	0.00	0.00	42.26

Segment Leq : 52.02 dBA

Total Leq All Segments: 53.77 dBA

Results segment # 1: CN Rail Frei (night)

LOCOMOTIVE (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	68.20	-14.09	- 3.01	0.00	0.00	0.00	51.10

WHEEL (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	61.79	-14.09	- 3.01	0.00	0.00	0.00	44.68

Segment Leq : 51.99 dBA

Results segment # 2: CN Rail Pass (night)

LOCOMOTIVE (0.00 + 46.14 + 0.00) = 46.14 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	63.25	-14.09	- 3.01	0.00	0.00	0.00	46.14

WHEEL (0.00 + 36.86 + 0.00) = 36.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	53.97	-14.09	- 3.01	0.00	0.00	0.00	36.86

Segment Leq : 46.62 dBA

Total Leq All Segments: 53.10 dBA

Road data, segment # 1: Riverside Dr (day/night)

Car traffic volume : 21550/2394 veh/TimePeriod *

Medium truck volume : 454/50 veh/TimePeriod *

Heavy truck volume : 681/76 veh/TimePeriod *

Posted speed limit : 50 km/h

Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
 Percentage of Annual Growth : 2.00
 Number of Years of Growth : 17.00
 Medium Truck % of Total Volume : 2.00
 Heavy Truck % of Total Volume : 3.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Riverside Dr (day/night)

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 110.00 / 110.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 3 (Elevated; no barrier)
 Elevation : 9.00 m
 Reference angle : 0.00

Results segment # 1: Riverside Dr (day)

Source height = 1.32 m

ROAD (0.00 + 56.90 + 0.00) = 56.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.56	0.00	- 8.65	- 3.01	0.00	0.00	0.00	56.90

Segment Leq : 56.90 dBA

Total Leq All Segments: 56.90 dBA

Results segment # 1: Riverside Dr (night)

Source height = 1.32 m

ROAD (0.00 + 50.37 + 0.00) = 50.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	62.04	0.00	- 8.65	- 3.01	0.00	0.00	0.00	50.37

Segment Leq : 50.37 dBA

Total Leq All Segments: 50.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.62
(NIGHT): 54.95

STAMSON 5.0 NORMAL REPORT Date: 11-06-2025 12:26:18
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola2.te Time Period: Day/Night 16/8 hours
 Description: Outdoor Living Area 2

Rail data, segment # 1: CN Rail Frei (day/night)

Train Type	! Trains	! Speed (km/h)	! # loc / Train	! # Cars / Train	! Eng type	! Cont weld
* 1. Frieght	1.3/1.3	150.0	2.0	10.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	! Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1.	Frieght	1.0/1.0	2.50	10.00

Data for Segment # 1: CN Rail Frei (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 390.00 / 390.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 3 (Elevated; no barrier)
 No Whistle
 Elevation : 36.00 m
 Reference angle : 0.00

Rail data, segment # 2: CN Rail Pass (day/night)

Train Type	! Trains	! Speed (km/h)	! # loc / Train	! # Cars / Train	! Eng type	! Cont weld
* 1. Via Rail	9.0/1.3	150.0	2.0	10.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	! Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1.	Via Rail	7.0/1.0	2.50	10.00

Data for Segment # 2: CN Rail Pass (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   0.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 0
Surface         :          2       (Reflective ground surface)
Receiver source distance : 390.00 / 390.00 m
Receiver height  :    2.00 / 2.00 m
Topography      :          3       (Elevated; no barrier)
No Whistle
Elevation       :   36.00 m
Reference angle  :    0.00
  
```

Results segment # 1: CN Rail Frei (day)

```

-----
LOCOMOTIVE (0.00 + 43.08 + 0.00) = 43.08 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  60.24 -14.15 - 3.01   0.00   0.00   0.00  43.08
-----
  
```

```

WHEEL (0.00 + 33.80 + 0.00) = 33.80 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  50.96 -14.15 - 3.01   0.00   0.00   0.00  33.80
-----
  
```

Segment Leq : 43.56 dBA

Results segment # 2: CN Rail Pass (day)

```

-----
LOCOMOTIVE (0.00 + 51.48 + 0.00) = 51.48 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  68.64 -14.15 - 3.01   0.00   0.00   0.00  51.48
-----
  
```

```

WHEEL (0.00 + 42.20 + 0.00) = 42.20 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  59.36 -14.15 - 3.01   0.00   0.00   0.00  42.20
-----
  
```

Segment Leq : 51.96 dBA

Total Leq All Segments: 52.55 dBA

Results segment # 1: CN Rail Frei (night)

LOCOMOTIVE (0.00 + 46.09 + 0.00) = 46.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	63.25	-14.15	- 3.01	0.00	0.00	0.00	46.09

WHEEL (0.00 + 36.81 + 0.00) = 36.81 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	53.97	-14.15	- 3.01	0.00	0.00	0.00	36.81

Segment Leq : 46.57 dBA

Results segment # 2: CN Rail Pass (night)

LOCOMOTIVE (0.00 + 46.09 + 0.00) = 46.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	63.25	-14.15	- 3.01	0.00	0.00	0.00	46.09

WHEEL (0.00 + 36.81 + 0.00) = 36.81 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	53.97	-14.15	- 3.01	0.00	0.00	0.00	36.81

Segment Leq : 46.57 dBA

Total Leq All Segments: 49.58 dBA

Road data, segment # 1: Riverside Dr (day/night)

Car traffic volume	:	21550/2394	veh/TimePeriod	*
Medium truck volume	:	454/50	veh/TimePeriod	*
Heavy truck volume	:	681/76	veh/TimePeriod	*
Posted speed limit	:	50 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 17.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 3.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Riverside Dr (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 140.00 / 140.00 m
Receiver height : 2.00 / 2.00 m
Topography : 3 (Elevated; no barrier)
Elevation : 36.00 m
Reference angle : 0.00

Road data, segment # 2: Wyandotte St (day/night)

Car traffic volume : 21981/2442 veh/TimePeriod *
Medium truck volume : 463/51 veh/TimePeriod *
Heavy truck volume : 694/77 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 18.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 3.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Wyandotte St (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.00 / 205.00 m
Receiver height : 2.00 / 2.00 m
Topography : 3 (Elevated; no barrier)
Elevation : 36.00 m

Reference angle : 0.00

Results segment # 1: Riverside Dr (day)

Source height = 1.32 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.56	0.00	- 9.70	- 3.01	0.00	0.00	0.00	55.85

Segment Leq : 55.85 dBA

Results segment # 2: Wyandotte St (day)

Source height = 1.32 m

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.65	0.00	-11.36	- 3.01	0.00	0.00	0.00	54.28

Segment Leq : 54.28 dBA

Total Leq All Segments: 58.15 dBA

Results segment # 1: Riverside Dr (night)

Source height = 1.32 m

ROAD (0.00 + 49.33 + 0.00) = 49.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	62.04	0.00	- 9.70	- 3.01	0.00	0.00	0.00	49.33

Segment Leq : 49.33 dBA

Results segment # 2: Wyandotte St (night)

Source height = 1.32 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	62.11	0.00	-11.36	- 3.01	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Total Leq All Segments: 51.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.20
(NIGHT): 53.73

STAMSON 5.0 NORMAL REPORT Date: 11-06-2025 12:27:11
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola3.te Time Period: Day/Night 16/8 hours
 Description: Outdoor Living Area 3

Rail data, segment # 1: CN Rail Frei (day/night)

Train Type	! Trains	! Speed (km/h)	! # loc / Train	! # Cars / Train	! Eng type	! Cont weld
* 1. Frieght	1.3/1.3	97.0	4.0	140.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	! Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1.	Frieght	1.0/1.0	2.50	10.00

Data for Segment # 1: CN Rail Frei (day/night)

Angle1	Angle2	: -90.00 deg	0.00 deg
Wood depth		: 0	(No woods.)
No of house rows		: 0 / 0	
Surface		: 2	(Reflective ground surface)
Receiver source distance		: 395.00 / 395.00 m	
Receiver height		: 2.00 / 2.00 m	
Topography		: 3	(Elevated; no barrier)
No Whistle			
Elevation		: 60.00 m	
Reference angle		: 0.00	

Rail data, segment # 2: CN Rail Pass (day/night)

Train Type	! Trains	! Speed (km/h)	! # loc / Train	! # Cars / Train	! Eng type	! Cont weld
* 1. Via Rail	9.0/1.3	150.0	2.0	10.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	! Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1.	Via Rail	7.0/1.0	2.50	10.00

Data for Segment # 2: CN Rail Pass (day/night)

```

-----
Angle1   Angle2       : -90.00 deg    0.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 / 0
Surface         :          2      (Reflective ground surface)
Receiver source distance : 395.00 / 395.00 m
Receiver height  :    2.00 / 2.00 m
Topography      :          3      (Elevated; no barrier)
No Whistle
Elevation       :   60.00 m
Reference angle  :    0.00
  
```

Results segment # 1: CN Rail Frei (day)

```

-----
LOCOMOTIVE (0.00 + 47.98 + 0.00) = 47.98 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  65.19 -14.21 - 3.01   0.00   0.00   0.00  47.98
-----
  
```

```

WHEEL (0.00 + 41.56 + 0.00) = 41.56 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  58.78 -14.21 - 3.01   0.00   0.00   0.00  41.56
-----
  
```

Segment Leq : 48.87 dBA

Results segment # 2: CN Rail Pass (day)

```

-----
LOCOMOTIVE (0.00 + 51.43 + 0.00) = 51.43 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  68.64 -14.21 - 3.01   0.00   0.00   0.00  51.43
-----
  
```

```

WHEEL (0.00 + 42.14 + 0.00) = 42.14 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
- 90      0    0.00  59.36 -14.21 - 3.01   0.00   0.00   0.00  42.14
-----
  
```

Segment Leq : 51.91 dBA

Total Leq All Segments: 53.66 dBA

Results segment # 1: CN Rail Frei (night)

LOCOMOTIVE (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	68.20	-14.21	- 3.01	0.00	0.00	0.00	50.99

WHEEL (0.00 + 44.57 + 0.00) = 44.57 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	61.79	-14.21	- 3.01	0.00	0.00	0.00	44.57

Segment Leq : 51.88 dBA

Results segment # 2: CN Rail Pass (night)

LOCOMOTIVE (0.00 + 46.03 + 0.00) = 46.03 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	63.25	-14.21	- 3.01	0.00	0.00	0.00	46.03

WHEEL (0.00 + 36.75 + 0.00) = 36.75 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	53.97	-14.21	- 3.01	0.00	0.00	0.00	36.75

Segment Leq : 46.51 dBA

Total Leq All Segments: 52.99 dBA

Road data, segment # 1: Riverside Dr (day/night)

Car traffic volume	:	21550/2394	veh/TimePeriod	*
Medium truck volume	:	454/50	veh/TimePeriod	*
Heavy truck volume	:	681/76	veh/TimePeriod	*
Posted speed limit	:	50 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 17.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 3.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Riverside Dr (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 140.00 / 140.00 m
Receiver height : 2.00 / 2.00 m
Topography : 3 (Elevated; no barrier)
Elevation : 60.00 m
Reference angle : 0.00

Road data, segment # 2: Wyandotte St (day/night)

Car traffic volume : 21981/2442 veh/TimePeriod *
Medium truck volume : 463/51 veh/TimePeriod *
Heavy truck volume : 694/77 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 18.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 3.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Wyandotte St (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.00 / 205.00 m
Receiver height : 2.00 / 2.00 m
Topography : 3 (Elevated; no barrier)
Elevation : 60.00 m

Reference angle : 0.00

Results segment # 1: Riverside Dr (day)

Source height = 1.32 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.56	0.00	- 9.70	- 3.01	0.00	0.00	0.00	55.85

Segment Leq : 55.85 dBA

Results segment # 2: Wyandotte St (day)

Source height = 1.32 m

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.65	0.00	-11.36	- 3.01	0.00	0.00	0.00	54.28

Segment Leq : 54.28 dBA

Total Leq All Segments: 58.15 dBA

Results segment # 1: Riverside Dr (night)

Source height = 1.32 m

ROAD (0.00 + 49.33 + 0.00) = 49.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	62.04	0.00	- 9.70	- 3.01	0.00	0.00	0.00	49.33

Segment Leq : 49.33 dBA

Results segment # 2: Wyandotte St (night)

Source height = 1.32 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	62.11	0.00	-11.36	- 3.01	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Total Leq All Segments: 51.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.47
(NIGHT): 55.37



Train Count Data

TRANSMITTAL

To: JJ Acoustic
Destinataire : Engineering Ltd. 21342
Klondyke Rd.,
Wheatley, ON N0P
2Po Canada

Project : CHM -105.77- Assumption Dr. Windsor ON

Att'n: Joseph C. Sleiman

Routing: joseph@jjae.ca

From: Gabriella Safatly
Expéditeur :

Date: 2025/06/02

Cc: Adjacent Development
CN via e-mail

☐ Urgent ☐ For Your Use ☐ For Review ☐ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Chatham Subdivision near Assumption Dr, Windsor ON

Please find attached the requested Train Traffic Data. The application fee in the amount of **\$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned

Sincerely,

Gabriella Safatly
Intern Public Works – Eastern Canada
Gabriella.Safatly@cn.ca

Dear Joseph:

Re: Train Traffic Data – CN Chatham Subdivision near Assumption Dr, Windsor ON

The following report is provided in response to the request for information regarding rail traffic in the vicinity of Assumption Dr., at approximately Mile 105.77 on CN's Chatham Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	1	140	60	4
Way Freight	0	25	60	4
Passenger	7	10	95	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	1	140	60	4
Way Freight	0	25	60	4
Passenger	1	10	95	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Chatham Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is 3 (Three) at-grade crossing in the immediate vicinity of the study area at Mile 105.65 Walker Rd, Mile 105.87 Devonshire Rd, Mile 105.97 Riverside Drive. Anti-whistling bylaws are not in effect at this crossing. Please note that engine-warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The single mainline track is considered continuously welded rail throughout the study area.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,

A handwritten signature in black ink that reads "Gabriella Safatly". The script is cursive and fluid, with the first name and last name clearly legible.

Gabriella Safatly
Intern Public Works – Eastern Canada
Gabriella.Safatly@cn.ca

From: [Traffic Control Plan](#)
To: [Amicarelli, Clare](#); [Joseph Sleiman](#); [Mehrilou, Elara](#)
Cc: [Joey Jraige](#); [Emmanuel](#)
Subject: RE: Traffic Data for surrounding roadways 1880 Assumption Drive, Windsor
Date: Thursday, May 15, 2025 1:23:37 PM
Attachments: [image002.jpg](#)
[image003.png](#)

Hi Joseph.

We have the following data available. A bit outdated so please let me know if you are looking for the detailed reports.

Riverside E Gladstone 18,000 (2018)

Wyandotte E Gladstone 18,000 (2017)

This data was collected using tubes, (2 axles = 1 vehicle), so vehicle class cannot be determined.

No data collected on Devonshire or Assumption.

Mike Spagnuolo
City of Windsor
Traffic Operations Center
519-255-6247

From: Amicarelli, Clare <CAmicarelli@citywindsor.ca>
Sent: May 15, 2025 1:12 PM
To: Spagnuolo, Mike <mspagnuolo@citywindsor.ca>; 'Joseph@jjae.ca' <Joseph@jjae.ca>; Mehrlou, Elara <EMehrlou@citywindsor.ca>
Cc: 'joey@jjae.ca' <joey@jjae.ca>; 'emmanuel@jjae.ca' <emmanuel@jjae.ca>
Subject: FW: Traffic Data for surrounding roadways 1880 Assumption Drive, Windsor

Good afternoon Joseph,

Thank you for your email. Dinesh is no longer with the corporation, so I am forwarding your email to Mike (Traffic Systems Operations Technologist) and Ellie (Transportation Planner I) for their review.

Thank you,

CLARE AMICARELLI, EIT, CAPM | ROAD SAFETY COORDINATOR



Transportation Planning Services
1266 McDougall St | Windsor, ON | N8X 3M7
(519)-255-6100 ext. 6463
www.citywindsor.ca

From: Joseph Sleiman <Joseph@jjae.ca>

Sent: May 15, 2025 11:57 AM

To: Dhamotharan, Dinesh <ddhamotharan@citywindsor.ca>

Cc: Joey Jraige <joey@jjae.ca>; Amicarelli, Clare <CAmicarelli@citywindsor.ca>; Emmanuel <emmanuel@jjae.ca>

Subject: Traffic Data for surrounding roadways 1880 Assumption Drive, Windsor

You don't often get email from joseph@jjae.ca. [Learn why this is important](#)

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 Dinesh, it has been a while, I hope all is good.

I am working on a proposed development located on 1880 Assumption Drive, Windsor. Please see google earth snip attached. We require some information about the traffic data for the surrounding roadways.

Namely, (1) Riverside Drive E, (2) Devonshire Road, (3) Assumption Street, and (4) Wyandotte Street E.

Please provide:

1. "Future AADT 10 years or Current AADT with a growth % most commonly used by the City of Windsor?
2. % Medium Trucks (or estimations as deemed acceptable by the City of Windsor)?
3. % Heavy trucks (or estimations as deemed acceptable by the City of Windsor)?
4. Speed limits for roadways."

Any information you have helps.

Thank you very much for your time.

Regards,

Joseph C. Sleiman
JJ Acoustic Engineering Ltd.
Tel: (226)344-8911
joseph@jjae.ca



From: julie@walkervillebrewery.com
To: [Joseph Sleiman](#)
Subject: FW: FW: Noise Impact Study Information Request
Date: Tuesday, June 3, 2025 9:01:22 AM

Hi Joe:

See the answers below from my warehouse supervisor. Thanks!

From: headbrewer@walkervillebrewery.com <headbrewer@walkervillebrewery.com>
Sent: June 2, 2025 4:17 PM
To: julie@walkervillebrewery.com
Subject: Re: FW: Noise Impact Study Information Request

Hi Julie,
see answers below:

1. Operating hours?
2. How many trucks come in daily (maximum)? 4-5 Trucks
3. What is the maximum number of truck deliveries you get in an hour? 2 trucks
4. Do the trucks idle while loading/unloading? No
5. Are the forklifts outside of the building or inside to load/unload the trucks? No, the building has a loading dock.
6. What are the hours of operation for the forklift? 8am to 4pm - Forklift is battery powered
7. Is your garage door open all the time? No, weather depends. It is closed when it is too cold in winter and too hot in summer. Other than that garage door is open all the time.

-Stephan

On 2025-06-02 14:13, julie@walkervillebrewery.com wrote:

Stephan:

Would you mind filling out #2-7 for me? We need to complete a study for a possible new residential develop in the area.

Thanks!

From: Joseph Sleiman <Joseph@jjae.ca>
Sent: June 2, 2025 11:27 AM
To: julie@walkervillebrewery.com
Cc: Emmanuel <emmanuel@jjae.ca>; Joey Jraige <joey@jjae.ca>

Subject: Noise Impact Study Information Request

Hey Julie, thank you for your phone call.

Please find below the information I need:

- * Operating hours? They vary.
- * How many trucks come in daily (maximum)?
- * What is the maximum number of truck deliveries you get in an hour?
- * Do the trucks idle while loading/unloading?
- * Are the forklifts outside of the building or inside to load/unload the trucks?
- * What are the hours of operation for the forklift?
- * Is your garage door open all the time?

Thank you for your time! Have a great day.

_Regards, _

_ _

_Joseph C. Sleiman _

_JJ Acoustic Engineering Ltd. _

_Tel: (226) 344-8911 _

joseph@jjae.ca _

From: julie@walkervillebrewery.com
To: [Joseph Sleiman](#)
Cc: [Emmanuel](#); [Joey Jraige](#)
Subject: RE: Noise Impact Study Information Request
Date: Monday, June 2, 2025 2:15:02 PM
Attachments: [image001.png](#)

Here are the hours for our tap room. Keep in mind, the brewery does open at 8 a.m. on weekdays for production. I have forwarded questions 2-7 to the warehouse supervisor.

Thanks!

MONDAY.....12pM-7PM

TUESDAY.....12pM-7PM

WEDNESDAY...12pM-7PM

THURSDAY.....12pM-7PM

FRIDAY.....12pm-10PM

SATURDAY.....11AM-7PM

SUNDAY.....11AM-6PM

From: Joseph Sleiman <Joseph@jjae.ca>
Sent: June 2, 2025 11:27 AM
To: julie@walkervillebrewery.com
Cc: Emmanuel <emmanuel@jjae.ca>; Joey Jraige <joey@jjae.ca>
Subject: Noise Impact Study Information Request

Hey Julie, thank you for your phone call.

Please find below the information I need:

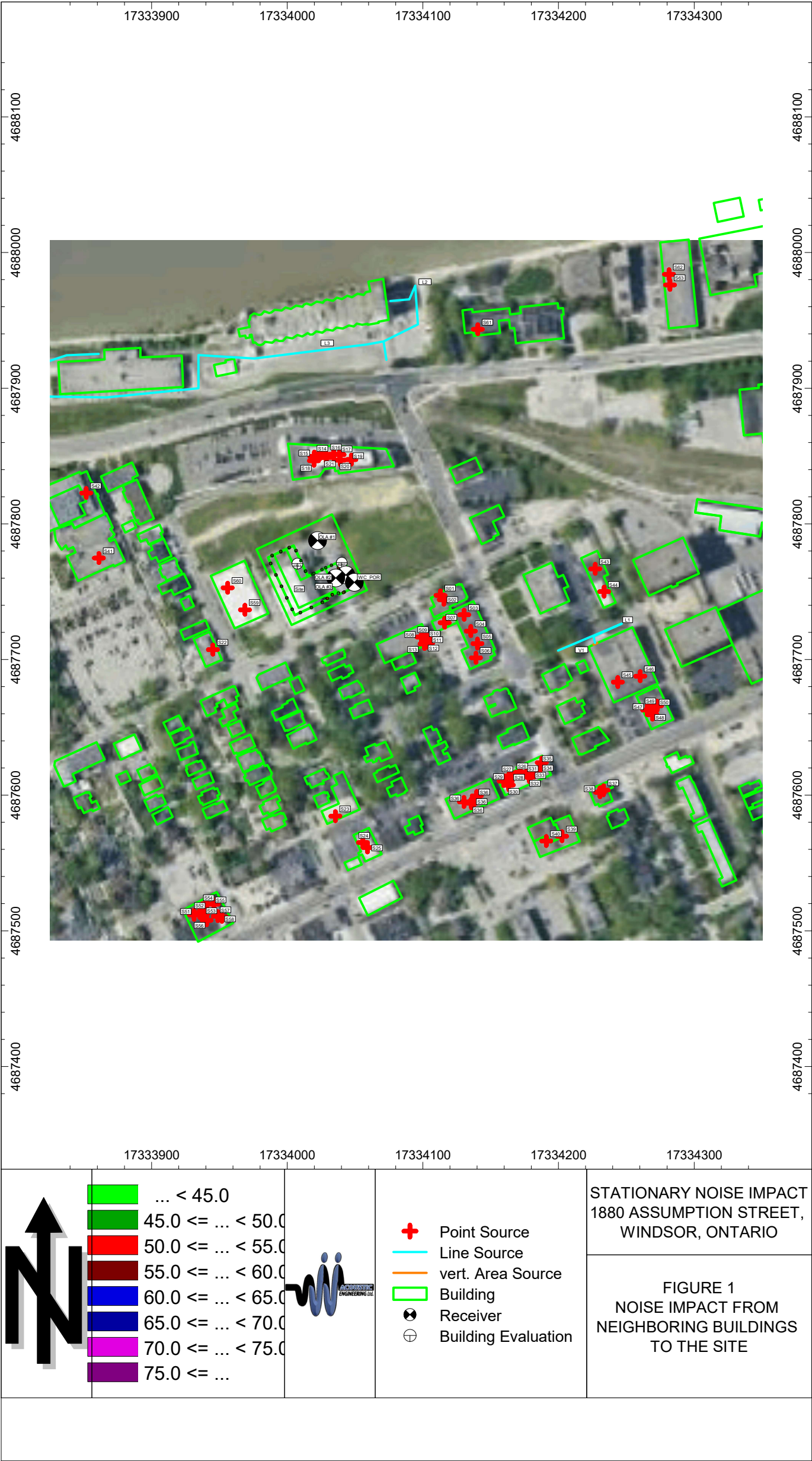
1. Operating hours?
2. How many trucks come in daily (maximum)?
3. What is the maximum number of truck deliveries you get in an hour?
4. Do the trucks idle while loading/unloading?
5. Are the forklifts outside of the building or inside to load/unload the trucks?
6. What are the hours of operation for the forklift?
7. Is your garage door open all the time?

Thank you for your time! Have a great day.

Regards,

Joseph C. Sleiman
JJ Acoustic Engineering Ltd.
Tel: (226)344-8911
joseph@jjae.ca

ATTACHMENT C



ATTACHMENT D

Table C1
Stationary Noise Impact Source Data
Point Sources

Noise Source Description	Cadna ID	Total SWL (dBA)	Data Source or Representative Data	Height Absolute (m)	Above Roof (m)		
						x	y
S01	!02!HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17334113	4687747
S02	!02!HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17334115	4687744
S03	!02!HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17334130	4687733
S04	!02!HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17334135	4687721
S05	!02!HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17334140	4687712
S06	!02!HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17334139	4687701
S07	!02!HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17334116	4687727
S08	!02!HVAC_1FAN	81.7	HVAC_1FAN	14.25	1.25	17334099	4687717
S09	!02!HVAC_1FAN	81.7	HVAC_1FAN	14.25	1.25	17334102	4687717
S10	!02!HVAC_1FAN	81.7	HVAC_1FAN	14.25	1.25	17334103	4687716
S11	!02!HVAC_1FAN	81.7	HVAC_1FAN	14.25	1.25	17334103	4687714
S12	!02!HVAC_1FAN	81.7	HVAC_1FAN	14.25	1.25	17334104	4687712
S13	!02!HVAC_1FAN	81.7	HVAC_1FAN	14.25	1.25	17334101	4687711
S14	HVAC_1FAN	81.7	HVAC_1FAN	20.25	1.25	17334025	4687852
S15	HVAC_1FAN	81.7	HVAC_1FAN	20.25	1.25	17334020	4687850
S16	HVAC_1FAN	81.7	HVAC_1FAN	20.25	1.25	17334034	4687851
S17	HVAC_1FAN	81.7	HVAC_1FAN	20.25	1.25	17334039	4687851
S18	HVAC_2FAN	82.8	HVAC_2FAN	20.25	1.25	17334020	4687847
S19	HVAC_2FAN	82.8	HVAC_2FAN	20.25	1.25	17334047	4687847
S20	Representative_MUA	80.6	Representative_MUA	20.75	1.75	17334039	4687847
S21	Representative_MUA	80.6	Representative_MUA	20.75	1.75	17334029	4687849
S22	HVAC_1FAN	81.7	HVAC_1FAN	6.85	1.25	17333945	4687707
S23	HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334036	4687585
S24	HVAC_1FAN	81.7	HVAC_1FAN	4.25	1.25	17334056	4687565
S25	HVAC_1FAN	81.7	HVAC_1FAN	4.25	1.25	17334059	4687561
S26	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334172	4687617
S27	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334164	4687614
S28	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334166	4687613
S29	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334160	4687610
S30	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334163	4687607

S31	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334177	4687616
S32	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334179	4687613
S33	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334181	4687616
S34	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334186	4687620
S35	!00!HVAC_1FAN	81.7	HVAC_1FAN	9.25	1.25	17334188	4687624
S36	!00!HVAC_2FAN	82.8	HVAC_2FAN	13.25	1.25	17334140	4687600
S36	!00!HVAC_2FAN	82.8	HVAC_2FAN	13.25	1.25	17334137	4687595
S36	!00!HVAC_2FAN	82.8	HVAC_2FAN	13.25	1.25	17334136	4687594
S36	!00!HVAC_2FAN	82.8	HVAC_2FAN	13.25	1.25	17334130	4687595
S37	HVAC_1FAN	81.7	HVAC_1FAN	10.25	1.25	17334233	4687604
S38	HVAC_1FAN	81.7	HVAC_1FAN	10.25	1.25	17334231	4687602
S39	HVAC_2FAN	82.8	HVAC_2FAN	7.25	1.25	17334203	4687570
S40	HVAC_1FAN	81.7	HVAC_1FAN	7.25	1.25	17334191	4687566
S41	Representative_MUA	80.6	Representative_MUA	11	2	17333861	4687775
S42	Chiller	86.6	Chiller	18	2	17333852	4687823
S43	HVAC_2FAN	82.8	HVAC_2FAN	7.6	2	17334227	4687767
S44	HVAC_2FAN	82.8	HVAC_2FAN	7.6	2	17334234	4687750
S45	!01!HVAC_2FAN	82.8	HVAC_2FAN	15	2	17334244	4687683
S46	!01!HVAC_2FAN	82.8	HVAC_2FAN	15	2	17334260	4687688
S47	!01!HVAC_2FAN	82.8	HVAC_2FAN	12	2	17334265	4687663
S48	!01!HVAC_2FAN	82.8	HVAC_2FAN	12	2	17334269	4687659
S49	!01!HVAC_1FAN	81.7	HVAC_1FAN	12	2	17334270	4687665
S50	!01!HVAC_1FAN	81.7	HVAC_1FAN	12	2	17334273	4687666
S51	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333931	4687512
S52	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333935	4687513
S53	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333938	4687513
S54	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333941	4687520
S55	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333946	4687520
S56	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333941	4687508
S57	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333949	4687511
S58	HVAC_1FAN	81.7	HVAC_1FAN	5	2	17333952	4687510
S59	HVAC_2FAN	82.8	HVAC_2FAN	8	2	17333969	4687737
S60	HVAC_1FAN	81.7	HVAC_1FAN	8	2	17333956	4687753
S61	HVAC_1FAN	81.7	HVAC_1FAN	11	2	17334141	4687943
S62	HVAC_1FAN	81.7	HVAC_1FAN	7.6	2	17334282	4687984
S63	HVAC_1FAN	81.7	HVAC_1FAN	7.6	2	17334282	4687976

Stationary Noise Impact Source Data
Line Sources

Noise Source Description	Cadna ID	Total SWL (dBA)	Data Source or Representative Data	Height Absolute (m)	Operating Time		Moving Pt. Src		
					Day	Night	Number		Speed
					(min)	(min)	Day	Night	(km/h)
L1	!01!Heavy_truck_10kph	88.1	Heavy_truck_10kph	2.5	30	0	2	0	10
L2	Heavy_truck_10kph	95.9	Heavy_truck_10kph	2.5	30	0	10	0	10
L3	Heavy_truck_10kph	101.5	Heavy_truck_10kph	2.5	30	0	10	0	10

Stationary Noise Impact Source Data
Vertical Sources

Noise Source Description	Cadna ID	Total SWL (dBA)	Data Source or Representative Data	Height Absolute (m)	Above Roof (m)	Operating Time		x	y
						Day	Night		
						(min)	(min)		
V1	!01!Fork_lift	98.5	Fork_lift	4.5	3	30	0	17334226	4687711