

Committee of Adjustment

MISSION STATEMENT:

“Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together.”

Author’s Name: Conner O'Rourke	File No.: B-020/26
Author’s Phone: (519) 255-6543 e 6918	Report Date: Jun 01, 2026
Author’s E-mail: corourke@citywindsor.ca	Committee Meeting Date: Jun 11, 2026

To: Committee of Adjustment

Subject Application: Consent to create two new lots.

Owner: Sandeep Bommala

Applicant: Reigns 740 Inc.

Location: 1145 Ford Blvd.

Legal Description: PLAN 709 LOT 337 LOT 338;S PT LOT 339 BLK A;

1. RECOMMENDATION:

That the Consent application of Sandeep Bommala for the conveyance of part of the subject lands, legally described as Plan 709 Lot 337 Lot 338;S Pt Lot 339 Blk A, municipally known as 1145 Ford Blvd, for the creation of a new lot with retained lots on either side, as shown on the drawing attached to the application **BE GRANTED** with the following conditions:

- I. The owner shall demolish the detached garage to the satisfaction of the City Planner¹
- II. The owner shall consult with the appropriate railway company regarding the proposed development to the satisfaction of the City Planner.
- III. Enter into a Severance Agreement with the City of Windsor to address the mitigation measures identified in the submitted noise and vibration study as well as any additional mitigation measures recommended by a relevant public agency and the appropriate railway company. The agreement shall also incorporate any recommended warning clauses, to be registered on title of the property to the satisfaction of the City Solicitor. ²
- IV. Provide Site Servicing drawings for the overall property, outlining all existing services.³
- V. Abandon any existing redundant services as per BP1.3.3 and to the satisfaction of the City Engineer. ³
- VI. Obtain Right-of-Way permits for any work within the right-of-way. ³
- VII. The owner shall contact the City Forester for detailed guidance on how to establish an adequate tree protection zone for the municipal tree adjacent to the subject property, to the satisfaction of the City Forester.⁴

¹For questions regarding Planning conditions, please contact Conner O'Rourke at corourke@citywindsor.ca

²For questions regarding Legal conditions, please contact Aaron Farough at afarough@citywindsor.ca

³For questions regarding Engineering conditions, please contact Thomas Huynh at thuynh@citywindsor.ca

⁴For questions regarding Forestry conditions, please contact Marc Edwards at medwards@citywindsor.ca

Note: Severance conditions must be fulfilled after the consent has been granted. If the conditions are not satisfied within the required timeline, the application is deemed to be null and void. A new Committee of Adjustment application will be required for any expired decision order.

2. THE REQUESTED MUNICIPAL CONSENT:

Land conveyance of part of the subject land, 1145 Ford Blvd., as shown on the attached drawing, for the purpose of creating two new lots.

3. PLANNING ANALYSIS:

The applicant is seeking severance to create a new lot and retain the remainder of the property on either side, resulting in a total of three new lots. The applicant proposes to retain the existing dwelling on one of the retained lands, and the other two lots will be used for the future development of two single unit dwellings. The subject land is designated as Residential in the Official Plan. The proposed use of both the retained and severed lots are Residential. The severed lot does not comply with the minimum lot width requirement of Zoning By-law 8600. Therefore, this request is being concurrently made with the submission of a Minor Variance Application (A-039/26).

The subject property is located adjacent to a rail yard as identified on Schedule C – Development Constraint Areas to the City of Windsor Official Plan and rail corridor as identified on Schedule F-1 – Railways to the City of Windsor Official Plan, therefore, in accordance with Section 7.2.8.8 of the Official Plan, Noise and Vibration Studies were required and subsequently submitted. Mitigation measures have been outlined by the Noise Study which include; ventilation requirements, noise warning clauses for each unit, and special building components. These mitigation measures are to be addressed as a condition of consent. The outlined mitigation measures serve to minimize any potential noise concerns for the proposed lots. Policy 7.2.8.8 (c) requires the proponent to consult with the appropriate railway company prior to the finalization of any noise or vibration study, therefore a condition has been added for the applicant to consult with via rail. Policy 7.2.8.10 requires all proposed developments adjacent to a railway right of-way or rail yard to incorporate appropriate safety measures such as setbacks, berms and security fencing to the satisfaction of the Municipality in consultation with relevant railway company, therefore a condition has been added that requires setbacks, berms and security fencing be incorporated to the satisfaction of the City Planner.

PLANNING ACT

Subsection 53(1) of the Planning Act gives council the authority to grant consent if satisfied that a plan of subdivision of land is not necessary for the proper and orderly development of the municipality. Council for the Corporation of the City of Windsor has delegated its consent authority to the Committee of Adjustment of the City of Windsor in accordance with Section 54(5) of the Planning Act.

Subsection 51(25) of the Planning Act allows the approval authority to impose such conditions to the approval of an application as it considers reasonable having regard to the nature of the development proposed.

PROVINCIAL PLANNING STATEMENT (PPS) 2024

Planning Staff has reviewed the relevant policies of the PPS - “Building Homes, Sustaining Strong and Competitive Communities” (Policy statement 2.2.1.b of the PPS). The requested consent is consistent with these policies permitting and facilitating all housing options required to meet the social, health, economic, and well-being requirements of current and future residents.

OFFICIAL PLAN (OP)

The Consent Policies, Section 11.4.3 of the Official Plan provide evaluation criteria and conditions of approval for consent applications. Appendix “A” attached herein shows the Consent Policies 11.4.3.

This consent is for creation of a new lot, which represents an appropriate consent per Section 11.4.3.2(a).

The consent is subject to conditions outlined in Section 1 of this report which, when completed, will satisfy the evaluation criteria in Sections 11.4.3.4 related to municipal standards of construction.

The severed and retained lots have access to a public highway paved with a hard surface and are serviced by municipal sanitary and storm services, complying with sections Section 11.4.3.4 and 11.4.3.5.

This consent satisfies the evaluation criteria in Section 11.4.3.6 for continuation of an orderly development pattern.

The City of Windsor Official Plan designates the subject property as Residential and the proposed development maintains the same use and conforms to the associated objectives and policies; therefore, the requested consent meets the general intent and purpose of the Official Plan.

Section 11.4.3.7 of the Official Plan states that the Committee of Adjustment may attach conditions as deemed appropriate to the approval of a consent; therefore, the applicant is required to complete the conditions noted in Section 1 of this report to the satisfaction of the City Planner, City Solicitor, City Engineer and City Forester.

ZONING BY-LAW

The subject land is zoned Residential District 1.2 (RD1.2) per Windsor’s Zoning By-law 8600 which permits a single unit dwelling. The application is concurrently submitted with a Minor Variance Application (A-039/26) seeking relief for minimum lot width for the first severed lot.

4. PLANNER’S OPINION:

This consent application is consistent with the Planning Act and Provincial Planning Statement 2024 and represents good planning. The requested Consent complies with the Official Plan and Zoning By-law 8600. The Planning Division recommends the approval of the applicant’s request for consent with the conditions noted in the recommendation.



Conner O'Rourke
Planner II – Development Review

I concur with the above comments and opinion of the Planner II.

Laura Diotte

Laura Diotte, MCIP RPP
Manager of Development Applications

CONTACT:

Name: **Conner O'Rourke**
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Fax: (519) 255-6544
Email: corourke@citywindsor.ca

APPENDICES:

Appendix "A" - Excerpts from the Official Plan Volume I

Appendix "B" - Comments received by the Secretary Treasurer of the Committee of Adjustment

APPENDIX "A"
Excerpts From Official Plan Volume I

	11.4.3	Consent Policies
COMMITTEE OF ADJUSTMENT	11.4.3.1	Council has delegated by by-law the authority to grant consents to the Committee of Adjustment.
APPROPRIATE REASONS FOR CONSENTS	11.4.3.2	Without limiting the relevant provisions of the Planning Act, Consents may only be granted where completing a subdivision process is deemed not to be necessary to ensure the proper and orderly development of the subject lands. The consent process will be used for matters such as granting easements and rights of way, leases or other interests in land lasting in excess of 21 years or lot line adjustments. Consents may be used for lot creation in the following circumstances; <ul style="list-style-type: none"> a) Small scale Infilling or intensification for development that is compatible with the neighbourhood; b) Lot line adjustments; c) An entire parcel is being developed and there are no remaining lands; d) There is no need to extend or improve municipal services outside of the subject lands; e) Where there is no phasing of the development; and f) Where parkland dedication may be cash-in-lieu.
CONFORM WITH PERMITTED USES	11.4.3.3	Consents shall only be granted for the creation of lots which comply with the Official Plan and Zoning By-law.
ACCESS TO A PUBLIC HIGHWAY	11.4.3.4	Consents shall only be granted for lots that will have access to a public road that meets municipal standards for construction. Where the abutting road requires improvement, the City may require the land owner to contribute to the improvement costs.
MUNICIPAL SERVICES	11.4.3.5	All new lots created by consent shall be serviced by municipal sanitary sewer and water services and provide for stormwater management.
EVALUATION CRITERIA	11.4.3.6	Without limiting the relevant provisions of the Planning Act, the approval authority shall evaluate applications for consent in the same manner as an application for plan of subdivision, including; <ul style="list-style-type: none"> a) Provincial legislation, provincial policies and applicable provincial guidelines; b) Conformity with the policies of this Plan, Volume II: Secondary Plans and Special Policy Areas and other relevant municipal standards and guidelines; c) Conformity with the recommendations of any support studies prepared as part of the application; d) The continuation of an orderly development pattern and the lot pattern in the neighbourhood; e) Impact of the development on adjacent properties and the lot pattern and density in the community; and f) The requirements or comments of Municipal departments and public agencies or authorities.
CONDITIONS OF APPROVAL	11.4.3.7	The approval authority may attach such conditions as it deems appropriate to the approval of a consent. Such conditions may include, but are not limited to, the following: <ul style="list-style-type: none"> a) The fulfillment of any financial requirement to the City; b) The conveyance of lands for public open space purposes or payments-in-lieu thereof in accordance with the Open Space policies of this Plan; c) The conveyance of lands for public highways or widenings as may be required; d) The conveyance of appropriate easements; e) The provision of municipal infrastructure or other services; f) The completion of a development or servicing agreement with the City if required; and g) Other such matters as the approval authority considers necessary and/or appropriate.
APPROPRIATE CIRCUMSTANCES FOR CONSENTS	11.4.3.8	Consents may only be granted when it is not necessary for the proper and orderly development of the city. Accordingly, consents will generally be limited to: <ul style="list-style-type: none"> a) Creation of lots for minor infilling; b) The mortgaging or leasing of land beyond 21 years; c) Lot boundary adjustments; and d) Easements and rights-of-ways.
DEVELOPMENT ADJACENT TO A CORRIDOR	7.2.8 7.2.8.8	Rail Transportation Policies Council shall evaluate a proposed development adjacent to a Rail Corridor, in accordance with the following: <ul style="list-style-type: none"> a) All proponents of a new development within 300 metres of a rail corridor, may be required to complete a noise study to support the proposal, and if the need for mitigation measures is determined by such study, shall identify and recommend appropriate mitigation measures, in accordance with the Procedures chapter of this Plan;

- b) All proponents of new development, located within 75 metres of a rail corridor, shall complete a vibration study to support to proposal, and if the need for mitigation measures is determined by such study, shall identify and recommend appropriate mitigation measures, in accordance with the Procedures chapter of this Plan;
- c) All proponents of new development adjacent to a rail corridor will consult with the appropriate railway company prior to the finalization of any noise or vibration study required by this Plan;
- d) All proponents of new development abutting a rail corridor shall incorporate safety measures such as setbacks, berms and security fencing to the satisfaction of the Municipality, in consultation with the relevant public agency and the appropriate railway company.

SAFETY MEASURES 7.2.8.10 All proposed development adjacent to a railway right-of-way or rail yard shall be required to incorporate appropriate safety measures such as setbacks, berms and security fencing to the satisfaction of the Municipality in consultation with relevant public agencies and the appropriate railway company.

APPENDIX "B"

Comments Received by the Secretary Treasurer of the Committee of Adjustment

Zoning Review

Consent to create two new lots fronting Ford Blvd.

[*Samuel Perry- Zoning Coordinator*]

Development, Projects & Right-of-Way

A site servicing drawing is required to determine the location of existing services, as individual connections are required for each lot. Any redundant connections to the retained property are to be abandoned as per BP 1.3.3. Should be noted to the applicant that the retaining lot would does have the proper space for side yard or front yard parking

This department has no objections to the proposed application, subject to the following condition:

1. Provide Site Servicing drawings for the overall property, outlining all existing services.
2. Abandon any existing redundant services as per BP1.3.3 and to the satisfaction of the City Engineer.
3. Obtain Right-of-Way permits for any work within the right-of-way.

[*Thomas Huynh- Technologist*]

Heritage Planner, Planning and Build

There is no apparent built heritage concern with this property, and it is not located within an Archaeological Potential Zone (APZ). Nevertheless, the Applicant should be notified of the following archaeological precaution.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Development Services Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Citizenship and Multiculturalism and the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Citizenship and Multiculturalism.

Contacts:

Windsor Planning & Development Services Department:

519-255-6543 x6179, ktang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staaedegaard, (O) 519-253-2300x2726, (C) 519-816-0711, mstaaedegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism

Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Windsor Police: 911

Ontario Ministry of Public and Business Service Delivery and Procurement

Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures:

[*Kristina Tang- Heritage Planner*]

Windsor Police Service

The Windsor Police Service has no concerns or objections with any of the applications listed in this agenda. In reviewing them, all are relatively minor in terms of their potential impact to public safety, security, or public disorder. None of the applications to be considered are therefore anticipated to create outcomes that will negatively impact the ability of the Windsor Police Service to provide proper and adequate response to incidents, whether emergency or non-emergency in nature, and other service delivery requirements.

[*Barry Horrobin- Windsor Police Service*]

Environmental Policy

Environmental Policy staff have no objection to the proposal, and nothing further is required at this time. To maintain high regard for Natural Heritage in the City during development, the following applies:

1. Should a Protected Species or their habitat be found at any time on or adjacent to the site, cease activity immediately and refer to the Species Conservation Act (2025) (SCA). The SCA is administered by the MECP. SAR biologists can be contacted at SAROntario@ontario.ca and may provide recommendations on next steps to prevent contravention of the SCA. The City of Windsor SAR hotline (519-816-5352) can also be used for relevant questions and concerns.
2. For a list of Protected Species and other provincially tracked species with potential to be around the site, use the Natural Heritage Information Centre (NHIC) Make A Map tool, found at <https://www.ontario.ca/page/make-natural-heritage-area-map>
3. Active nests of most bird species are protected under the Migratory Birds Convention Act (1994), the Fish and Wildlife Conservation Act (1997), and/or the Species Conservation Act (2025). If trees, shrubs or ground area on/adjacent to the site are to be removed, damaged, or disturbed during the breeding bird season (April 1 – August 31), then sweeps for nesting birds should be conducted to prevent contravention of these regulations. Protect any trees, shrub or ground area where an active nest is found and leave the nest unharmed until the young have permanently left the vicinity of the nest. Visit <https://www.canada.ca/en/environment-climate-change/services/avoiding-harm-migratory-birds/reduce-risk-migratory-birds.html> for more information.
4. Beaver dams and dens of fur-bearing mammals are protected under section 8 of the Fish and Wildlife Conservation Act (1997) and are not to be damaged or destroyed without the proper authorization and/or license.
5. The City of Windsor is a Bird Friendly City. Bird Friendly Design is encouraged, particularly window collision mitigation. Options for integrating bird friendly design can be found here: www.birdsafe.ca and bird friendly guidelines can be found here: Bird-Friendly Guidelines – City of Toronto.
6. Ontario has a list of Regulated Species in the Ontario Invasive Species Act (ISA) (2015). If any species on this list are identified on site, it is recommended that Best Management Practices be followed to remove the invasive species from the site prior to starting development activities. If guidance is required, report the occurrence to the City Naturalist. For a list of ISA Regulated species: Ontario Invasive Species Act – Invasive Species Centre.

Contacts:

Karen Alexander

City of Windsor Naturalist & Supervisor, Natural Areas

kaalexander@citywindsor.ca
Connor Wilson
Planner II – Revitalization & Policy Initiatives
conwilson@citywindsor.ca

[*Connor Wilson- Environmental Policy*]

Forestry

There are City owned trees adjacent to the subject property. City Trees are protected from damages and removal under City by-law 135-2004 and 131-2019. The Applicant will be required to consult with Forestry on the protection of all City trees which may be impacted by the development.

[*Conner O'Rourke – Planner*]

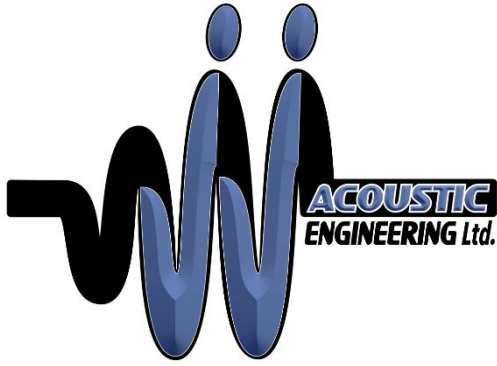


Road/Rail Traffic Noise Impact Study

1145 Ford Boulevard, Windsor, Ontario

JJ-00819 NIS1





April 23, 2026

Reference No. JJ-00819-NIS1

Sandeep Bommala

Dear Mr. Bommala:

**Re: Road/Rail Traffic Noise Impact Study
1145 Ford Boulevard, Windsor, Ontario**

1. Introduction

JJ Acoustic Engineering Ltd. (JJAE) was retained to complete a Road/Rail Traffic Noise Impact Study (Study) for the residential development located at 1145 Ford Boulevard in Windsor, Ontario (Site). The Site will be developed into a 2-storey dwelling building. JJAE 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 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.

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, Truck Route Study
- Attachment C – Rail Impulse Vibration Study

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 and Rail 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 one significant roadway in the vicinity of the development: South National Street approximately 60 meters to the South Facade. 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:

South National Street:

- Current AADT (2012): 5,200
- Forecast AADT (2036): 9,405
- Commercial Vehicle Rates: 3% medium trucks and 2% heavy trucks
- Posted Speed Limit: 50 km/h
- Day Night Splits: 90% day and 10% night

JJAE was provided with the AADT for S National Street by the City of Windsor. Based on the City of Windsor Truck Route Study (July 2025), which does not identify S National Street as a designated truck route, JJAE has conservatively assumed medium and heavy commercial vehicle percentages of 3% and 2%, respectively, for the purposes of this analysis. A copy of the Truck Route Study has been provided in Attachment B.

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

2.2.2 Rail Traffic Parameters

The Rail data provided by VIA 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:

VIA Passenger	CN Freight
8 Daytime Train	0 Daytime Train
2 Nighttime Trains	1 Nighttime Trains
2 Locomotives	2 Locomotives
8 Cars	150 Cars
Speed of 81km/h	Speed of 57km/h

2.3 Road Traffic and Rail Noise Modeling Results

JJAE 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.

2.4 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.

The designated OLA location approximately 6.8 meters from the West façade is not feasible, as the noise from rail operations will incur a calculated noise level of 66 dBA without substantial mitigation measures. As an alternative, JJAЕ recommends designating the front yard as the OLA, approximately 3.6 meters from the East façade, allowing the building to provide shielding from the rail source, thereby reducing the angle of sight from the rail source to the OLA and decreasing the calculated noise impact to 59 dBA.

A warning clause type A is required for all units. The location of the OLA and angle of sight are illustrated 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:

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. In addition, exterior wall compositions must be a minimum of STC 51, with brick veneer or masonry equivalent.

3. Recommendations and Implementation

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

- Warning Clause Type D 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 all the units.
- North Façade requires a minimum of STC 29 glazing installed with a maximum window to floor area ratio of 35% and thick operable windows. In addition, exterior wall compositions must be a minimum of STC 51.
- East Façade requires a minimum of STC 30 glazing installed with a maximum window to floor area ratio of 35% and thick operable windows. In addition, exterior wall compositions must be a minimum of STC 51.
- South Façade requires a minimum of STC 33 glazing installed with a maximum window to floor area ratio of 35% and thick operable windows. In addition, exterior wall compositions must be a minimum of STC 51.
- West Façade requires a minimum of STC 35 glazing installed with a maximum window to floor area ratio of 35% and thick operable windows. In addition, exterior wall compositions must be a minimum of STC 51.
- JJAЕ and the client require air conditioning for all units.
- VIA Rail Canada Inc. / Canadian National Railway Company Warning Clause 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 all the units.
- Within 100 meters of a rail line exterior façades are to be brick veneer or masonry equivalent.

Outdoor Living Area:

- JJAЕ recommended re-locating the OLA in the front yard to take advantage of building shielding from rail operations and reduce the noise exposure. The initially proposed OLA location adjacent to the west façade is not recommended due to elevated rail noise levels. An illustration is provided in Attachment A – Site Plan.
- 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 railway was reviewed with respect to vibration, and it was confirmed there was no significant noise or vibration impact. JJAЕ has provided the full report for this vibration and impulse noise memo in Attachment C.

3.1 Required Warning Clauses

Warning Clause A: “Purchasers/tenants are advised that sound levels due to increasing road (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 D: “This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.”

Rail Company Warning Clause: VIA Rail Canada Inc. and the Canadian National Railway Company or their assigns or successors in interest has or have a right-of-way within 1,000 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.

4. Conclusions

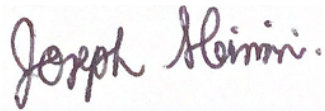
The results of this Study indicate that the potential environmental impact from road/rail traffic noise sources are significant. Mitigation measures will be required including ventilation requirements, noise warning clauses for each unit, and special building components. With the mitigation measures provided in Section 3, there will be minimal noise impact from the neighboring roads/railways to the Site.

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

Written By:

Reviewed by:

April 23, 2026



Joseph Sleiman
Acoustic Technician

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

ATTACHMENT A

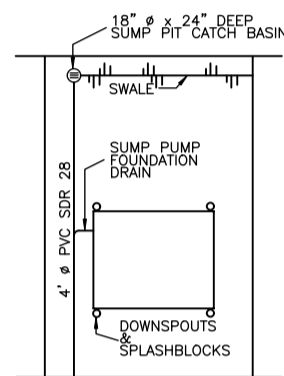
SUMP PUMP OVERFLOW DISCHARGE PIPE

TYPICAL LOT DRAINAGE

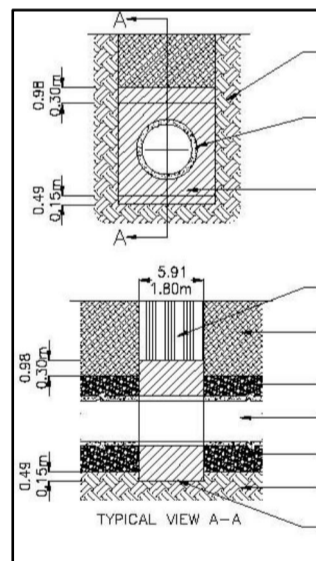
NOT TO SCALE

NOTE

1. STORM CONNECTIONS TO PROVIDE REAR YARD DRAINAGE AND WEeping TILE FROM BASEMENT SUMP.
2. SANITARY CONNECTIONS TO CARRY DOMESTIC SEWAGE ONLY.
3. LOT GRADING TO DIRECT WATER AWAY FROM HOUSE TO EITHER ROAD OR REAR YARD DRAIN.
4. SOLID STORM DRAIN TO 10 FEET BEYOND HOUSE AS SHOWN.
5. PERFORATED PIPE FOR REAR YARD DRAINAGE AS SHOWN.
6. CONNECT 4" Ø WEeping TILE TO BASEMENT SUMP AND DISCHARGE TO STORM SEWER.
7. CLEAN-OUTS TO BE LOCATED EVERY 50 FEET MAXIMUM.



PLAN VIEW
NOT TO SCALE



ENSURE OUTSIDE EXISTING TRENCH (BOTH SIDES) ARE CLEANED TO ORIGINAL GROUND

STORM SEWER

REMOVE EXISTING STONE BEDDING BACKFILL AND REPLACE WITH LEAN GROUT/BENTONITE 1.0' BELOW EXISTING BEDDING 3.5' IN LENGTH

IMPORTED CLAY (IMPERVIOUS) IF NATIVE BACKFILL IS NOT CLAY CLAY BACKFILL (COMPACTED TO SPECIFICATION)

1.0' GRANULAR BEDDING

MUST BE INSTALLED BETWEEN JOINTS

6" SEWER STONE (Min.)

UNDISTURBED SOIL

EXCAVATE 6" BELOW PIPE BEDDING (FOR EXISTING PIPE ONLY)

GROUT/BENTONITE PLUG DETAIL

INTEGRATION DATA

COORDINATES ARE DERIVED FROM GRID OBSERVATIONS USING THE CAN-NET NETWORK SERVICE AND ARE REFERRED TO UTM ZONE 17 (81° WEST LONGITUDE) NAD83 (CSRS) (2010.0).
COORDINATE VALUES ARE TO AN URBAN ACCURACY IN ACCORDANCE WITH SECTION 14(2) O.REG 216/10

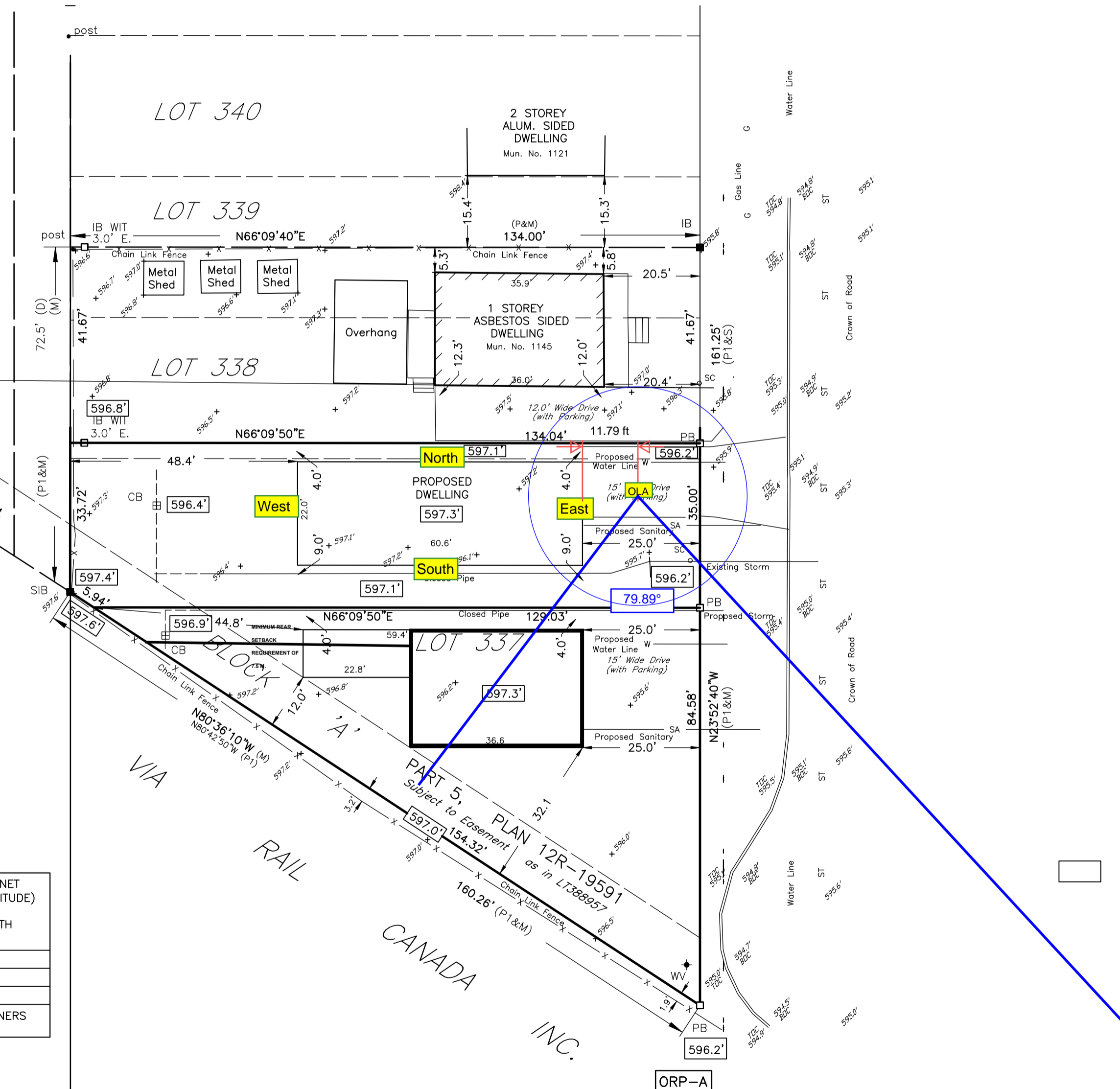
POINT ID	NORTHING	EASTING
ORP-A	15378265.92	1108236.96
ORP-B	15378591.67	1108092.76

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

THE RESULTANT TIE BETWEEN ORP-A AND ORP-B IS N23°52'40"E, 356.25'.

CAUTION

UNDERGROUND UTILITIES AND SERVICES SHOWN ON THIS PLAN ARE APPROXIMATE AND MUST BE VERIFIED BEFORE CONSTRUCTION



NOTES

BEARINGS ARE UTM GRID DERIVED FROM OBSERVED REFERENCE POINTS "A" AND "B" BY REAL TIME NETWORK OBSERVATIONS.

DISTANCES ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99994925

ATTACHMENT B

Table B1.A

Road Traffic Noise Levels and Mitigation Measures Summary
1145 Ford Boulevard, Windsor, Ontario

Point of Reception	Road Sound Level Daytime (dBA)	Road Sound Level Nighttime (dBA)	Rail Sound Level Daytime (dBA)	Rail Sound Level Nighttime (dBA)	Combined Daytime (dBA)	Combined Nighttime (dBA)	Ventilation Requirements NPC 300	Warning Clauses From NPC 300	Special Building Components
North Façade									
Plane of Window Level 1	54 (dBA)	47 (dBA)	57 (dBA)	61 (dBA)	59 (dBA)	61 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 29
Plane of Window Level 2	54 (dBA)	47 (dBA)	57 (dBA)	61 (dBA)	59 (dBA)	61 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 29
East Façade									
Plane of Window Level 1	53 (dBA)	47 (dBA)	58 (dBA)	62 (dBA)	60 (dBA)	62 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 30
Plane of Window Level 2	53 (dBA)	47 (dBA)	58 (dBA)	62 (dBA)	60 (dBA)	62 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 30
South Façade									
Plane of Window Level 1	56 (dBA)	50 (dBA)	61 (dBA)	65 (dBA)	63 (dBA)	65 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 33
Plane of Window Level 2	56 (dBA)	50 (dBA)	61 (dBA)	65 (dBA)	63 (dBA)	65 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 33
West Façade									
Plane of Window Level 1	57 (dBA)	51 (dBA)	63 (dBA)	67 (dBA)	64 (dBA)	67 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 35
Plane of Window Level 2	57 (dBA)	51 (dBA)	63 (dBA)	67 (dBA)	64 (dBA)	67 (dBA)	Requirement for Air Conditioning	Type D	Minimum Window STC Rating of 35
Outdoor Living Area									
OLA 1 (Backyard)	59 (dBA)	N/A	65 (dBA)	N/A	66 (dBA)	N/A	N/A	N/A	N/A
Outdoor Living Area (1)									
OLA 1 (Front Yard)	53 (dBA)	N/A	58 (dBA)	N/A	59 (dBA)	N/A	N/A	Type A	Warning Clause Type A

Notes

(1) Locating the OLA at the front yard will significantly reduce the noise impact, removing the need for mitigation.

Outdoor Sound Level
 Indoor Sound Level
 Noise Reduction

Day/Night
 Road/Rail

Angle of Sound Angle Correction

Sum

Component	<input type="text" value="Window"/>	Sum	<input type="text" value="35"/>
Sound Energy Transmitted	<input type="text" value="100"/> %	Table 3	<input type="text" value="0"/>
Component Area	<input type="text" value="35"/> m ²		
Room Floor Area	<input type="text" value="100"/> m ²		
% Floor Area	<input type="text" value="31"/> %		
Room Absorption Category	<input type="text" value="Intermediate"/>	Table 4	<input type="text" value="-4"/>
Noise Spectrum Type	<input type="text" value="Mixed Road Traffic, Distance Aircraft"/>		
Component Category	<input type="text" value="Openable Thick Window"/>	Table 5	<input type="text" value="4"/>
REQUIRED STC FOR COMPONENT			<input type="text" value="35"/>

Component	<input type="text" value="Exterior Wall"/>	Sum	<input type="text" value="35"/>
Sound Energy Transmitted	<input type="text" value="10"/> %	Table 3	<input type="text" value="10"/>
Component Area	<input type="text" value="65"/> % Floor Area		
Room Floor Area	<input type="text" value="100"/> <input type="text" value="63"/>		
Room Absorption Category	<input type="text" value="Intermediate"/>	Table 4	<input type="text" value="-1"/>
Noise Spectrum Type	<input type="text" value="Mixed Road Traffic, Distance Aircraft"/>		
Component Category	<input type="text" value="Exterior Wall"/>	Table 5	<input type="text" value="7"/>
REQUIRED STC FOR COMPONENT			<input type="text" value="51"/>

Joseph Sleiman

From: Transportation Development Application <tda@citywindsor.ca>
Sent: Wednesday, April 15, 2026 1:08 PM
To: Joseph Sleiman
Cc: engineeringdept; Brodzinski, Jessica; Allen, Heidi; Johnson, Stevie
Subject: Re: Traffic Data for surrounding roadways 1145 Ford Boulevard, Windsor

Hi Joseph,

Thank you for reaching out. For future AADTs in proximity, it is recommended to refer to the link provided: [Windsor Truck Route Study](#). Truck percentages (medium and heavy) can also be referenced from the same study or best engineering judgement for the growth rate. Posted speed limits can be confirmed through municipal mapping or site verification.

Kind Regards,
AASHVI SARVAIYA | TRANSPORTATION PLANNER 1



Traffic operations
1266 McDougall St | Windsor, ON | N8X 3M7
(519)-255-6100 ext. 6831
www.citywindsor.ca

From: Traffic Control Plan <tcp@citywindsor.ca>
Sent: Monday, April 13, 2026 2:57 PM
To: 'joseph@jjae.ca' <joseph@jjae.ca>; Traffic Control Plan <tcp@citywindsor.ca>
Cc: engineeringdept <engineeringdept@citywindsor.ca>; Brodzinski, Jessica <JBrodzinski@citywindsor.ca>; Allen, Heidi <hallen@citywindsor.ca>; Johnson, Stevie <SJohnson@citywindsor.ca>; Transportation Development Application <tda@citywindsor.ca>
Subject: Re: Traffic Data for surrounding roadways 1145 Ford Boulevard, Windsor

Hi Joseph,

AADT data is not available for the specified location. The nearest available AADT data (2012) is from S. National Street east of Pillette Road and west of Jefferson Boulevard, as attached below. Growth rates and acceptable truck percentages are to be determined by Transportation Planning (cc'd on this email). The posted speed limit along S. National Street, from Pillette Road to Jefferson Boulevard, is 50 km/h.



Thank you,
Ajay Kumar | Traffic Technician (A)
Public Works - Transportation Department
(519)-255-6380 ext. 6830



From: Johnson, Stevie <SJohnson@citywindsor.ca>
Sent: Monday, April 13, 2026 1:49 PM
To: Traffic Control Plan <tcp@citywindsor.ca>; 'joseph@jjae.ca' <joseph@jjae.ca>
Cc: engineeringdept <engineeringdept@citywindsor.ca>; Brodzinski, Jessica <JBrodzinski@citywindsor.ca>; Allen, Heidi <hallen@citywindsor.ca>
Subject: RE: Traffic Data for surrounding roadways 1145 Ford Boulevard, Windsor

Hello ,
Please see the email below.
The sender is seeking information regarding the Traffic Control Plan (TCP). They were previously in contact with Ankit but have not received any further updates and are requesting follow-up.

I have included Joseph in this email.

Thank you,

Stevie Johnson | RIGHT OF WAY PERMIT CLERK

Infrastructure Services – Right-of-Way Division

350 City Hall Sq. W. | Second Floor | Windsor, ON | N9A 6S1 Office:

(519) 255-6257



From: Joseph Sleiman <Joseph@jjae.ca>

Sent: Monday, April 13, 2026 1:05 PM

To: engineeringdept <engineeringdept@citywindsor.ca>

Subject: FW: Traffic Data for surrounding roadways 1145 Ford Boulevard, Windsor

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. Please see the forwarded email thread I am sharing with you regarding my request for traffic data. I have called and left a message for your review.

Please give me a call back.

Regards,

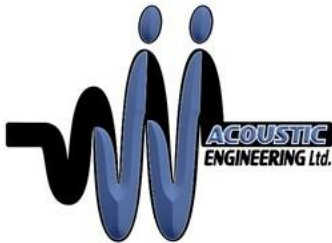
Joseph C. Sleiman

JJ Acoustic Engineering Ltd.

Tel: (226)344-8911

Available 24 hrs/day - 7 days/week

joseph@jjae.ca



From: Joseph Sleiman <Joseph@jjae.ca>

Sent: Tuesday, April 7, 2026 2:10 PM

To: Italiya, Ankit <aitaliya@citywindsor.ca>

Cc: Joey Jraige <joey@jjae.ca>

Subject: Re: Traffic Data for surrounding roadways 1145 Ford Boulevard, Windsor

Hello Ankit. I tried calling you and left a voice mail. Please give me an update

Thank you!

Regards,

Joseph Sleiman
226-344-8911
JJ Acoustic Engineering Ltd.
joseph@jjae.ca

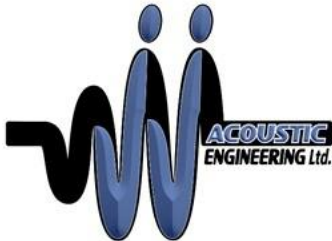
From: Joseph Sleiman
Sent: Wednesday, April 1, 2026 12:06:53 AM
To: Italiya, Ankit <aitaliya@citywindsor.ca>
Cc: Joey Jraige <joey@jjae.ca>
Subject: RE: Traffic Data for surrounding roadways 1145 Ford Boulevard, Windsor

Hello Ankit. Any Updates?

Thanks

Regards,

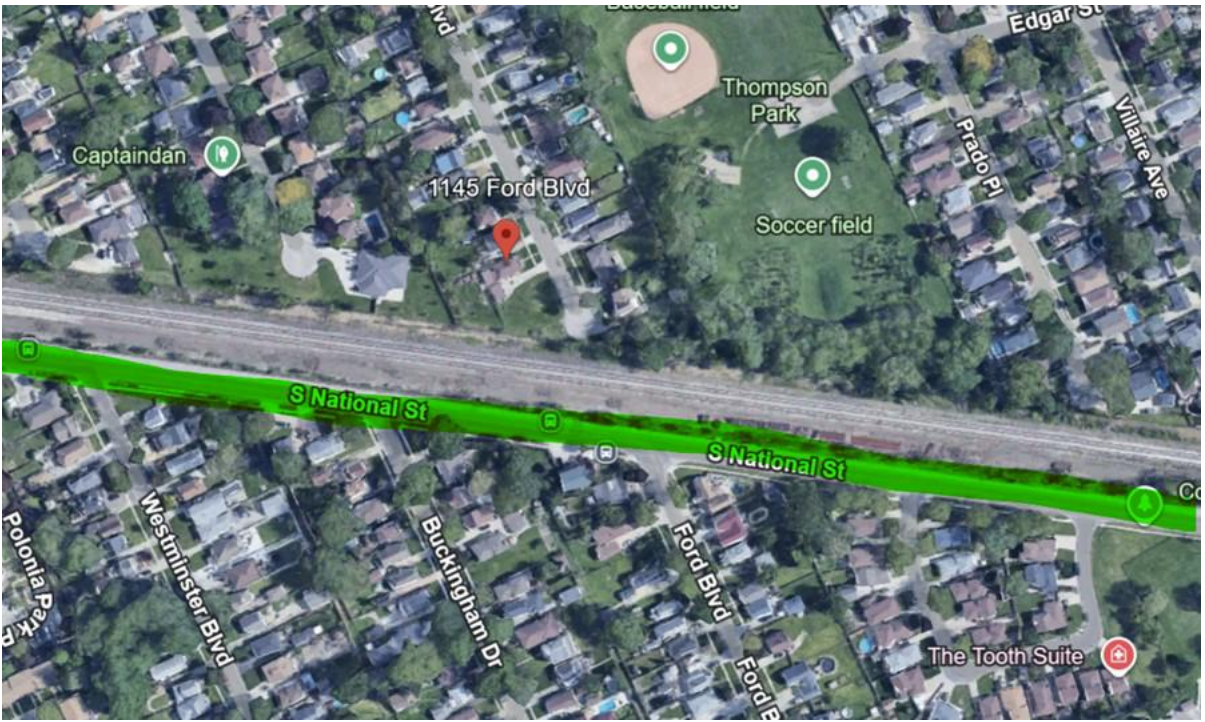
*Joseph C. Sleiman
JJ Acoustic Engineering Ltd.
Tel: (226)344-8911
Available 24 hrs/day - 7 days/week
joseph@jjae.ca*



From: Joseph Sleiman
Sent: Monday, March 23, 2026 2:58 PM
To: Italiya, Ankit <aitaliya@citywindsor.ca>
Cc: Joey Jraige <joey@jjae.ca>
Subject: Traffic Data for surrounding roadways 1145 Ford Boulevard, Windsor

Hello Ankit, I hope your day is going well.

We are working on a proposed development located on 1145 Ford Boulevard, Windsor, and we need information about the traffic data for the surrounding roadways. Namely: S National Street. Please see a Google Earth Snip below for reference.



Please provide:

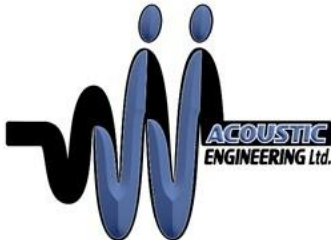
1. “Future AADT 10 years or Current AADT with a growth % most commonly used by the City of Windsor.
2. % Medium Trucks (or estimations as deemed acceptable by the City of Windsor)?
3. % Heavy trucks (or estimations as deemed acceptable by the City of Windsor)?
4. Speed limits for roadways.”

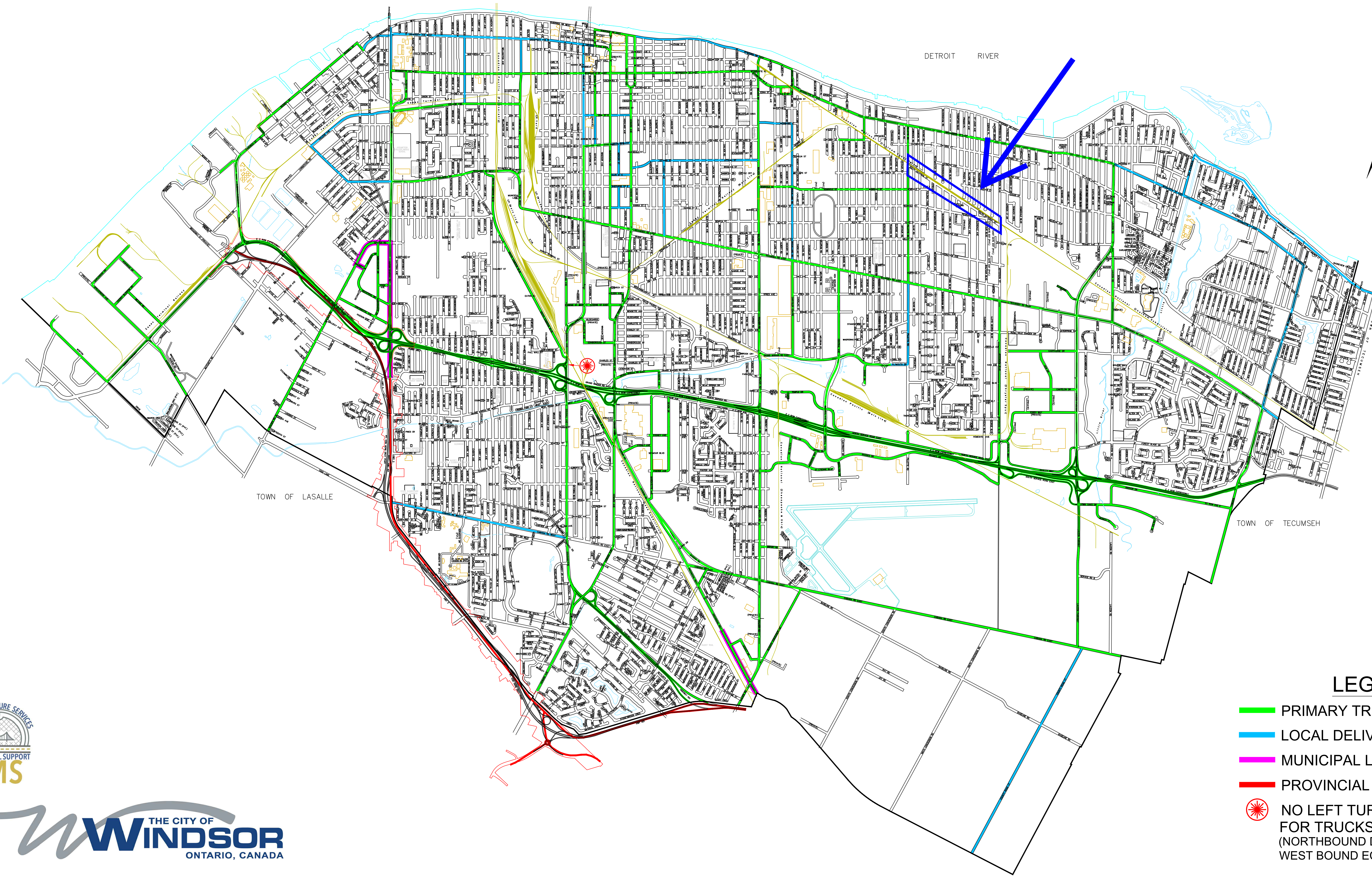
Any information you have helps.

Thank you very much for your time.

Regards,

Joseph C. Sleiman
JJ Acoustic Engineering Ltd.
Tel: (226)344-8911
Available 24 hrs/day - 7 days/week
joseph@jjae.ca

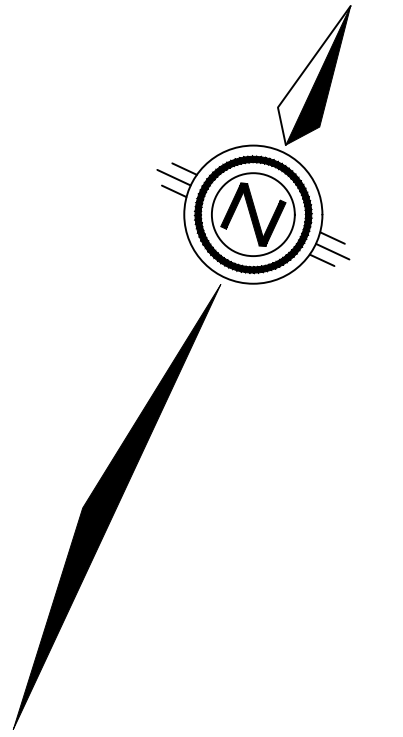




DETROIT RIVER

TOWN OF LASALLE

TOWN OF TECUMSEH



LEGEND

- PRIMARY TRUCK ROUTE
- LOCAL DELIVERY ROUTE
- MUNICIPAL LCV ROUTE
- PROVINCIAL HIGHWAY
- NO LEFT TURN PERMITTED FOR TRUCKS (NORTHBOUND DOUGALL AVE TO WEST BOUND EC ROW EXPRESSWAY)



Joseph Sleiman

From: Elizabeth Laurendeau-Fitzpatrick <Elizabeth_Laurendeau-Fitzpatrick@viarail.ca>
Sent: Tuesday, April 7, 2026 11:48 AM
To: Joseph Sleiman; Michael Mazzilli
Cc: Joey Jraige; Stefan Lout; Paul Charbachi
Subject: RE: Rail Noise Impact Study - Ford Boulevard, Windsor

Hi Joseph,
Apologies for the delayed response.
For reference, I have identified this location as approx. MP 103.6 Chatham Subdivision.

Here some answers to your questions:

1. Maximum number of Locomotives: Typically, 2.
2. Maximum number of Cars: Passenger: 8 / Freight: 100+
 3. Is this area a whistle zone? Except to prevent an accident or in case of emergency, the sounding of whistle is prohibited at crossings at grade within the city of Windsor.
4. Is the rail line welded? The mainline is welded but the south service track is bolted.
5. Speed in km/hr of the train: Mainline track speed East of MP 103.6 is 50mph for passenger, 35 mph for freight, West of 103.6 is 30mph for passenger, 25mph for freight. South Service track is out of service beyond MP 103.05 but may be used for storing track maintenance equipment – speed must not exceed 10 mph.
6. How many trains pass by in a day (7am-11pm)? VIA typically runs 4 trains per direction per day – total 8 trains per day. Refer to link to schedules below. VIA also wyes its trains in the JeUerson wye approx. twice per day. CN typically runs 1 train per day.
7. Are there any trains that pass by in the nighttime (11pm-7am)? The first VIA morning train is scheduled to leave Windsor at 5:35, and the last VIA train is scheduled after 11pm. Refer to link to schedules below. CN train typically runs at night after the last VIA train.

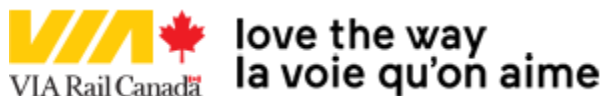
[Arrivals and departures | VIA Rail](#)

[Arrivals and departures | VIA Rail](#)

I hope this helps.
Regards.

Elizabeth L.-Fitzpatrick, ing.
Ingénieure - Infrastructure ferroviaire
Engineer - Railway Infrastructure

VIA Rail Canada
3 Place Ville Marie, Suite 500, Montréal, Québec, H3B 2C9 C :
+1 (438) 308-8634



From: Joseph Sleiman <Joseph@jjae.ca>
Sent: April 7, 2026 11:21 AM
To: Elizabeth Laurendeau-Fitzpatrick <Elizabeth_Laurendeau-Fitzpatrick@viarail.ca>; Michael Mazzilli <Michael_Mazzilli@viarail.ca>

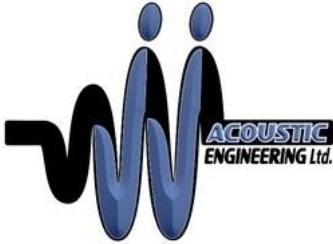
Cc: Joey Jraige <joey@jjae.ca>; Stefan Lout <Stefan_Lout@viarail.ca>; Paul Charbachi <Paul_Charbachi@viarail.ca>
Subject: RE: Rail Noise Impact Study - Ford Boulevard, Windsor

EXPÉDITEUR EXTERNE: Faites preuve de prudence avec les liens et les pièces jointes provenant d'un expéditeur externe.
EXTERNAL SENDER: Use caution with links and attachments from an external sender.

Hello Elizabeth. Nice to meet you.
Please can we have an update.

Thank you.
Regards,

Joseph C. Sleiman
JJ Acoustic Engineering Ltd.
Tel: (226)344-8911
Available 24 hrs/day - 7 days/week
joseph@jjae.ca



From: Paul Charbachi <Paul_Charbachi@viarail.ca>
Sent: Wednesday, March 25, 2026 10:42 AM
To: Elizabeth Laurendeau-Fitzpatrick <Elizabeth_Laurendeau-Fitzpatrick@viarail.ca>; Michael Mazzilli <Michael_Mazzilli@viarail.ca>
Cc: Joey Jraige <joey@jjae.ca>; Joseph Sleiman <Joseph@jjae.ca>; Stefan Lout <Stefan_Lout@viarail.ca>
Subject: RE: Rail Noise Impact Study - Ford Boulevard, Windsor

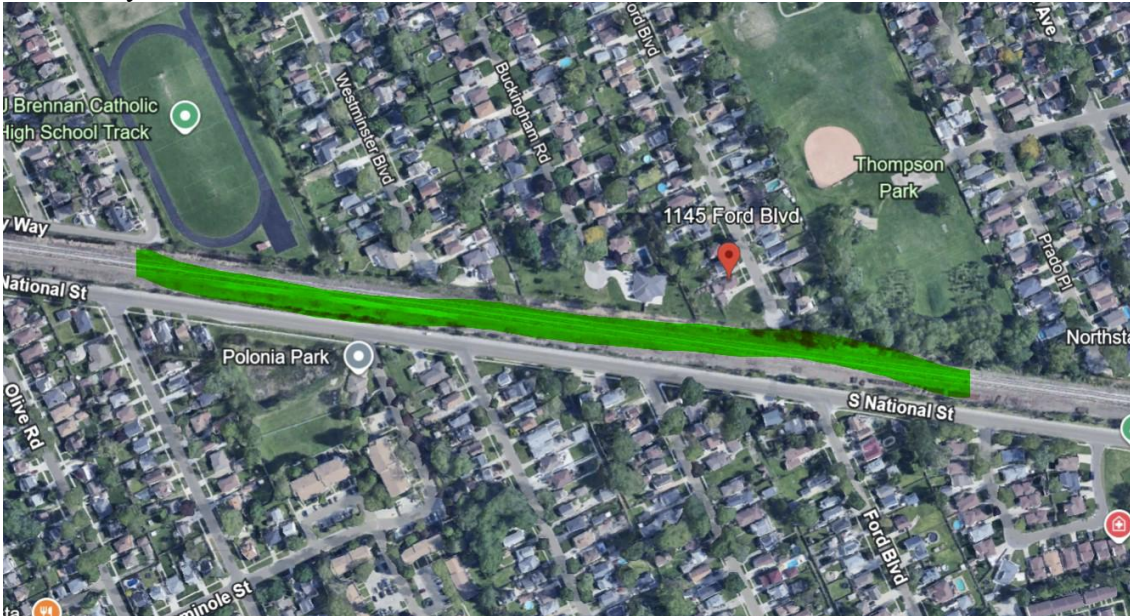
Hello Elizabeth,
Forn you action, please check below,
Thanks,
Pc

From: Joseph Sleiman <Joseph@jjae.ca>
Sent: March 23, 2026 3:03 PM
To: Stefan Lout <Stefan_Lout@viarail.ca>; Paul Charbachi <Paul_Charbachi@viarail.ca>
Cc: Joey Jraige <joey@jjae.ca>
Subject: Rail Noise Impact Study - Ford Boulevard, Windsor

EXPÉDITEUR EXTERNE: Faites preuve de prudence avec les liens et les pièces jointes provenant d'un expéditeur externe.
EXTERNAL SENDER: Use caution with links and attachments from an external sender.

Hello, Paul. I hope all is well.

I am completing a road & rail noise impact study for a site located at 1145 Ford Boulevard, Windsor. I would need the following information for the rail line VIA Chatham Subdivision in Windsor. Please refer to the snip below for your reference:



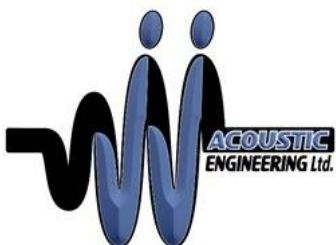
1. Maximum number of Locomotives?
2. Maximum number of Cars?
3. Is this area a whistle zone?
4. Is the rail line welded?
5. Speed in km/hr of the train?
6. How many trains pass by in a day (7am-11pm)?
7. Are there any trains that pass by in the nighttime (11pm-7am)?

Thank you for your time. Please let me know if there is anything you can't provide. And feel free to give me a call to discuss any.

We accept any fee please bill to JJ ACOUSTIC ENGINEERING LTD.

Regards,

*Joseph C. Sleiman
JJ Acoustic Engineering Ltd.
Tel: (226)344-8911
Available 24 hrs/day - 7 days/week
joseph@jjae.ca*



By train number

By station

Departure station: CHATHAM TRAIN STATION Arrival station: WINDSOR TRAIN STATION Date: 04/15/2026 Search

Train alert service Use the search tool above to find your train number or station.

Wednesday, Apr 15, 2026

Chatham train station Windsor train station

#71 SCHEDULED
 CHAT Chatham train station
 10:19 (Platform 10)
 WCON Windsor train station
 11:08 (Platform 10)

Train alert service

Buy now

Display detailed schedule

#73 SCHEDULED
 CHAT Chatham train station
 14:54 (Platform 10)
 WCON Windsor train station
 15:45 (Platform 10)

Train alert service

Buy now

Display detailed schedule

#75 SCHEDULED
 CHAT Chatham train station
 20:58 (Platform 10)
 WCON Windsor train station
 21:50 (Platform 10)

Train alert service

Buy now

Display detailed schedule

#79 SCHEDULED
 CHAT Chatham train station
 22:59 (Platform 10)
 WCON Windsor train station
 23:44 (Platform 10)

Train alert service

Buy now

Display detailed schedule

Live train tracker
 Enter the number of a train operating today to track its real-time status and location.

Track a train

Accessible timetables for arrivals and departures

Display accessible timetable

Planned service disruptions

Check if your train or route is affected by scheduled delays using the search tool above.

Or view a full list of planned disruptions across the network.

See all planned delays

Train alert service

Get notified by email or SMS if there is any change with your arrival or departure time. Use the tool above to search by train number or by station.

- Frequently asked questions
- Can I consult train schedules online? →
 - How do I find out if a train is running late or is on time? →
 - What happens if my train is late and I miss my connection? →
 - Do your trains operate every day of the year? →
 - Lost or accidentally delayed my ticket. What can I do? →

By train number

By station

Departure station: **WINDSOR TRAIN STAT** |
 Arrival station: **CHATHAM TRAIN STAT** |
 Date: **04/15/2026** |
 Search

Train alert service — Use the search tool above to find your train number or station.

Wednesday, Apr 15, 2026
Windsor train station ↔ Chatham train station

#70 SCHEDULED
WINDSOR TRAIN STATION
05:35
DEPARTURE

CHATHAM TRAIN STATION
06:19
ARRIVAL

Train alert service

Buy now

Display detailed schedule

#70 SCHEDULED
WINDSOR TRAIN STATION
08:43
DEPARTURE

CHATHAM TRAIN STATION
09:25
ARRIVAL

Train alert service

Buy now

Display detailed schedule

#70 SCHEDULED
WINDSOR TRAIN STATION
13:06
DEPARTURE

CHATHAM TRAIN STATION
13:48
ARRIVAL

Train alert service

Buy now

Display detailed schedule

#70 SCHEDULED
WINDSOR TRAIN STATION
17:40
DEPARTURE

CHATHAM TRAIN STATION
18:24
ARRIVAL

Train alert service

Buy now

Display detailed schedule

Live train tracker
Enter the number of a train operating today to track its real-time status and location.

Track a train

Accessible timetables for arrivals and departures

Display accessible timetable

Planned service disruptions

Check if your train or route is affected by scheduled delays using the search tool above.

Or view a full list of planned disruptions across the network.

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Train alert service

Get notified by email or SMS if there is any change with your arrival or departure time. Use the tool above to search by train number or by station.

- Recently asked questions
- Can I consult train schedules online? →
 - How do I find out if a train is running late or is on time? →
 - What happens if my train is late and I miss my connection? →
 - Do your trains operate every day of the year? →
 - Lost or accidentally delayed my ticket. What can I do? →

Filename: b1nort~1.te Time Period: Day/Night 16/8 hours
 Description: North facade floor 1

Rail data, segment # 1: VIA Passenge (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type          !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. VIA Passenge! 10.2/2.6   ! 81.0 ! 2.0 ! 8.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. VIA Passenge ! 8.0/2.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 1: VIA Passenge (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 : 65.00 / 65.00 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 Freight (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type          !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. CN Freight ! 0.0/1.3   ! 57.0 ! 2.0 !150.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. CN Freight ! 0.0/1.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 2: CN Freight (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 : 65.00 / 65.00 m
Receiver height  :      2.00 / 2.00 m
Topography      :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle :      0.00
  
```

Results segment # 1: VIA Passenge (day)

LOCOMOTIVE (0.00 + 56.04 + 0.00) = 56.04 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	65.42	- 6.37	- 3.01	0.00	0.00	0.00	56.04

WHEEL (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	57.91	- 6.37	- 3.01	0.00	0.00	0.00	48.53

Segment Leq : 56.75 dBA

Results segment # 2: CN Freight (day)

LOCOMOTIVE (0.00 + -9.38 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	0.00	- 6.37	- 3.01	0.00	0.00	0.00	- 9.38

WHEEL (0.00 + -9.38 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	0.00	- 6.37	- 3.01	0.00	0.00	0.00	- 9.38

Segment Leq : 0.00 dBA

Total Leq All Segments: 56.75 dBA

Results segment # 1: VIA Passenge (night)

LOCOMOTIVE (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	62.50	- 6.37	- 3.01	0.00	0.00	0.00	53.12

WHEEL (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	54.98	- 6.37	- 3.01	0.00	0.00	0.00	45.61

Segment Leq : 53.83 dBA

Results segment # 2: CN Freight (night)

LOCOMOTIVE (0.00 + 58.70 + 0.00) = 58.70 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	68.08	- 6.37	- 3.01	0.00	0.00	0.00	58.70

WHEEL (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	61.40	- 6.37	- 3.01	0.00	0.00	0.00	52.02

Segment Leq : 59.54 dBA

Total Leq All Segments: 60.57 dBA

Road data, segment # 1: S National S (day/night)

Car traffic volume : 8042/894 veh/TimePeriod *

Medium truck volume : 254/28 veh/TimePeriod *

Heavy truck volume : 169/19 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): 5200
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 24.00
 Medium Truck % of Total Volume : 3.00
 Heavy Truck % of Total Volume : 2.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: S National S (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 : 70.00 / 70.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S National S (day)

Source height = 1.19 m

ROAD (0.00 + 53.85 + 0.00) = 53.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	63.55	0.00	- 6.69	- 3.01	0.00	0.00	0.00	53.85

Segment Leq : 53.85 dBA

Total Leq All Segments: 53.85 dBA

Results segment # 1: S National S (night)

Source height = 1.19 m

ROAD (0.00 + 47.34 + 0.00) = 47.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	0	0.00	57.04	0.00	- 6.69	- 3.01	0.00	0.00	0.00	47.34

Segment Leq : 47.34 dBA

Total Leq All Segments: 47.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.55
(NIGHT): 60.77

Filename: b1eastf1.te Time Period: Day/Night 16/8 hours
 Description: East facade floor 1

Rail data, segment # 1: VIA Passenge (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type           !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. VIA Passenge! 10.2/2.6   ! 81.0 ! 2.0 ! 8.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. VIA Passenge ! 8.0/2.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 1: VIA Passenge (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 : 45.00 / 45.00 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 Freight (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type           !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. CN Freight ! 0.0/1.3   ! 57.0 ! 2.0 !150.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. CN Freight  ! 0.0/1.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 2: CN Freight (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 : 45.00 / 45.00 m
Receiver height :           2.00 / 2.00 m
Topography     :           1   (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00
  
```

Results segment # 1: VIA Passenge (day)

LOCOMOTIVE (0.00 + 57.64 + 0.00) = 57.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	65.42	- 4.77	- 3.01	0.00	0.00	0.00	57.64

WHEEL (0.00 + 50.13 + 0.00) = 50.13 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	57.91	- 4.77	- 3.01	0.00	0.00	0.00	50.13

Segment Leq : 58.35 dBA

Results segment # 2: CN Freight (day)

LOCOMOTIVE (0.00 + -7.78 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	0.00	- 4.77	- 3.01	0.00	0.00	0.00	- 7.78

WHEEL (0.00 + -7.78 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	0.00	- 4.77	- 3.01	0.00	0.00	0.00	- 7.78

Segment Leq : 0.00 dBA

Total Leq All Segments: 58.35 dBA

Results segment # 1: VIA Passenge (night)

LOCOMOTIVE (0.00 + 54.71 + 0.00) = 54.71 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	62.50	- 4.77	- 3.01	0.00	0.00	0.00	54.71

WHEEL (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	54.98	- 4.77	- 3.01	0.00	0.00	0.00	47.20

Segment Leq : 55.42 dBA

Results segment # 2: CN Freight (night)

LOCOMOTIVE (0.00 + 60.29 + 0.00) = 60.29 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.08	- 4.77	- 3.01	0.00	0.00	0.00	60.29

WHEEL (0.00 + 53.61 + 0.00) = 53.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	61.40	- 4.77	- 3.01	0.00	0.00	0.00	53.61

Segment Leq : 61.13 dBA

Total Leq All Segments: 62.16 dBA

Road data, segment # 1: S National S (day/night)

Car traffic volume : 8042/894 veh/TimePeriod *
Medium truck volume : 254/28 veh/TimePeriod *
Heavy truck volume : 169/19 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): 5200
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 24.00
 Medium Truck % of Total Volume : 3.00
 Heavy Truck % of Total Volume : 2.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: S National S (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 : 80.00 / 80.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S National S (day)

Source height = 1.19 m

ROAD (0.00 + 53.27 + 0.00) = 53.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.55	0.00	-7.27	-3.01	0.00	0.00	0.00	53.27

Segment Leq : 53.27 dBA

Total Leq All Segments: 53.27 dBA

Results segment # 1: S National S (night)

Source height = 1.19 m

ROAD (0.00 + 46.76 + 0.00) = 46.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	57.04	0.00	-7.27	-3.01	0.00	0.00	0.00	46.76

Segment Leq : 46.76 dBA

Total Leq All Segments: 46.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.52
(NIGHT): 62.29

Filename: b1sout~1.te Time Period: Day/Night 16/8 hours
 Description: South facade floor 1

Rail data, segment # 1: VIA Passenge (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type           !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. VIA Passenge! 10.2/2.6   ! 81.0 ! 2.0 ! 8.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. VIA Passenge ! 8.0/2.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 1: VIA Passenge (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 : 45.00 / 45.00 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 Freight (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type           !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. CN Freight ! 0.0/1.3   ! 57.0 ! 2.0 !150.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. CN Freight ! 0.0/1.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 2: CN Freight (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 : 45.00 / 45.00 m
Receiver height  :      2.00 / 2.00 m
Topography      :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle  :      0.00
  
```

Results segment # 1: VIA Passenge (day)

LOCOMOTIVE (0.00 + 60.65 + 0.00) = 60.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	65.42	- 4.77	0.00	0.00	0.00	0.00	60.65

WHEEL (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	57.91	- 4.77	0.00	0.00	0.00	0.00	53.14

Segment Leq : 61.36 dBA

Results segment # 2: CN Freight (day)

LOCOMOTIVE (0.00 + -4.77 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	0.00	- 4.77	0.00	0.00	0.00	0.00	- 4.77

WHEEL (0.00 + -4.77 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	0.00	- 4.77	0.00	0.00	0.00	0.00	- 4.77

Segment Leq : 0.00 dBA

Total Leq All Segments: 61.36 dBA

Results segment # 1: VIA Passenge (night)

LOCOMOTIVE (0.00 + 57.72 + 0.00) = 57.72 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	62.50	- 4.77	0.00	0.00	0.00	0.00	57.72

WHEEL (0.00 + 50.21 + 0.00) = 50.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	54.98	- 4.77	0.00	0.00	0.00	0.00	50.21

Segment Leq : 58.43 dBA

Results segment # 2: CN Freight (night)

LOCOMOTIVE (0.00 + 63.30 + 0.00) = 63.30 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	68.08	- 4.77	0.00	0.00	0.00	0.00	63.30

WHEEL (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	61.40	- 4.77	0.00	0.00	0.00	0.00	56.63

Segment Leq : 64.15 dBA

Total Leq All Segments: 65.18 dBA

Road data, segment # 1: S National S (day/night)

Car traffic volume : 8042/894 veh/TimePeriod *

Medium truck volume : 254/28 veh/TimePeriod *

Heavy truck volume : 169/19 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): 5200
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 24.00
 Medium Truck % of Total Volume : 3.00
 Heavy Truck % of Total Volume : 2.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: S National S (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 : 80.00 / 80.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S National S (day)

Source height = 1.19 m

ROAD (0.00 + 56.28 + 0.00) = 56.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	63.55	0.00	- 7.27	0.00	0.00	0.00	0.00	56.28

Segment Leq : 56.28 dBA

Total Leq All Segments: 56.28 dBA

Results segment # 1: S National S (night)

Source height = 1.19 m

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	57.04	0.00	- 7.27	0.00	0.00	0.00	0.00	49.77

Segment Leq : 49.77 dBA

Total Leq All Segments: 49.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.53
(NIGHT): 65.30

Filename: b1westf1.te Time Period: Day/Night 16/8 hours
 Description: West facade floor 1

Rail data, segment # 1: VIA Passenge (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type          !             ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. VIA Passenge! 10.2/2.6   ! 81.0 ! 2.0 ! 8.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
  1. VIA Passenge ! 8.0/2.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 1: VIA Passenge (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  60.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface         : 2          (Reflective ground surface)
Receiver source distance : 25.00 / 25.00 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 Freight (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type          !             ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. CN Freight ! 0.0/1.3   ! 57.0 ! 2.0 !150.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
  1. CN Freight ! 0.0/1.0 ! 2.50 ! 10.00 !
  
```

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

```

-----
Angle1  Angle2      : -90.00 deg   60.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 25.00 / 25.00 m
Receiver height  :      2.00 / 2.00 m
Topography      :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle  :      0.00
  
```

Results segment # 1: VIA Passenge (day)

LOCOMOTIVE (0.00 + 62.41 + 0.00) = 62.41 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	65.42	- 2.22	- 0.79	0.00	0.00	0.00	62.41

WHEEL (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	57.91	- 2.22	- 0.79	0.00	0.00	0.00	54.90

Segment Leq : 63.12 dBA

Results segment # 2: CN Freight (day)

LOCOMOTIVE (0.00 + -3.01 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	0.00	- 2.22	- 0.79	0.00	0.00	0.00	- 3.01

WHEEL (0.00 + -3.01 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	0.00	- 2.22	- 0.79	0.00	0.00	0.00	- 3.01

Segment Leq : 0.00 dBA

Total Leq All Segments: 63.12 dBA

Results segment # 1: VIA Passenge (night)

LOCOMOTIVE (0.00 + 59.49 + 0.00) = 59.49 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	62.50	- 2.22	- 0.79	0.00	0.00	0.00	59.49

WHEEL (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	54.98	- 2.22	- 0.79	0.00	0.00	0.00	51.97

Segment Leq : 60.20 dBA

Results segment # 2: CN Freight (night)

LOCOMOTIVE (0.00 + 65.06 + 0.00) = 65.06 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	68.08	- 2.22	- 0.79	0.00	0.00	0.00	65.06

WHEEL (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	61.40	- 2.22	- 0.79	0.00	0.00	0.00	58.39

Segment Leq : 65.91 dBA

Total Leq All Segments: 66.94 dBA

Road data, segment # 1: S National S (day/night)

Car traffic volume	:	8042/894	veh/TimePeriod	*
Medium truck volume	:	254/28	veh/TimePeriod	*
Heavy truck volume	:	169/19	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): 5200
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 24.00
 Medium Truck % of Total Volume : 3.00
 Heavy Truck % of Total Volume : 2.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: S National S (day/night)

 Angle1 Angle2 : -90.00 deg 60.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 55.00 / 55.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S National S (day)

Source height = 1.19 m

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	63.55	0.00	- 5.64	- 0.79	0.00	0.00	0.00	57.12

Segment Leq : 57.12 dBA

Total Leq All Segments: 57.12 dBA

Results segment # 1: S National S (night)

Source height = 1.19 m

ROAD (0.00 + 50.60 + 0.00) = 50.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	60	0.00	57.04	0.00	- 5.64	- 0.79	0.00	0.00	0.00	50.60

Segment Leq : 50.60 dBA

Total Leq All Segments: 50.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.09
(NIGHT): 67.04

Filename: olaunmit.te Time Period: Day/Night 16/8 hours
 Description: Outdoor Living Area - Un-mitigated

Rail data, segment # 1: VIA Passenge (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type          !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. VIA Passenge! 10.2/2.6   ! 81.0 ! 2.0 ! 8.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. VIA Passenge ! 8.0/2.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 1: VIA Passenge (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 : 18.00 / 18.00 m
Receiver height  : 1.50 / 1.50 m
Topography       : 1          (Flat/gentle slope; no barrier)
No Whistle
Reference angle  : 0.00
  
```

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

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type          !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. CN Freight ! 0.0/1.3   ! 57.0 ! 2.0 !150.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth  !
-----+-----+-----+-----+
  1. CN Freight ! 0.0/1.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 2: CN Freight (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 : 18.00 / 18.00 m
Receiver height  :      1.50 / 1.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle :      0.00
  
```

Results segment # 1: VIA Passenge (day)

LOCOMOTIVE (0.00 + 64.63 + 0.00) = 64.63 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	65.42	- 0.79	0.00	0.00	0.00	0.00	64.63

WHEEL (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	57.91	- 0.79	0.00	0.00	0.00	0.00	57.12

Segment Leq : 65.34 dBA

Results segment # 2: CN Freight (day)

LOCOMOTIVE (0.00 + -0.79 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	0.00	- 0.79	0.00	0.00	0.00	0.00	- 0.79

WHEEL (0.00 + -0.79 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	0.00	- 0.79	0.00	0.00	0.00	0.00	- 0.79

Segment Leq : 0.00 dBA

Total Leq All Segments: 65.34 dBA

Results segment # 1: VIA Passenge (night)

LOCOMOTIVE (0.00 + 61.70 + 0.00) = 61.70 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	62.50	- 0.79	0.00	0.00	0.00	0.00	61.70

WHEEL (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	54.98	- 0.79	0.00	0.00	0.00	0.00	54.19

Segment Leq : 62.41 dBA

Results segment # 2: CN Freight (night)

LOCOMOTIVE (0.00 + 67.28 + 0.00) = 67.28 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	68.08	- 0.79	0.00	0.00	0.00	0.00	67.28

WHEEL (0.00 + 60.60 + 0.00) = 60.60 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	61.40	- 0.79	0.00	0.00	0.00	0.00	60.60

Segment Leq : 68.12 dBA

Total Leq All Segments: 69.15 dBA

Road data, segment # 1: S National S (day/night)

Car traffic volume : 8042/894 veh/TimePeriod *

Medium truck volume : 254/28 veh/TimePeriod *

Heavy truck volume : 169/19 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): 5200
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 24.00
 Medium Truck % of Total Volume : 3.00
 Heavy Truck % of Total Volume : 2.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: S National S (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 : 48.00 / 48.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S National S (day)

Source height = 1.19 m

ROAD (0.00 + 58.50 + 0.00) = 58.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	63.55	0.00	- 5.05	0.00	0.00	0.00	0.00	58.50

Segment Leq : 58.50 dBA

Total Leq All Segments: 58.50 dBA

Results segment # 1: S National S (night)

Source height = 1.19 m

ROAD (0.00 + 51.99 + 0.00) = 51.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
- 90	90	0.00	57.04	0.00	- 5.05	0.00	0.00	0.00	0.00	51.99

Segment Leq : 51.99 dBA

Total Leq All Segments: 51.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.16
(NIGHT): 69.24

Filename: OLA.te Time Period: Day/Night 16/8 hours
 Description: New Proposed Location Outdoor Living Area

Rail data, segment # 1: VIA Passenge (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type           !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. VIA Passenge! 10.2/2.6   ! 81.0 ! 2.0 ! 8.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
  1. VIA Passenge ! 8.0/2.0 ! 2.50 ! 10.00 !
  
```

Data for Segment # 1: VIA Passenge (day/night)

```

-----
Angle1  Angle2      : 0.00 deg 80.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 45.00 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 Freight (day/night)

```

-----
Train          ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type           !             !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
* 1. CN Freight ! 0.0/1.3   ! 57.0 ! 2.0 !150.0 !Diesel! No
  
```

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

```

Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
  1. CN Freight ! 0.0/1.0 ! 2.50 ! 10.00 !
  
```

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

```

-----
Angle1  Angle2      :   0.00 deg   80.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           0 / 0
Surface         :           2   (Reflective ground surface)
Receiver source distance : 45.00 / 45.00 m
Receiver height :           2.00 / 2.00 m
Topography      :           1   (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00
  
```

Results segment # 1: VIA Passenge (day)

```

-----
LOCOMOTIVE (0.00 + 57.13 + 0.00) = 57.13 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
      0      80   0.00  65.42  - 4.77  - 3.52   0.00   0.00   0.00  57.13
-----
  
```

```

WHEEL (0.00 + 49.62 + 0.00) = 49.62 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
      0      80   0.00  57.91  - 4.77  - 3.52   0.00   0.00   0.00  49.62
-----
  
```

Segment Leq : 57.84 dBA

Results segment # 2: CN Freight (day)

```

-----
LOCOMOTIVE (0.00 + -8.29 + 0.00) = 0.00 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
      0      80   0.00   0.00  - 4.77  - 3.52   0.00   0.00   0.00  - 8.29
-----
  
```

```

WHEEL (0.00 + -8.29 + 0.00) = 0.00 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
      0      80   0.00   0.00  - 4.77  - 3.52   0.00   0.00   0.00  - 8.29
-----
  
```

Segment Leq : 0.00 dBA

Total Leq All Segments: 57.84 dBA

Results segment # 1: VIA Passenge (night)

LOCOMOTIVE (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	62.50	- 4.77	- 3.52	0.00	0.00	0.00	54.20

WHEEL (0.00 + 46.69 + 0.00) = 46.69 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	54.98	- 4.77	- 3.52	0.00	0.00	0.00	46.69

Segment Leq : 54.91 dBA

Results segment # 2: CN Freight (night)

LOCOMOTIVE (0.00 + 59.78 + 0.00) = 59.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	68.08	- 4.77	- 3.52	0.00	0.00	0.00	59.78

WHEEL (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	61.40	- 4.77	- 3.52	0.00	0.00	0.00	53.10

Segment Leq : 60.62 dBA

Total Leq All Segments: 61.65 dBA

Road data, segment # 1: S National S (day/night)

Car traffic volume : 8042/894 veh/TimePeriod *

Medium truck volume : 254/28 veh/TimePeriod *

Heavy truck volume : 169/19 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): 5200
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 24.00
 Medium Truck % of Total Volume : 3.00
 Heavy Truck % of Total Volume : 2.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: S National S (day/night)

 Angle1 Angle2 : 0.00 deg 80.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 80.00 / 80.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S National S (day)

Source height = 1.19 m

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	63.55	0.00	-7.27	-3.52	0.00	0.00	0.00	52.76

Segment Leq : 52.76 dBA

Total Leq All Segments: 52.76 dBA

Results segment # 1: S National S (night)

Source height = 1.19 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	57.04	0.00	-7.27	-3.52	0.00	0.00	0.00	46.25

Segment Leq : 46.25 dBA

Total Leq All Segments: 46.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.01
(NIGHT): 61.78

ATTACHMENT C

March 27, 2026

Attn: Joey Jraige
JJ Acoustic Engineering Ltd.
226-346-6473
joey@jjae.ca

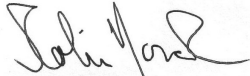
Re: Vibration Assessment Report of Rail Ground Vibrations for Proposed 1145 Ford Boulevard
Residential Development, City of Windsor

Dear Mr. Jraige,

Please find enclosed a vibration assessment report for the proposed residential development at 1145 Ford Boulevard, in the City of Windsor. The purpose of this study was to measure and report the ground-borne vibration levels resulting from operations on the nearby VIA/CN rail line which is adjacent to the proposed residential development.

I trust that the enclosed information meets your requirements. Please do not hesitate to contact me if you have any questions.

Sincerely,



Colin Novak PhD, PEng.

Vibration Assessment Report of Rail Ground Vibrations for the Proposed 1145 Ford Boulevard Residential Development, City of Windsor



akoustik
engineering limited

Prepared for:

Joey Jraige

JJ Acoustic Engineering Ltd.

226-346-6473

joey@jjae.ca

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Statement of Liability

Akoustik Engineering Limited prepared this report for JJ Acoustic Engineering Ltd. The material in it reflects Dr. Helen Ule's and Dr. Colin Novak's judgement considering the information available to him and Akoustik Engineering Limited at the time of the study, including all measurements, under the stated test conditions. Any use that a Third Party makes of this report, or any reliance on decisions made based on it, is the responsibility of such Third Parties. Akoustik Engineering Limited accepts no responsibility for damages, if any, suffered by any Third Party resulting from decisions made or actions based on this report.

Introduction

This is a report of the findings of a rail ground vibration assessment conducted on behalf of JJ Acoustic Engineering Ltd. for the proposed residential development at 1145 Ford Boulevard, in the City of Windsor. The rail vibration impacts have been assessed as per the Ministry of the Environment, Conservation and Parks (MECP) procedures detailed and defined in the applicable MECP's Noise Pollution Control document (NPC-300) and the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC). This report does not consider the noise impacts from the rail, or any other transportation or stationary sources of noise. The assessment of the potential noise impacts is to be performed by others. As the location for the proposed development is more than 1000 metres from the nearest rail yard, the measurements and analysis of impulse noise impacts is not taken.

Aerial views of the property location showing the local area features are provided in Appendix A: Property Location. A site plan of the proposed residential development is also provided in Appendix A.

Site Description

The proposed residential development is located at 1145 Ford Boulevard, in the City of Windsor. A Zoning map of the area is given in Appendix B; Land-use Zoning Map. The proposed development is surrounded by existing residential uses with the VIA/Canadian National (CN) Railway located adjacent to the south property line as shown in Appendix A. The distance from the nearest residential building (measurement location) to the nearest edge of the rail is approximately 18 meters.

Rail Vibration Criteria

There are no MECP guidelines for rail vibration limits on proposed sensitive land uses. Instead, the applicable guidelines for rail vibration impacts are given in the 2013 document published by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC), "Guidelines for New Development in Proximity to Railway Operations". The limits given in these guidelines are the same as those prescribed in the CN/CP Principal Main Line document. From this, the overall vibration levels from the railway operations are not to exceed 0.14 mm/s RMS, measured minimally between the frequency range of 4 Hz and 200 Hz, on and above the first floor of the residential dwelling. The 0.14 mm/s RMS limit is based on the threshold limit for human perception of ground-borne vibration and is intended to ensure that vibration levels from the passing trains will not cause discomfort to the building occupants.

Measurement Procedure

Ground vibration measurements were conducted on March 25, 2026, such that representative vibration data for a total of five trains from the adjacent operations of the VIA/CN Railway rail line, shown in Appendix A, was measured. The vibration sensor, a Brüel & Kjaer Type 4370 accelerometer, was located approximately 18 m from the edge of the nearest track of the VIA/CN rail line on the property of the proposed development as identified in the proposed site plan given in Appendix A. Figure 1 is an illustration

of the accelerometer mounting block integrated to a ground spike which is part of the measurement system. The spike was installed in undisturbed solid ground with the mounting block making firm contact to the ground. This mounting block design is based on the configuration used by blast vibration monitors. The measurement system calibration and instrumentation batteries were checked at the beginning and end of each measurement series. A list of the instrumentation equipment used is given in Appendix C: Measurement Equipment List. Photos of the installed vibration sensor are given in Appendix D: Photographs of Measurement Setup. The measured vibration data for each pass-by is provided in Appendix E: Ground Vibration Velocity Measurements.

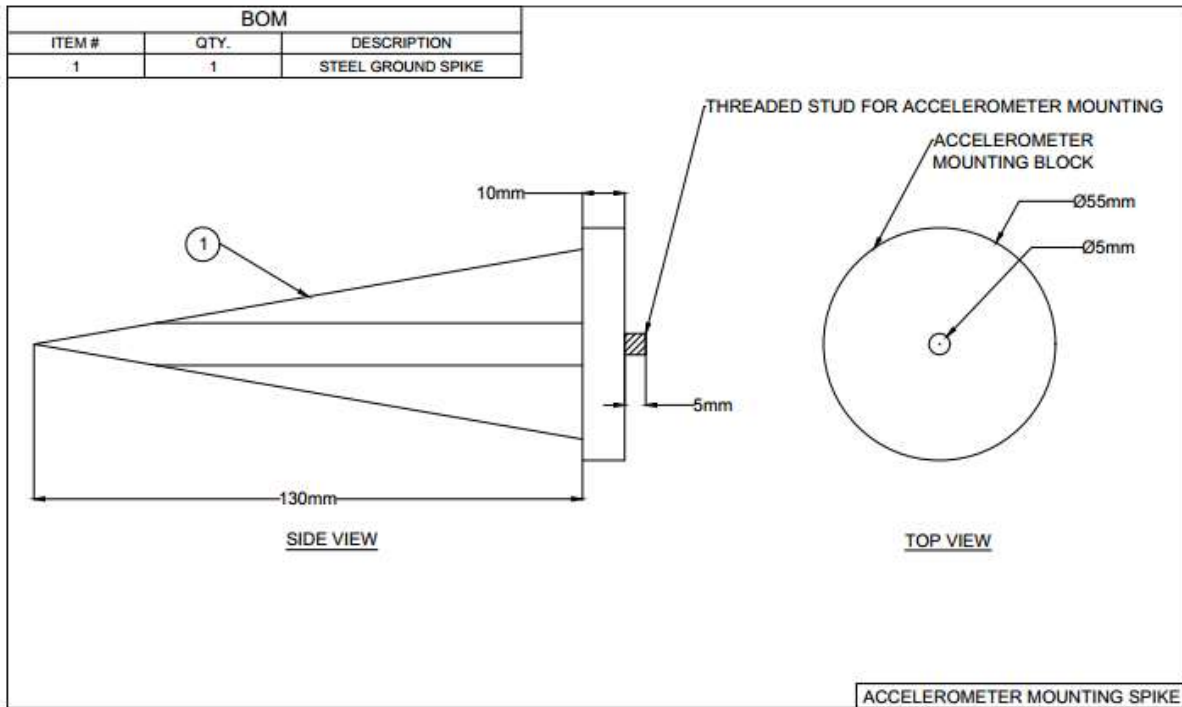


Figure 1: Accelerometer Ground Spike Assembly

The vibration accelerometer was connected to the Type 2511 vibration meter which was set to a lower limiting frequency of 3 Hz and the upper frequency limit was set to 1 kHz. These settings contain the lower and upper limits of 4 Hz and 200 Hz respectively, required by the Federation of Canadian Municipalities, the Railway Association of Canada as well as CN/CP. As such, the effective frequency range of measurement for the system was a more conservative 3 Hz to 1 kHz and the measured values are a composite value of all the frequency-based vibration velocity components inside this frequency range. As the measurement system spans a greater frequency range than that required by CN/CP and the Guidelines for New Development in Proximity to Railway Operations document, the values measured are conservative with respect to protection of the proposed development. A Type 4294 accelerometer calibrator was used to verify the calibration and proper working order of the vibration meter which was set to RMS with a 1 second response time.

Measurement Results



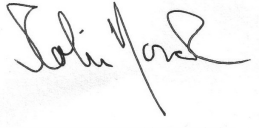
As described above, ground vibration velocity levels were measured during the pass-by of five trains on the nearby VIA/CN rail line. Table shows the maximum measured RMS ground vibration velocity for each of the five train pass-bys. From inspection of the table, it is shown that none of the measurements made at 20 metres from the nearest rail exceeded the 0.14 mm/s RMS limit. The full data set of the measurements for each pass-by are given in Appendix E: Ground Vibration Velocity Measurements. As there are no exceedances to the 0.14 mm/s limit at the measurement location, vibration abatement measures are not required for this proposed development with respect to the nearby VIA/CN rail line.

Table 1: Maximum Ground RMS Vibration Measurement

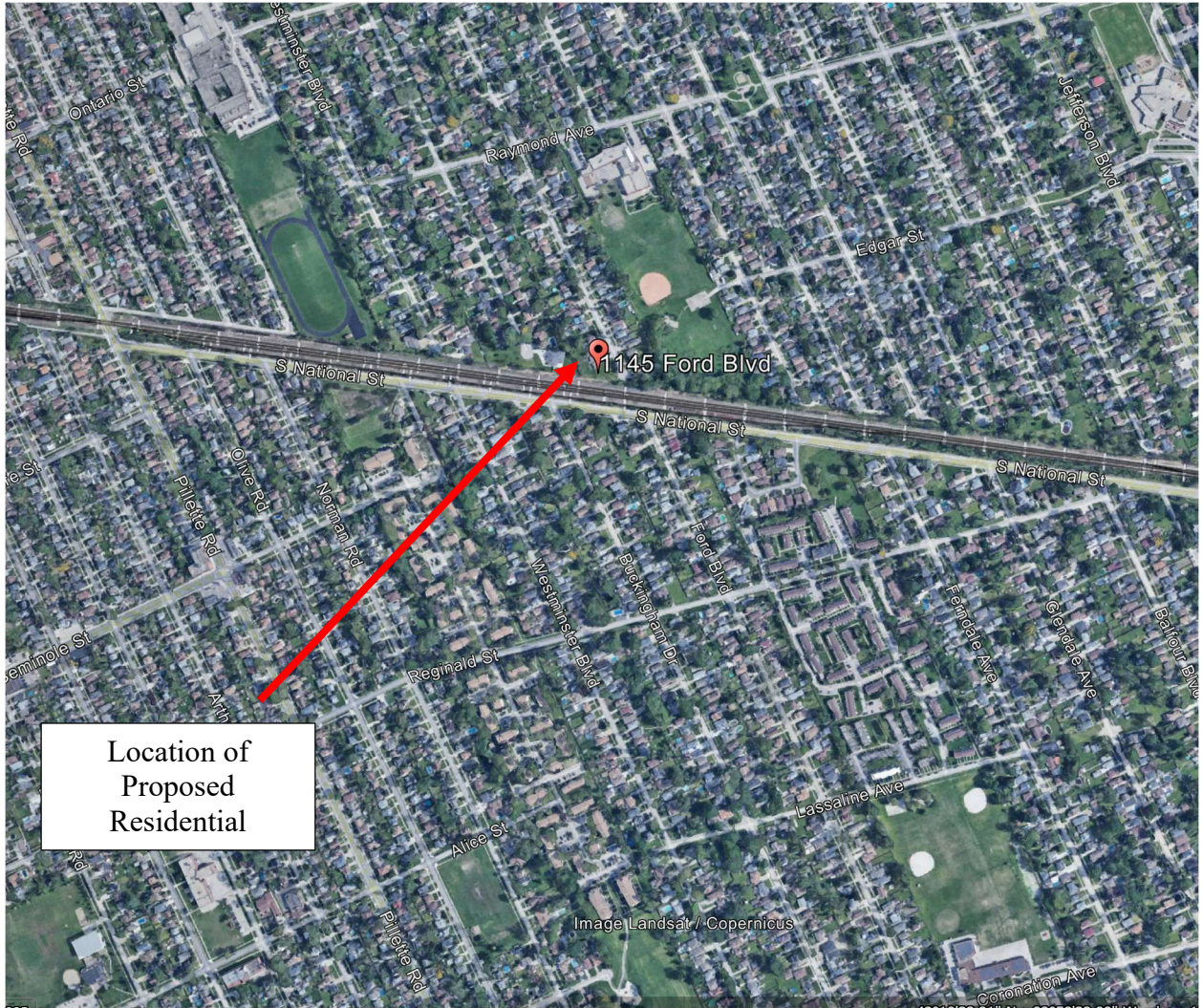
Date	Distance to Edge of Nearest Track (m)	Train Number	Maximum RMS Vibration Velocity (mm/s)	Compliance to 0.14 mm/s RMS Limit (Yes/No)
05/16/2026	18	1	0.02	Yes
05/17/2026	18	2	0.03	Yes
05/23/2026	18	3	0.02	Yes
05/28/2026	18	4	0.03	Yes
05/29/2026	18	5	0.03	Yes

Conclusion

A vibration assessment of the nearby VIA/CN rail line operations, consisting of ground-borne vibration measurements, was conducted for the proposed residential development, to be located at 1145 Ford Blvd., in the City of Windsor. The measured vibration data has demonstrated that the ground vibration levels due to rail traffic on the nearby VIA/CN rail line do not exceed the Federation of Canadian Municipalities, the Railway Association of Canada, and the CN/CP criteria of 0.14 mm/s RMS velocity. Given that the measured vibration levels comply to the guideline at this location, and that vibration abatement is not required to reduce the vibration impacts at the proposed development, it is recommended that the development be given approval with respect to vibration impacts from the adjacent VIA/CN rail line.

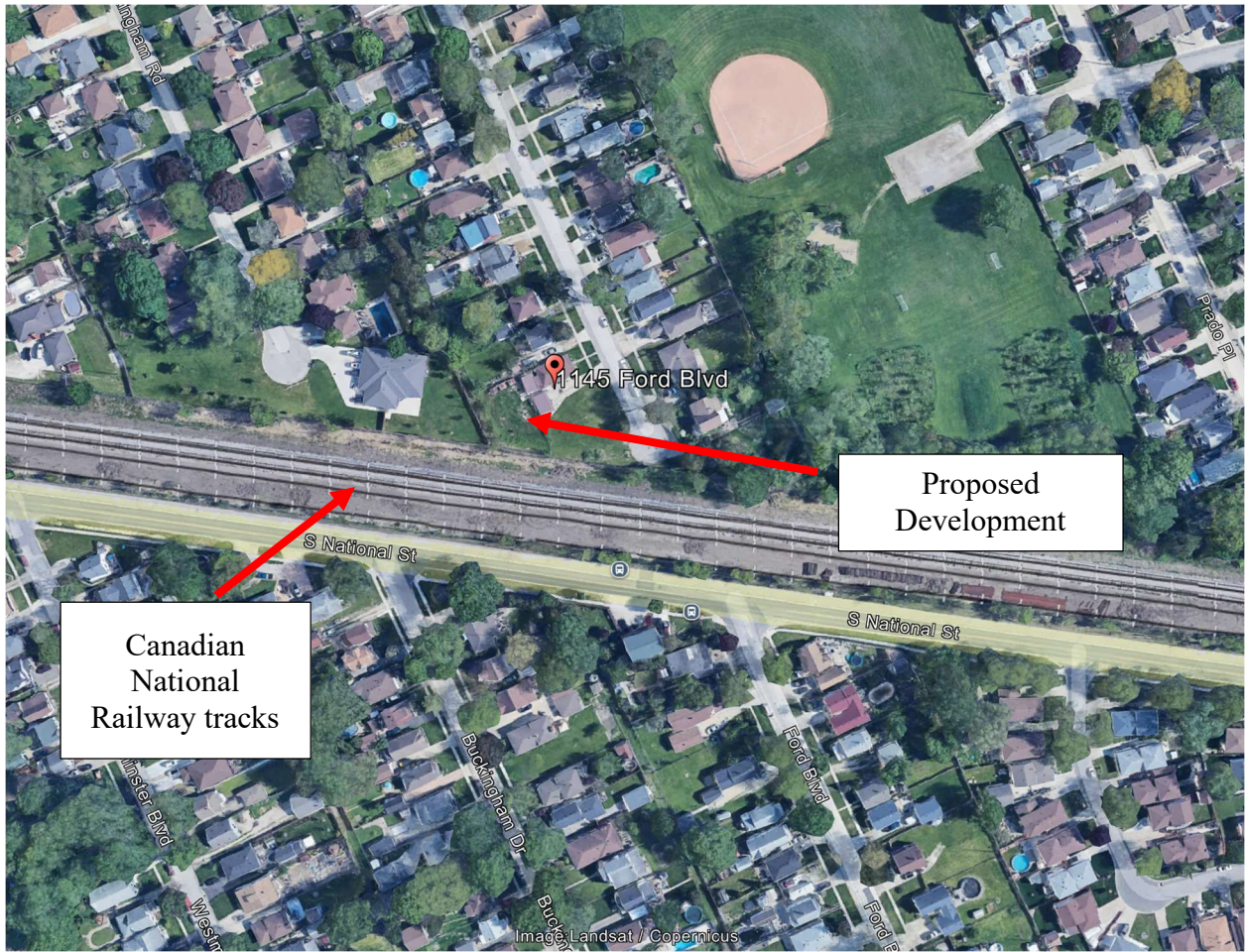
For 		
	Prepared by: Helen Ule, Ph.D., PEng	PEng

Appendix A: Property Location

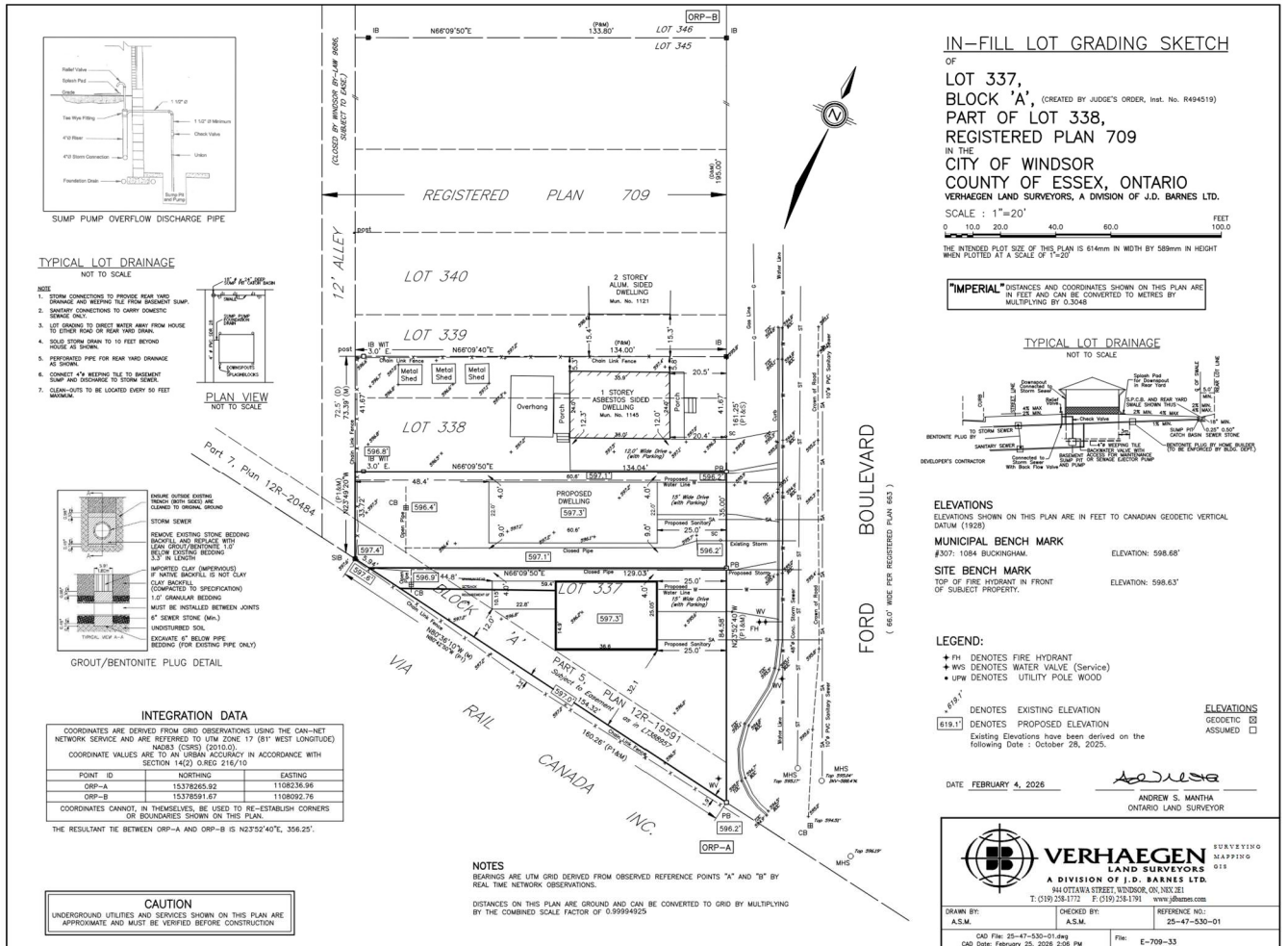


Location of
Proposed
Residential

A1: Aerial View of Location for Proposed Residential Development Showing Local Area Features



A2: Aerial View of Location for Proposed Residential Development and CN Railway Tracks



A3: Site Plan for Proposed Development

Appendix B: Zoning Map



B1: City of Windsor Zoning Map, Map 10

Appendix C: Measurement Equipment List

The following is the list of equipment used to perform the vibration measurements:

Type 2511 Brüel & Kjær Vibration Meter	Serial No. 1237766
Type 4370 Brüel & Kjær Accelerometer	Serial No. 1481123
Type 4294 Brüel & Kjær Calibrator Exciter	Serial No. 1121439

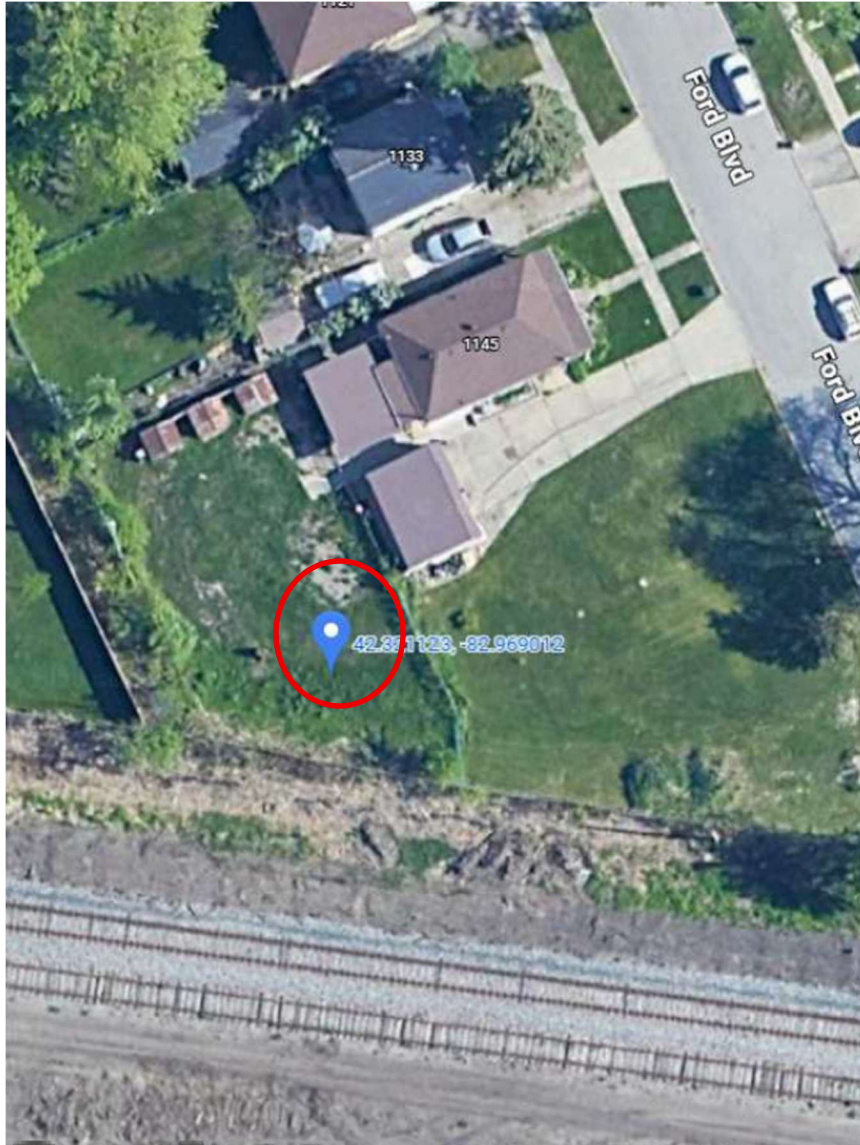
All measurement systems were checked for calibration before and after the measurement periods and were found to be within the acceptable calibration limits. The battery levels also remained within the acceptable levels during the measuring periods.

Appendix D: Photographs of Vibration Measurement Setup



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D1: Accelerometer and Ground Mounting Spike



D2: Vibration Measurement Location

Appendix E: Ground Vibration Velocity Measurements

RMS Ground Vibration Velocity Measurements (mm/s)				
Location: 1145 Ford Blvd, Windsor 18 m from Nearest Edge of Rail				
2026-03-25	2026-03-25	2026-03-25	2026-03-25	2026-03-25
11:20	11:43	12:07	13:14	17:04
Train 1 1 Engine 5 Cars	Train 2 1 Engine 5 Cars	Train 3 1 Engine 5 Cars	Train 4 1 Engine 5 Cars	Train 5 1 Engine 5 Cars
0.012	0.015	0.013	0.014	0.017
0.015	0.018	0.014	0.016	0.02
0.013	0.02	0.017	0.017	0.019
0.016	0.04	0.028	0.022	0.018
0.018	0.05	0.03	0.02	0.017
0.02	0.055	0.032	0.018	0.022
0.018	0.06	0.034	0.017	0.02
0.016	0.04	0.032	0.015	0.02
0.019	0.032	0.03	0.016	0.024
0.02	0.022	0.026	0.017	0.022
0.024	0.02	0.02	0.018	0.02
0.04	0.018	0.018	0.02	0.022
0.045	0.016	0.016	0.022	0.03
0.03	0.015	0.013	0.05	0.038
0.028	0.014	0.012	0.045	0.04
0.022	0.013	0.011	0.055	0.05
0.015	0.015	0.013	0.04	0.055
0.014	0.014	0.014	0.032	0.05
	0.016	0.019	0.022	0.045
	0.013	0.015	0.02	0.03
	0.012	0.014		
		0.012		
Max 0.045	Max 0.060	Max 0.034	Max 0.055	Max 0.055
Avg 0.021	Avg 0.025	Avg 0.020	0.025	0.029

E1: Rail Line Maximum and Average RMS Ground Vibration Velocity Measurements