ACOUSTICAL AND VIBRATION REPORT
696 CHATHAM STREET WEST
RESIDENTIAL CONDO DEVELOPMENT
WINDSOR, ONTARIO

PROJECT NO. 21-170

DATED: JANUARY 18, 2023

BAIRD | AE
architecture + engineering

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1. INTRODUCTION

Baird AE has been retained to prepare an acoustical and vibration report in support of a proposed 16-storey Residential Condominium Development for land located at 696 Chatham Street West in the City of Windsor.

The proposed development will include residential units on a 0.12 ha (0.30 ac) parcel. The development is bounded by a parking lot to the north, Chatham Street to the south, Caron Avenue to the west and mixed-use areas to the east.

The proposed building will be sixteen (16) storeys tall. Floor 1 will have an amenity area, lobby and tenant storage, Floor 2-4 consists of parking spaces, and the rest of the floors (floors 5 to 16) contain the proposed 88 residential units.

The subject property is within 300 meters of a Rail Corridor and Rail Yard, as shown on Schedule F-1 of the City of Windsor Official Plan. Based on Sections 7.2.8.9 and 10.2.11 of the Official Plan, a study is required.

This report will recommend mitigation measures based on criteria set by the Ministry of Environment and Climate Change (MOECC) and the CP railway. Access to the development will be provided from Chatham Street West. The property is shown in Exhibit 1.

Exhibit 1 - Location Plan

2. NOISE CRITERIA

The MOECC publication NPC-300 “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning” was used in this noise study. Based on the initial investigation, the primary noise affecting the development is from the CP railway corridor and Rail Yard. Air traffic noise was not considered, as the development is located outside the zone of influence of local airports.

Due to the physical features of the surroundings (i.e., a significant urban setting), it is assumed that the development is located in a “Class 1” area defined by MOECC. This class of area has an acoustical environment typical of a major population center during the daytime and night time hours. The “Class 1” MOECC criteria for noise levels resulting from traffic and stationary sources for this development are summarized in Table 1.

Table 1 – MOECC Noise Level Criteria – (Road)

Location	Time Period	Noise Levels Requirement
Outdoor - Living Areas	07:00 - 23:00	<55dBA – No Control
		55 to 60dBA – Physical Control or Type A Clause
		> 60dBA – Physical Control and Type B Clause
Outside - Living/dining Plane of Window	07:00 - 23:00	<55dBA – No Control
		55 to 65dBA – Forced Air and Type C Clause
		> 65dBA – Air Conditioner, Type D Clause and Building Components
Outside - Living/dining Plane of Window	23:00 to 07:00	<50dBA – No Control
		50 to 60dBA – Forced Air and Type C Clause
		> 60dBA – Air Conditioner, Type D Clause and Building Components

MOECC Guidelines NPC-300 Section C7.1.1 and C7.1.2 – August 2013

Table 2 – MOECC Noise Level Criteria – Indoor

Type of Space	Type of Space	Sound Exposure Level	
		Road	Rail
Living/Dining Room	0700 - 2300	45 dBA	40 dBA
	2300 - 0700	45 dBA	35 dBA
Sleeping Quarters	0700 - 2300	45 dBA	40 dBA
	2300 - 0700	40 dBA	35 dBA

MOECC Guidelines NPC-300 Section C3.2.3 – August 2013

Table 2 describes indoor sound level limits that are used to calculate the Sound Transmission Class (STC) should outdoor sound level limits be triggered for building components.

Table 3 – MOECC Noise Level Criteria – Stationary

Time Period	Outdoor Points of Reception	Plane of Window
0700 - 1900	50 dBA	50 dBA
1900 - 0700	45 dBA	45 dBA

Source: MOECC publication NPC-300 "Sound level limits for Stationary Sources in Class 1 & 2 Areas (Rural)", Tables C-5, C-6; August 2013.

Due to the 300m proximity to the railway corridor and yard, stationary sources limits are considered and limits are provided in Table 3. Indoor sound level limits are used to calculate Sound Transmission Class (STC) when stationary sources are available. Exhibit 2 depicts the railway proximity in relation to the subject property.

Exhibit 2 – Railway Proximity Map

2.1 *Receiver Locations*

The sample receiver locations were identified and are located at the worst-case locations (most exposed) for both day and nighttime noise. For daytime, receivers are placed 1.5m above ground (floor) and for nighttime receivers are placed 4.5m above ground.

For indoor living areas, the plane of window (POW) will be used to represent the worst case for both daytime and nighttime receivers.

The term “outdoor living area” (OLA) is used to refer to an outdoor patio, a backyard, a terrace, balconies or other areas where passive recreation is expected to occur. A review of the site plan indicates that the proposed building will have a 5th Floor Amenity Deck. The amenity space depth is more than 4m which is considered an OLA. It is noted that the dwelling units will have private balconies under 4 meters in minimum depth and aren’t considered OLA’s, as per the Ministry guidelines.

Table 4 identifies the various receiver heights chosen as the “worst case” locations within the proposed development. These locations are shown in Appendix A, Figure 1.

Table 4 – Receiver Locations

Receiver Location	Height of Receivers		Represents
	Grade (m)	Type	
Receiver OLA – Floor 5	15.2m	OLA	West facades
Receiver – Floor 5	15.2m	POW	South, West facades
Receiver – Floor 6	19.4m	POW	South, West facades
Receiver – Floor 7	22.4m	POW	South, West facades
Receiver – Floor 10	31.6m	POW	South, West facades
Receiver – Floor 14	43.4m	POW	South, West facades
Receiver – Floor 16	49.8m	POW	South, West facades

2.2 *Stationary Noise Source*

A review of all surrounding users was conducted and two properties were identified as being potentially significant noise sources, namely:

> CP Railway Corridor and Railway Yard – to the southwest of the subject property: the yard is within a 300m buffer area and it operates 24/7 with continuous operations.

Ambient noise levels at both monitoring locations are dominated by traffic noise from University Avenue. Whereas no significant noise was observable except for hydraulic brakes from the stationary noise sources despite the proximity of the CP yard.

Noise level monitoring was conducted on November 22, 2022 (weekday) at 3:30 pm for 20 minutes at two locations. Measurements were taken using an Extech Noise Meter model 407780A noise monitoring device. The sound levels were measured at a height of 1.5m above the ground. The following measurements were taken:

a) The first measurement was taken on the subject property at the northeast corner of Caron Avenue and Chatham Street West.
b) The second monitoring location was 55m from the intersection of Caron Avenue and Chatham Street West. The monitored noise level was 56.4 dBA.

2.3 *Noise Environment*

In order to obtain the current noise level, noise level monitoring was conducted at two locations on Tuesday, November 22, 2022, for 20 minutes. Measurements were taken using an Extech Noise Meter model 407780A noise monitoring device. The sound levels were measured at a height of 1.5m above the ground. The equivalent sound pressure level (Leq) at the monitoring locations is provided in Table 5 and shown in Appendix A, Figure 1.

Table 5 – Transportation Noise Level

Receiver Location	Monitoring Level Daytime (dBA)
Monitoring 1	53 (avg) – 66.4 (max)
Monitoring 2	56.4 (avg) – 73.3 (max)

The noise propagation analysis was completed using the noise modelling program “iNoise”, produced by DGMR Software to match the monitoring noise levels at monitoring locations M1 and M2 from surrounding sources. The iNoise program follows International Standards Organization (ISO) standards 9613 parts 1 and 2. The model is capable of incorporating various site features such as elevations, berms, absorptive grounds and barriers to accurately predict noise levels at specific receptors, pertaining to noise emission from sources. The model is considered conservative since it represents the atmospheric condition that promotes the propagation of sound from the source to the receiver.

The following assumptions were used in the iNoise modelling:

Reflections: A building reflection of 0.8 was assumed to be representative of the brick façade present for the surrounding building including the proposed building.

Ground Absorption & Topography: A ground absorption coefficient of 0 was used to represent the most reflective (i.e., paved surface) The area surrounding the monitoring location is characterized by generally flat. As such, topography was not incorporated into the noise modelling.

The potential significant noise sources associated with rail and roadway sources have been assumed as well. Details are provided in Appendix A. The following potential stationary and transportation noise levels were established for iNoise software:

- The Locomotive Diesel engine noise level is 99.2dBA.
- The hand-held hydraulic brake noise level is 111.2dBA.
- Rail whistle noise to be 115dBA.
- Roadway car noise level is 79.2dBA at 50km/h speed.
- Slow moving truck noise level is 95.4dBA.

3. NOISE ASSESSMENT

Overall unattenuated daytime and nighttime sound levels at the receiver locations are shown in Figure 3 and are described in Table 6.

Table 6 – Post Development Predicted Noise Levels

Location	Noise Level (dBA)			MOECC Criteria (dBA) Rail	Meets MOECC
	Receiver 1	Receiver 2	Receiver 3		
Floor 5 OLA Daytime	38	--	--	60	Yes
Floor 5 Daytime Nighttime	53 49	53 49	53 50	40 35	No No
Floor 6 Daytime Nighttime	52 49	52 49	52 49	40 35	No No
Floor 7 Daytime Nighttime	52 49	52 49	52 49	40 35	No No
Floor 10 Daytime Nighttime	52 49	52 49	52 49	40 35	No No
Floor 14 Daytime Nighttime	52 49	52 49	52 49	40 35	No No
Floor 16 Daytime Nighttime	52 49	52 49	52 49	40 35	No No

Based on predicted sound levels as shown in figures 2 and 3 (Appendix B) and table 7, mitigation measures are required, such as warning clauses, required to meet the MOECC Limit of 40dBA daytime and 35dBA nighttime. Mitigation measures are provided in Section 4.

For indoor living and bedroom areas, daytime and nighttime noise levels are above 40 dBA during daytime and 35 dBA at nighttime for all receiver locations, therefore, an assessment of glazing requirements is necessary to meet the indoor sound levels for buildings at all receiver locations.

4. MITIGATION MEASURES

Acoustical Fence

No acoustical fence is needed as the noise level is less than 60dBA for the OLA for common balconies on the 5th floor.

Building Components

To calculate the required building components, the dimensions of the rooms and their wall/window sizes must be known. Table 7 summarizes the building component areas.

Table 7 – Building Component Sizes

South, West Façade	Window	Door	Floor
Bedroom	3.3 m^2	2.3 m^2	8.7 m^2
Living room	3.3 m^2	2.3 m^2	11.7 m^2

Detailed calculations are included in Appendix D, and Table 8 summarizes the required STC values for the various facades. Sample building components and their associated STC ratings are included in Appendix D.

Table 8 – Required STC Values (Window/Door)

Location	Type	South Façade	East Façade	West/North Façade
Level 6 - 10	Bedroom	36	35	36
	Living	29/30	27/29	29/30
Level 10 - 16	Bedroom	35	34	34
	Living	28/30	27/29	27/30

It is also recommended that an acoustical consultant review the building components to ensure that noise levels satisfy the requirements, as stated in Table 8. For the proposed development, the estimated building components are shown in Appendix B, Figure 1.

The Ontario Building Code (OBC) section 5.8.1 specifies the minimum required sound insulation characteristics for partitions in terms of Sound Transmission Class (STC) values.

For acoustic privacy in a multi-tenant building between suites, the inter-unit wall should meet or exceed STC-50. Walls separating suites from noisy spaces, such as refuse chutes or elevator shafts, should meet or exceed STC-55. In addition, it is recommended that the separation of suites from any amenity or commercial space for building component (floor/ceiling) construction also meet or exceed STC-55.

5. VIBRATION MONITORING

Vibration measurement was completed on November 22, 2022, and the location is labelled VIB A in Appendix A, Figure 1. The vibration analyzer SSEYL Landtek VM3670 was securely placed on top of the concrete surface to measure the ground vibration generated by light and heavy vehicles. Details are provided in Appendix B. Vibration ranges are:

- Velocity: 0.01 to 0.69 mm/s
- Displacement: 0.002mm to 0.025mm
- Acceleration: 0.00 mm/s^2

It is therefore recommended that the building design incorporate the maximum vibration parameters in addition to the requirements of section 4.1.3.6 of the OBC.

6. RECOMMENDATIONS

As demonstrated in this report, mitigation measures are required to bring residential units within the development into compliance with MOECC criteria. With the inclusion of these measures, MOECC noise criteria will be satisfied.

Recommendation #1 (All Units Within Developments)

Due to the exceedance of the MOECC criteria for daytime and nighttime acoustical levels from CP Rail Corridor and Rail Yard, the units are to be equipped with air conditioning and forced air heating. Further, these units shall include the following warning clause:

> "Due to its proximity to Chatham Street West and CP railway, these dwelling units 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."

Recommendation #2 (All Units Within Developments)

A noise warning clause should be included in the property and tenancy agreements and offer of purchase and sale for the dwelling units to inform the future owners/occupants of the noise issues and the presence of the existing facilities, and that sound from these facilities may at time be audible during a period of low background sound and which read as follows:

> "Purchasers/tenants are advised that due to the proximity of the adjacent roadway and CP facility, noise from the railway may at times be audible."

Recommendation #3 (Building Components)

Due to exposure to train noise, the units facing south, west and north facades require special building components for areas of sensitive use (i.e., bedroom, living room, dining room, kitchen, etc.) and the following are required:

Window Requirements:

> All windows leading to sensitive living areas are to have a minimum Sound Transmission Class as provided in Table 8 in order to meet the MOECC indoor noise level criteria.

Door Requirements:

> All doors leading to sensitive living areas are to have a minimum Sound Transmission Class as provided in Table 8 in order to meet the MOECC indoor noise level criteria.

Wall Requirements:

> Acoustic privacy between units in a multi-tenant building, the inter-unit wall, should meet or exceed Sound Transmission Class 50. Wall separation between noisy spaces, such as refuse chutes or elevator shafts, and suites should meet or exceed Sound Transmission Class 55.

Further, these units shall include the following warning clause in the purchase or lease agreements:

> "Purchasers/tenants are advised that due to close proximity of the adjacent industries, noise from said industries may at times be audible."

Recommendation #4 (All units within the development)

Prior to the issuance of building permits, it is recommended that an acoustical consultant review the Sound Transmission Class for the proposed development's walls, windows and doors to ensure they conform to the recommendations outlined in this report.

Recommendation #5 (All units within the development)

The design of the building should consider the monitored vibration values in addition to those provided in section 4.1.3.6 of the Ontario Building Code.

7. SUMMARY

We conclude that this development can, with the implementation of the above-described mitigation measures, be designed to address impacts from the surrounding noise sources.

If you have any questions or wish to discuss our findings, please advise us.

Yours truly,

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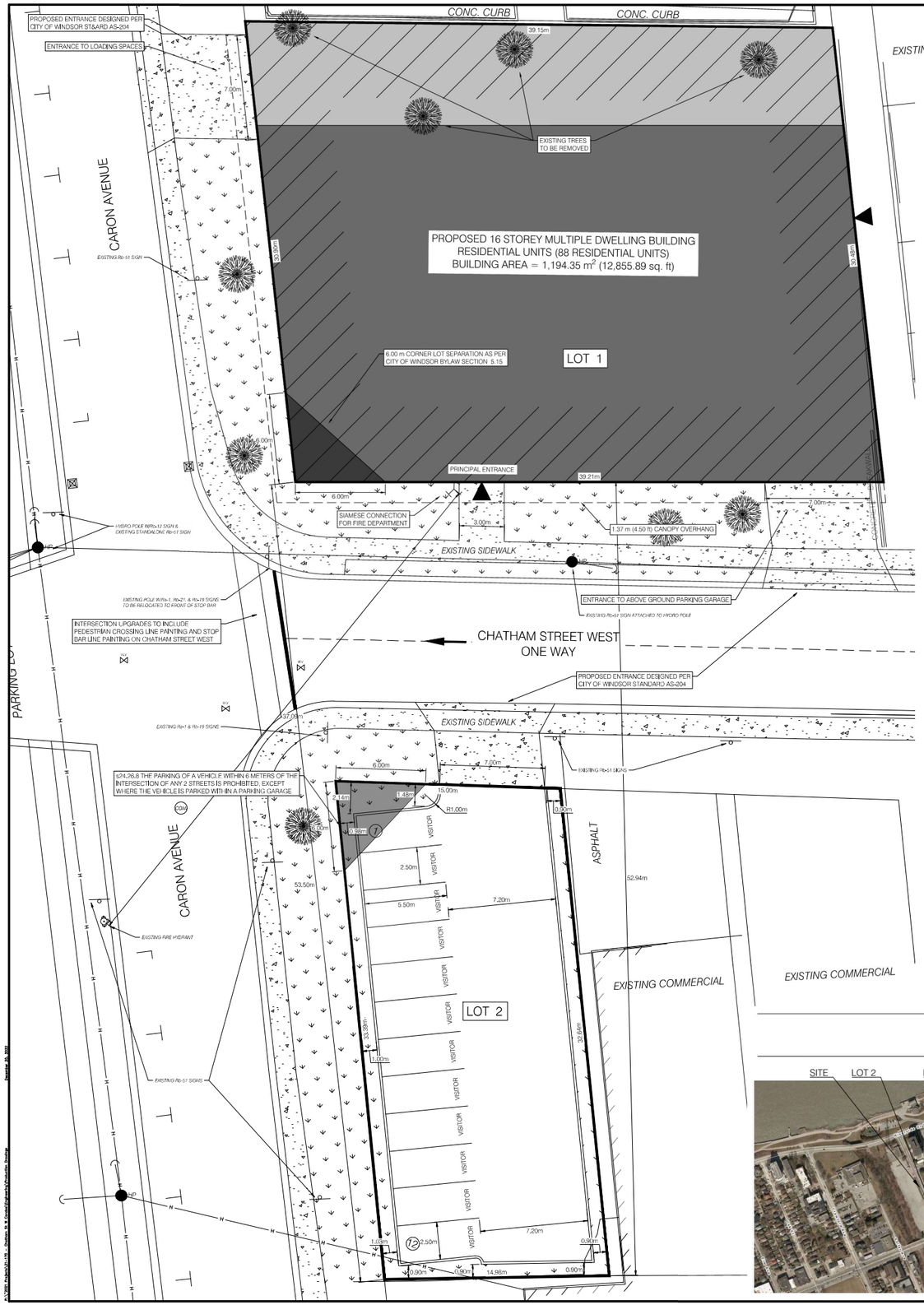
LEAMINGTON, ONTARIO N8H 2X8

Shurjeel Tunio, P.Eng.
Senior Project Manager
Baird AE

Appendix A

NOISE INFORMATION PLAN
AND
BACKGROUND INFORMATION



LEGEND	
1	NUMBERED PARKING SPACES
	PARKING/ROAD SIGN
	FIRE HYDRANT
	BUILDING ENTRANCE
	HYDRO POLE (HP)
	OVERHEAD HYDRO CABLE
	GUY WIRE
	EXISTING CATCH BASIN
	EXISTING COMBINED SEWER MANHOLE
	EXISTING WATER VALVE
	EXISTING TREES
	LANDSCAPE OPEN SPACE
	SIDEWALK/CONCRETE
	PROPOSED BUILDING
	PROPOSED 5 STOREY PODIUM (FLOORS 1-5)
	PROPOSED 11 STOREY TOWER (FLOORS 6-16)
	PROPERTY LINE

KEY PLAN
1:2500

SITE DATA:

SITE ZONING:	COMMERCIAL DISTRICT 3.6 (CD3.6)		
PERMITTED USE:	RETAIL STORE, DWELLING UNITS IN A COMBINED USE BUILDING WITH ANY ONE OR MORE PREVIOUSLY LISTED USES, AMONGST OTHER USES PERMITTED WITHIN THE CD3.6 ZONE		
PROPOSED ZONING:	COMMERCIAL DISTRICT 3.6 SITE SPECIFIC PROVISION XX (CD3.6-S.20(1)XX)		
PROPOSED USE:	MULTIPLE DWELLING BUILDING, AMONGST OTHER USES WITHIN THE CD3.6-S.20(1)XX ZONE		
DESCRIPTION:	REQUIRED:	PROVIDED:	ZONING COMPLIANCE:
MIN. LOT AREA:	N/A	1,194.35 m² (12,855.89 sq. ft) 0.12 ha (0.30 ac)	COMPLIES
MIN. FRONTAGE:	N/A	30.90 m (101.38 ft)	COMPLIES
MIN. INTERIOR YARD SETBACK (NORTH):	N/A	0.00 m (0.00 ft)	COMPLIES
MIN. EXTERIOR YARD SETBACK (SOUTH):	N/A	0.00 m (0.00 ft)	COMPLIES
MIN. REAR YARD SETBACK (EAST):	N/A	0.00 m (0.00 ft)	COMPLIES
MIN. FRONT YARD SETBACK (WEST):	N/A	0.00 m (0.00 ft)	COMPLIES
LOT COVERAGE:	N/A	100.00% (1,194.35 m², 12,855.89 sq. ft)	COMPLIES
BUILDING HEIGHT:	MAX. 20.00 m (65.62 ft)	53.34m (175.00 ft)	RELIEF REQUESTED
DRIVE-WAY WIDTH:	MIN. 3.50 m (11.48 ft)	7.00 m (22.96 ft)	COMPLIES
CORNER LOT:	MIN. 6.00 m (19.69 ft) SEPARATION BETWEEN ANY PART OF ANY BUILDING OR STRUCTURE & THE POINT OF INTERSECTION OF ANY 2 STREETS	0.00 m (0.00 ft)	RELIEF REQUESTED
AMENITY AREA: (INCLUDES YOGA ROOM, FITNESS ROOM, 2 LOUNGES, GAMES ROOM, PARTY ROOM & OPEN AMENITY DECK - REFER TO FLOOR PLANS 1 & 5)	MIN. OF 12.00 m² (129.17 sq. ft) PER DWELLING UNIT 88 DWELLING UNITS @ 12.00 m² = 1,056.00 m² (11,366.69 sq. ft) REQ.	10.89 m² PER DWELLING UNIT PROV. TOTAL PROV. =958.62 m² (10,318.47 sq. ft)	RELIEF REQUESTED
PARKING FOR MULTIPLE DWELLING BUILDING - DWELLING UNITS (INCLUDES REQ. # OF ACCESSIBLE SPACES): (PLEASE SEE FLOORS 2-4 FLOOR PLAN SHEET FOR PARKING SPACE LOCATION)	SITE LOCATED WITHIN CITY OF WINDSOR CENTRAL BUSINESS DISTRICT THEREFORE NO SPACES REQUIRED FOR FIRST 6 DWELLING UNITS & 1 SPACE FOR EACH ADDITIONAL DWELLING UNIT= 88 UNITS = 82 SPACES REQ.	82 SPACES PROV.	COMPLIES
ACCESSIBLE PARKING: (PLEASE SEE FLOORS 2 & 3 FLOOR PLAN SHEET FOR ACCESSIBLE PARKING SPACE LOCATION)	TYPE A SPACE: 2% OF PARKING SPACES = 2 SPACES TYPE B SPACE: 2% OF PARKING SPACES = 2 SPACES 4 ACCESSIBLE SPACES TOTAL	4 SPACES PROV. 2 TYPE 'A' SPACES 2 TYPE 'B' SPACES	COMPLIES
VISITOR PARKING SPACES:	MIN. 15% OF PARKING SPACES TO BE MARKED AS VISITOR PARKING = 12 VISITOR SPACES REQ.	12 SPACES PROV.	COMPLIES
BIKE PARKING SPACES: (PLEASE SEE FIRST FLOOR PLAN SHEET FOR TENANT STORAGE LOCATION)	2 FOR THE FIRST 19 SPACES PLUS 1 FOR EACH ADDITIONAL 20 SPACES = 6 SPACES REQ.	6 SPACES PROV.	COMPLIES
LOADING SPACES: (PLEASE SEE FIRST FLOOR PLAN SHEET FOR LOADING SPACE LOCATION)	RESIDENTIAL DWELLING UNITS SPACES REQ. BASED ON GFA: RESIDENTIAL GFA = 8,836.94 m² (95,120.00 sq. ft); THEREFORE 2 SPACES REQ.	2 SPACES PROV.	COMPLIES
	PARKING AREA SEPARATION REQUIREMENTS FOR LOT 2		
PARKING AREA FROM:	MINIMUM SEPARATION REQ.	MINIMUM SEPARATION PROV.	ZONING COMPLIANCE:
ANY OTHER STREET	3.00 m (9.84 ft)	0.98 m (3.22 ft)	RELIEF REQUESTED
AN INTERIOR LOT LINE OR ALLEY	0.90 m (2.95 ft)	0.90 m (2.95 ft)	COMPLIES
s24.26.8 THE PARKING OF A VEHICLE WITHIN 6 METERS OF THE INTERSECTION OF ANY 2 STREETS IS PROHIBITED, EXCEPT WHERE THE VEHICLE IS PARKED WITHIN A PARKING GARAGE	6.00 m (19.69 ft)	0.00 m (0.00 ft)	RELIEF REQUESTED
FOR ALL DWELLINGS OR DWELLING UNITS IN A COMBINED USE BUILDING, ALL REQUIRED PARKING SPACES, VISITOR PARKING SPACES & ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SAME LOT AS THE DWELLINGS OR DWELLING UNITS THEY ARE INTENDED TO SERVE	0.00 m (0.00 ft)	53.50 m (175.52 ft) LOCATED WITHIN 53.50 m OF THE NEAREST LOT LINE OF THE L& OCCUPIED BY THE MULTIPLE DWELLING	RELIEF REQUESTED

LOT / BUILDING INFO:	
TOTAL LOT AREA LOT 1:	1,194.35 m² (12,855.89 sq. ft) 0.12 ha (0.30 ac)
LOT 2:	491.84 m² (5,294.08 sq. ft) 0.05 ha (0.12 ac)
TOTAL BUILDING AREA:	1,194.35 m² (12,855.89 sq. ft)
TOTAL RESIDENTIAL DWELLING UNITS:	88
TOTAL RESIDENTIAL DWELLING GFA:	TOTAL = 8,836.93 m² (95,120.00 sq. ft); FLOOR 5 = 321.44 m² (3,460.00 sq. ft); FLOORS 6-14 = 6,973.30 m² (75,060.00 sq. ft); FLOORS 15 & 16 = 1,542.19 m² (16,600.00 sq. ft)
HEIGHT OF BUILDING & NO. OF STOREYS:	53.34 m (175.00 ft) TALL & 16 STOREY
TOTAL PARKING SPACES PROV. = 82 (ST&ARD SPACES = 78, ACCESSIBLE SPACES = 4)	
BUILDING USE & OCCUPANCY:	RESIDENTIAL C

NOTES:
1. ALL FIRE DEPARTMENT SIGNAGE TO BE COMPLETED AFTER CONSTRUCTION IN COORDINATION WITH FIRE DEPARTMENT.
2. ALL ACCESSIBLE TYPE 'A' SPACES TO HAVE RB-93I SIGNS INSTALLED & TYPE 'B' SPACES TO HAVE RB-93 SIGNS INSTALLED.
3. GARBAGE DISPOSAL UNIT LOCATED WITHIN THE BUILDING, TO BE ROLLED OUT TO LOADING AREAS FOR PRIVATE SERVICE PICK UP (PLEASE SEE FIRST FLOOR PLAN FOR LOCATION OF REFUSE AREA).
4. ALL LIGHTING TO BE DARK SKY COMPLIANT.
5. FIRE ROUTE TO BE IN COMPLIANCE WITH OBC REQUIREMENTS.

BAIRD|AE architecture + engineering
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Leamington ON N8H 2X8
1350 Provincial Road, Unit 700
Windsor ON N8W 5W1
PARTNER / CONSULTANTS

Date	Revision
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SEAL

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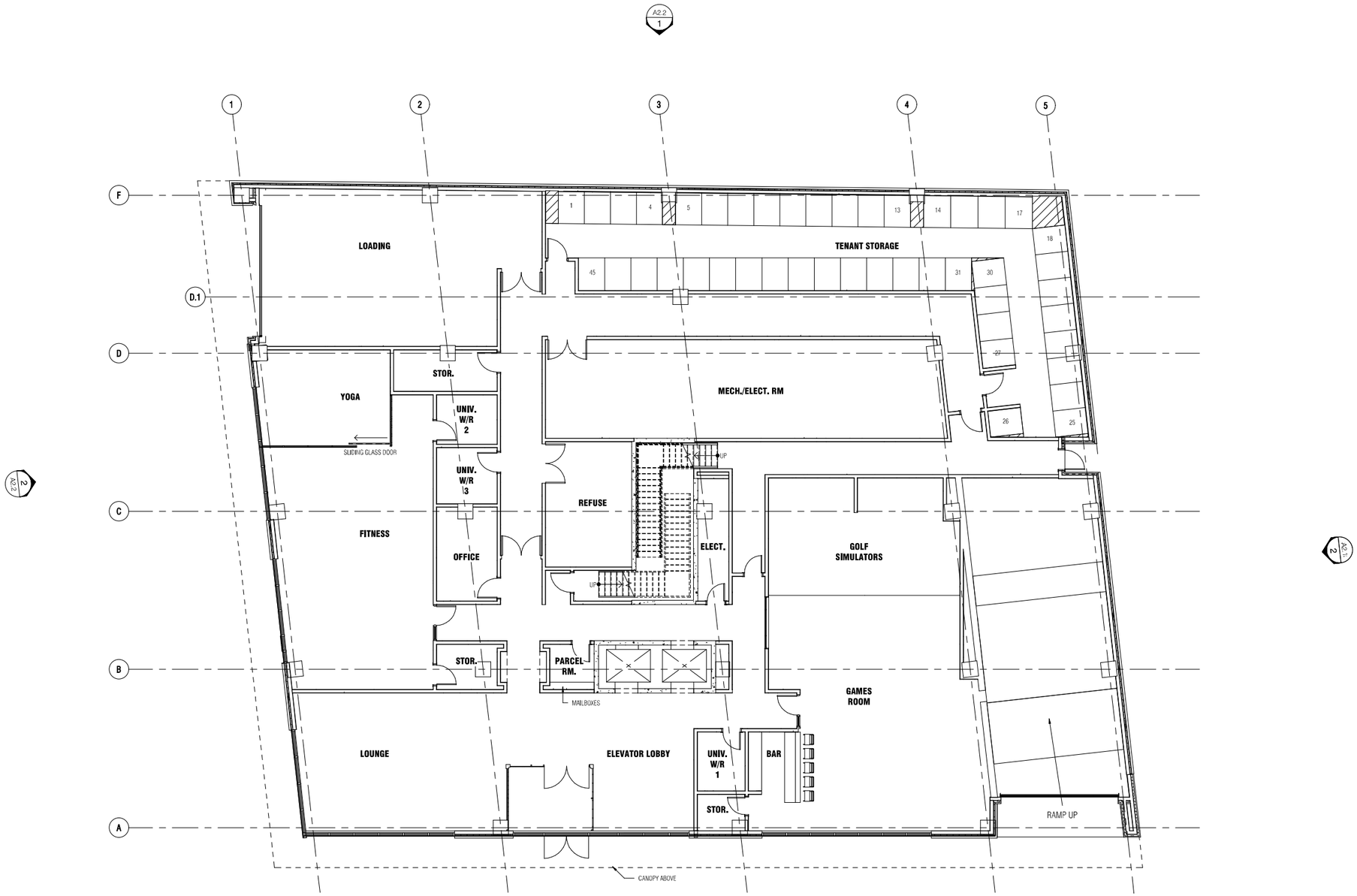
CHK BY:	BP

PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST WINDSOR, ONTARIO

SHEET TITLE
CONCEPT SITE PLAN - OPA-ZBA SUBMISSION

JOB NUMBER 21-170

SHEET NUMBER 01



FL-01
SCALE: 1/8" = 1'-0"

BAIRD|AE architecture + engineering
700-1350 Provincial Rd.
Windsor ON N8W 5W1
102 - 27 Princess Street
Leamington ON N8H 2X8

PARTNERS / CONSULTANTS

NO.	DESCRIPTION	DATE
	ISSUE	

SEAL

Drawn: MK
Checked: PW
Approved: PW

PRELIMINARY
CONSTRUCTION
RECORD
Do not scale
Use figured dimensions only

PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT 1ST FLOOR

JOB NUMBER 21-170

SHEET NUMBER
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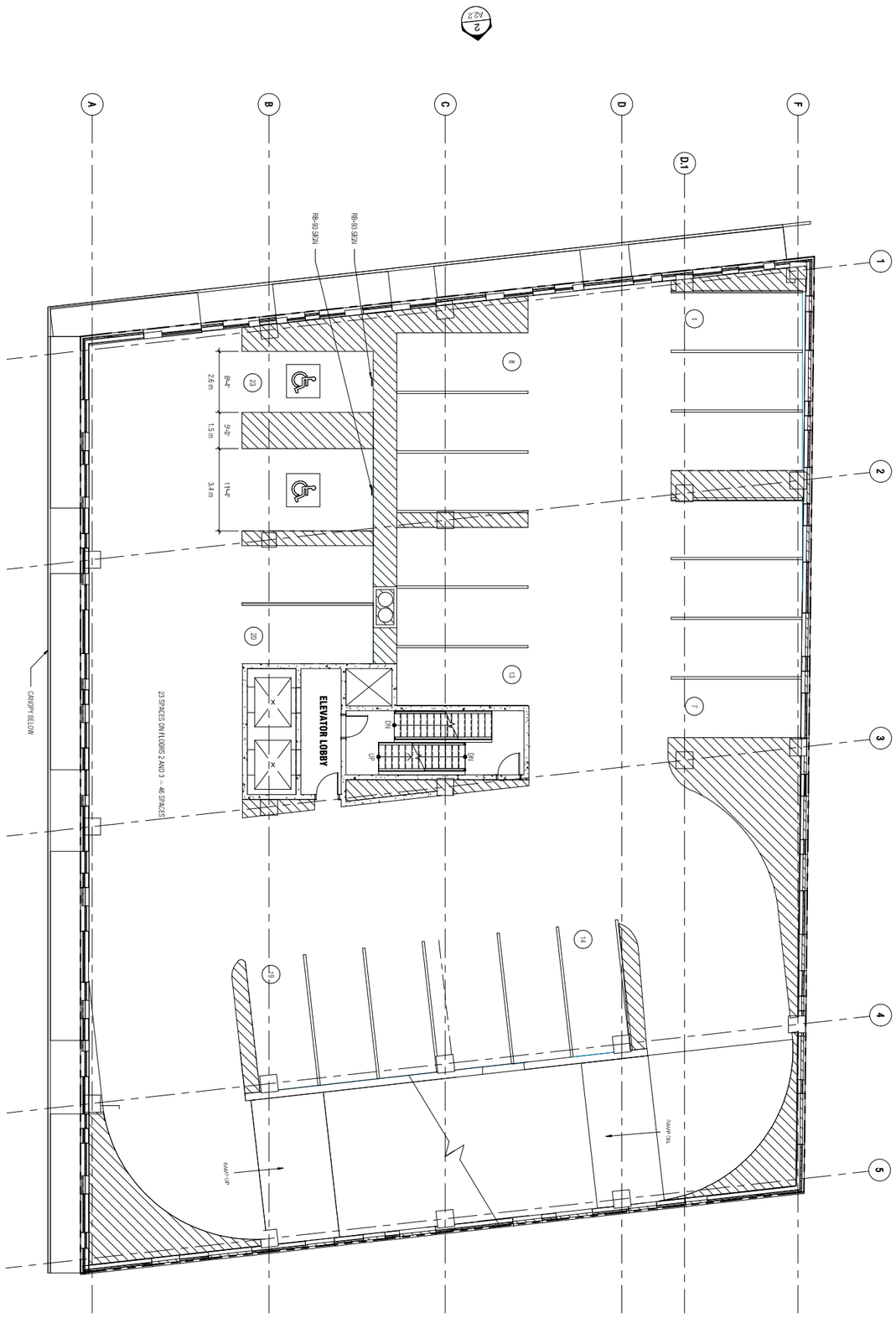

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PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT 2ND & 3RD FLOOR

DRAWING NUMBER
A1.2

SHEET NUMBER
21-170

1/16/2022 8:32:20 AM

Drawn: MK
Checked: PM
Approved: PM

FILE REPORT
CONSTRUCTION
PERMITS
Drawings not to be used for construction unless marked

NO	DESCRIPTION	DATE
ISSUE		

BAIRD|AE architecture + engineering
700-1350 Provincial Rd.
Windsor ON N8W 5W1
102 - 27 Princess Street
Leamington ON N8H 2X8
A DIVISION OF MATTHEW J. BAIRD CONSULTING SERVICES INC.

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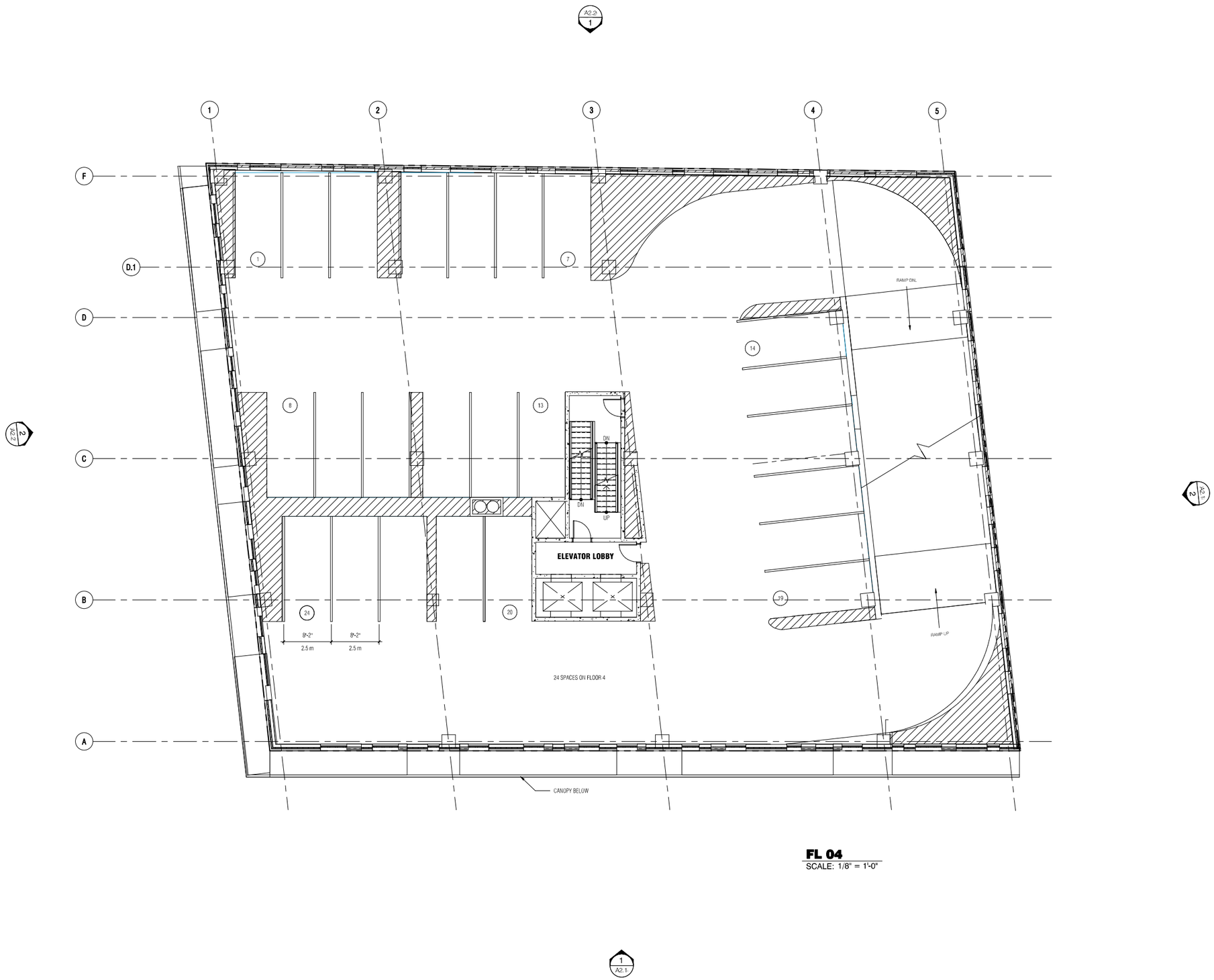

FL 04
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architecture + engineering
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Windsor ON N8W 5W1
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PW

PRELIMINARY
CONSTRUCTION
RECORD
Do not scale
Use figured dimensions only

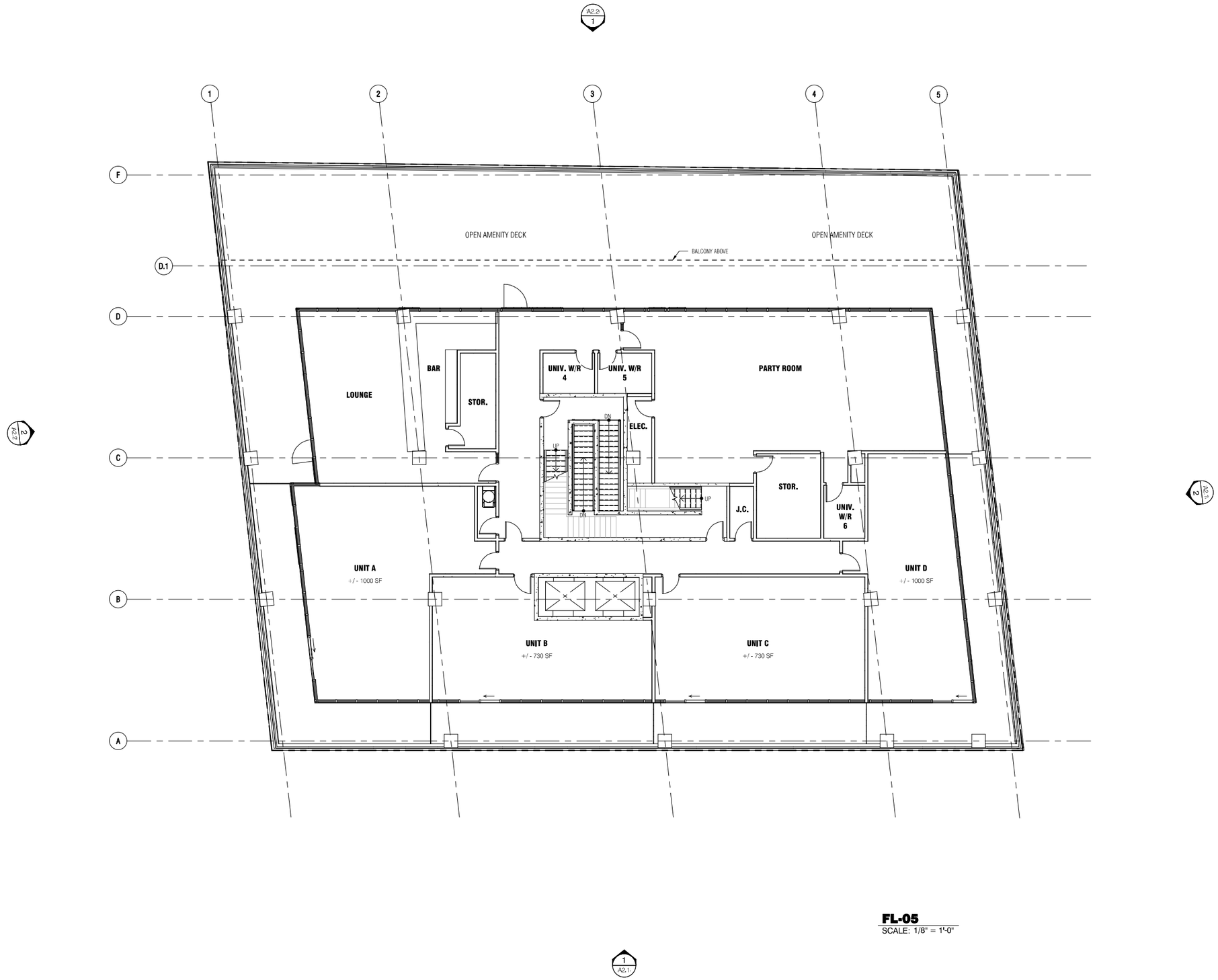
PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT 4TH FLOOR

JOB NUMBER
21-170

SHEET NUMBER
A1.3
1/9/2023 9:27:01 AM

C:\Users\mikkelson\Desktop\Chatham St. WEST CONDOS\21-170 Chatham St. WEST Condos_central_MIKKELSON.rvt



FL-05
SCALE: 1/8" = 1'-0"

BAIRD|AE
architecture + engineering
700-1350 Provincial Rd.
Windsor ON N8W 5W1
A DIVISION OF MATTHEWS LEARNING CONSULTING SERVICES INC.
102 - 27 Princess Street
Leamington ON N8H 2X8

PARTNER / CONSULTANTS

NO.	DESCRIPTION	DATE
	ISSUE	

SEAL

Drawn
MK
Checked
PW
Approved
PW

PRELIMINARY
CONSTRUCTION
RECORD
Do not scale
Use figured dimensions only

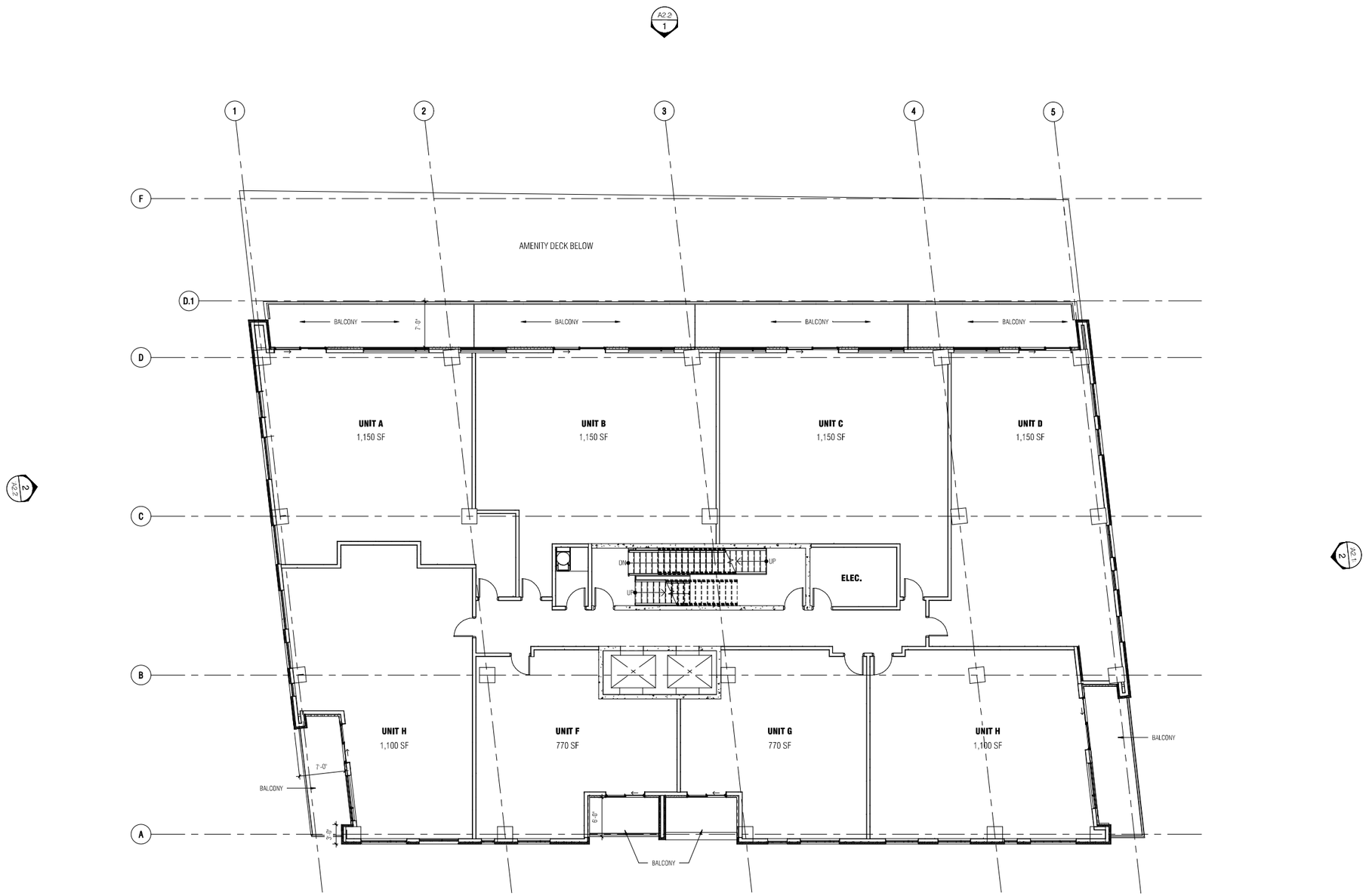
PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT 5TH FLOOR

JOB NUMBER
21-170

SHEET NUMBER
A1.4
1/9/2023 9:27:01 AM

C:\Users\mkinsch\Desktop\Chatham St. WEST CONDOS\21-170 Chatham St. WEST Condos_central_MKINSCH.rvt



FL 06 -14
SCALE: 1/8" = 1'-0"

1
A2.1

BAIRD|AE
architecture + engineering
700-1350 Provincial Rd.
Windsor ON N8W 5W1
102 - 27 Princess Street
Leamington ON N8H 2X8
A DIVISION OF MATTHEW J. BAIRD CONSULTING SERVICES INC.

PARTNER / CONSULTANTS

NO.	DESCRIPTION	DATE
	ISSUE	

SEAL

Drawn
MK
Checked
PW
Approved
PW

PRELIMINARY
CONSTRUCTION
RECORD
Do not scale
Use figured dimensions only

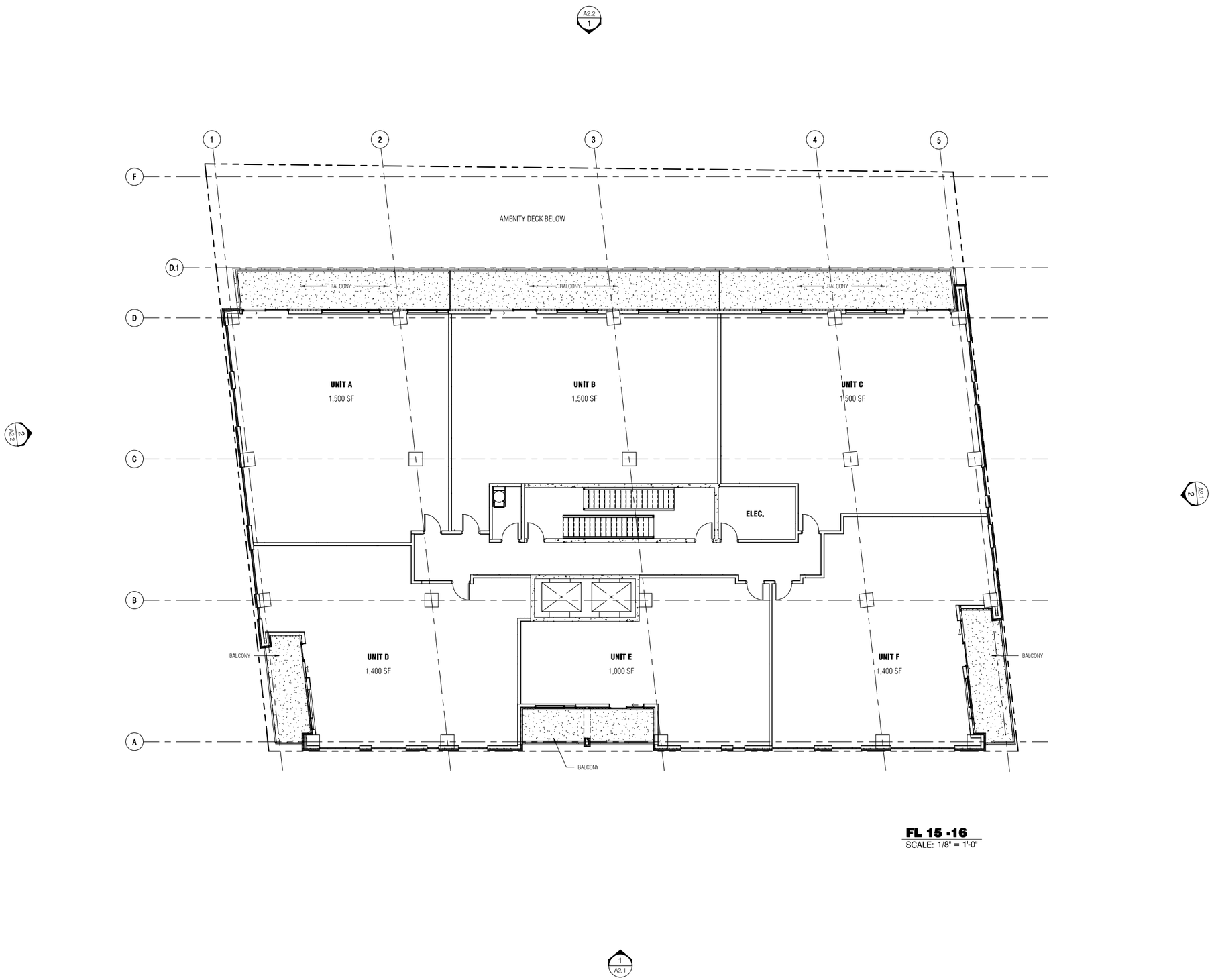
PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT 6TH - 14TH FLOOR

JOB NUMBER
21-170

SHEET NUMBER
A1.5
1/9/2023 9:27:02 AM

C:\Users\mkinsbrunner\Dropbox\ - BAIRD AE Documents\21-170 Chatham St. WEST Condos_central_Mkinsbrunner.rvt



FL 15 -16
SCALE: 1/8" = 1'-0"

BAIRD|AE
architecture + engineering
700-1350 Provincial Rd.
Windsor ON N8W 5W1
102 - 27 Princess Street
Leamington ON N8H 2X8
A DIVISION OF MATTHEW J. BAIRD CONSULTING ENGINEERING

PARTNERS / CONSULTANTS

NO.	DESCRIPTION	DATE
	ISSUE	

SEAL

Drawn
MK
Checked
PW
Approved
PW

PRELIMINARY
CONSTRUCTION
RECORD
Do not scale
Use figured dimensions only

PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT 15TH & 16TH FLOOR

JOB NUMBER
21-170

SHEET NUMBER
A1.6
1/9/2023 9:27:02 AM

C:\Users\mkinsch\Desktop\Chatham St. WEST CONDOS\Chatham St. WEST CONDOS_central_MKINSCH.rvt

1 A2.0/A2.2 **NORTH ELEVATION**
3/32" = 1'-0"

2 A1.3/A2.1 **WEST ELEVATION**
3/32" = 1'-0"

BAIRD|AE architecture + engineering
102 - 27 Princess Street
Leamington ON N8H 2X8
700-1350 Provincial Rd.
Windsor ON N8H 5W1

PARTNER / CONSULTANTS

NO.	DESCRIPTION	DATE
	ISSUE	

SEAL

Drawn: BS
Checked: PW
Approved: PW

PRELIMINARY
CONSTRUCTION
RECORD

Do not scale
Use figured dimensions only

PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT ELEVATIONS

JOB NUMBER 21-170

SHEET NUMBER
A2.1
1/9/2023 9:21:07 AM

1 A1.1/A2.2 **SOUTH ELEVATION**
3/32" = 1'-0"

2 A1.1/A2.2 **EAST ELEVATION**
3/32" = 1'-0"

BAIRD|AE architecture + engineering
102 - 27 Princess Street
Leamington ON N8H 2X8
700-1350 Provincial Rd.
Windsor ON N8H 5W1

PARTNER / CONSULTANTS

NO.	DESCRIPTION	DATE
	ISSUE	

SEAL:

Drawn: BS
Checked: PW
Approved: PW

- PRELIMINARY
- CONSTRUCTION
- RECORD

Do not scale
Use figured dimensions only

PROJECT TITLE
CHATHAM ST. WEST CONDOS
696 CHATHAM ST. WEST, WINDSOR ONTARIO

SHEET TITLE
CONCEPT ELEVATIONS

JOB NUMBER 21-170

SHEET NUMBER
A2.2

1/9/2023 9:27:12 AM

C:\Users\bsabo\Desktop\21-170_Chatham St. W Condos_central_bsabo.rvt

Noise Level - Assumption

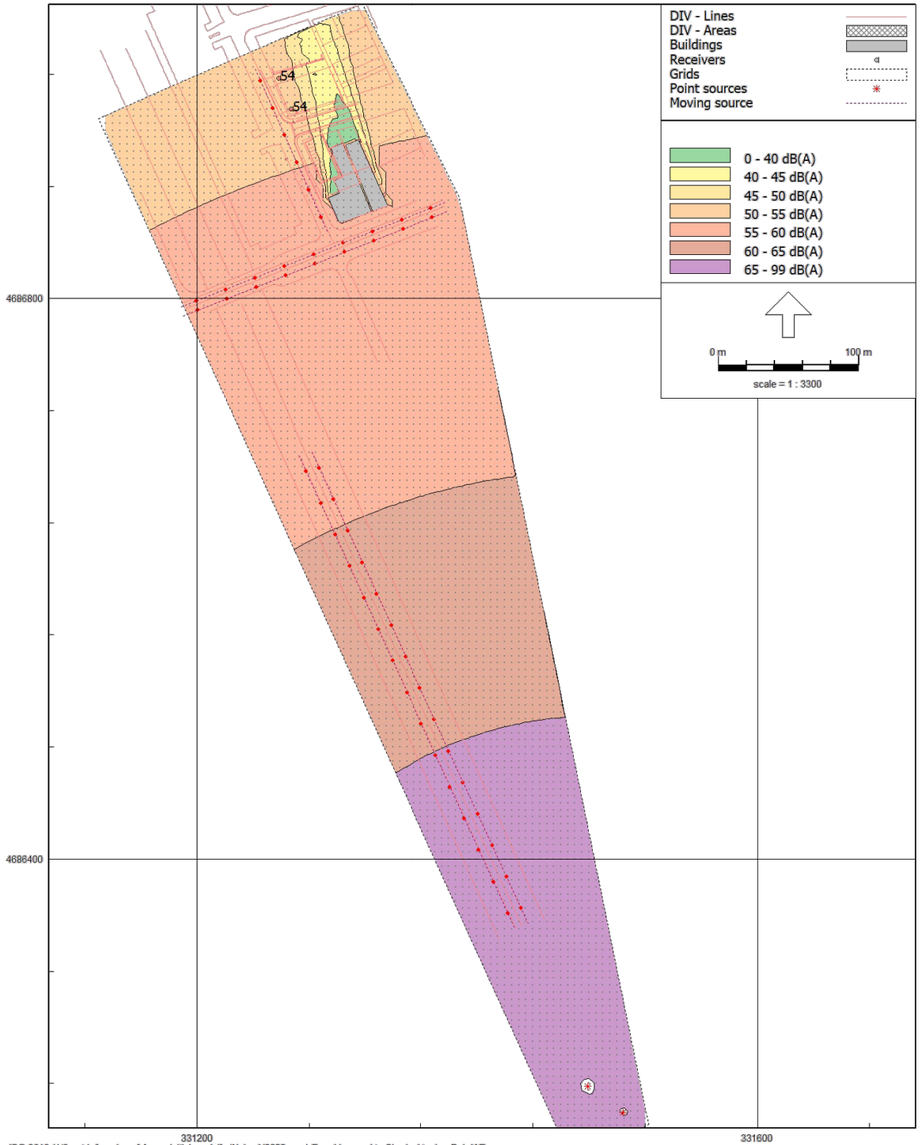
Level	31	63	125	250	500	1000	2000	4000	8000
Rail Yard and Locomotive									
Locomotive – Diesel	0.00	74.2	76.2	86.2	93.2	99.2	98.2	96.2	89.2
Hand-Held Hydraulic Brake	0.00	79.03	88.13	101.63	107.03	111.23	110.43	107.23	109.13
Whistle	0.00	0.00	0.00	0.00	0.00	115.00	0.00	0.00	0.00
Cars and Trucks									
Light Vehicles 50km/h	57.92	63.92	67.02	73.26	80.53	88.48	86.65	79.26	69.12
Trucks - Diesel	0.00	71.20	81.20	83.20	85.20	86.20	82.20	78.20	72.20
Cars	0.00	64.20	71.20	83.20	76.20	79.20	79.20	73.20	66.0

Appendix B

INOISE OUTPUT
AND
NOISE MONITORING

initial model
25 Nov 2022, 15:49

Shurjeel tunio - BairdAE

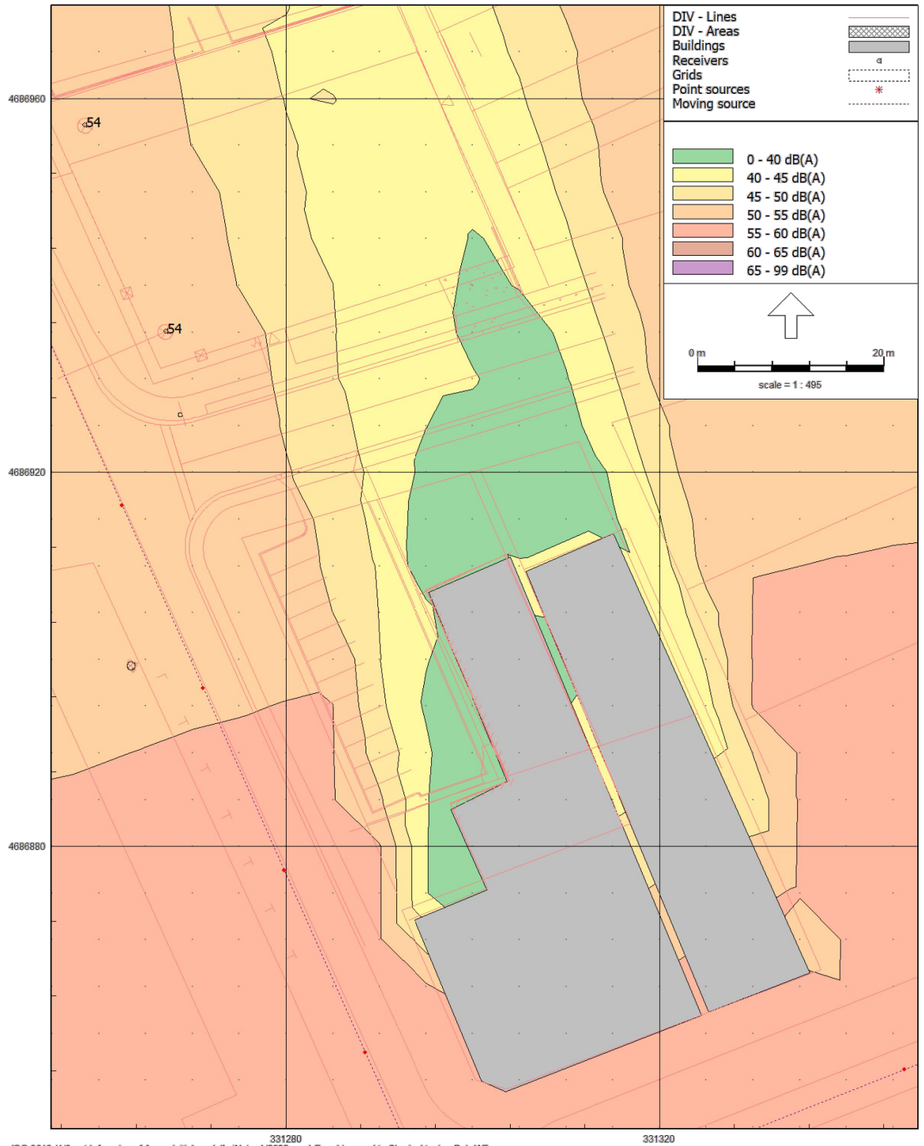


ISO 9613 (1/3-oct.), [version of Area - initial model] , iNoise V2022 rev 1 Free Licensed to Shurjeel tunio - BairdAE

N

initial model
25 Nov 2022, 15:49

Shurjeel tunio - BairdAE



ISO 9613 (1/3-oct.), [version of Area - initial model] , iNoise V2022 rev 1 Free Licensed to Shurjeel tunio - BairdAE

LEGEND

- RECEIVER LOCATION
- PROPOSED DEVELOPMENT
- NOISE SOURCES

BAIRD|AE architecture + engineering

102 - 27 PRINCESS STREET, LEAMINGTON, ONTARIO N8H 2X8
201 - 330 RICHMOND STREET, CHATHAM, ONTARIO N7M 1P7
1000 - 267 PELISSIER STREET, WINDSOR, ONTARIO N9A 4K4.

PROJECT TITLE:
696 CHATHAM STREET WEST
CITY OF WINDSOR

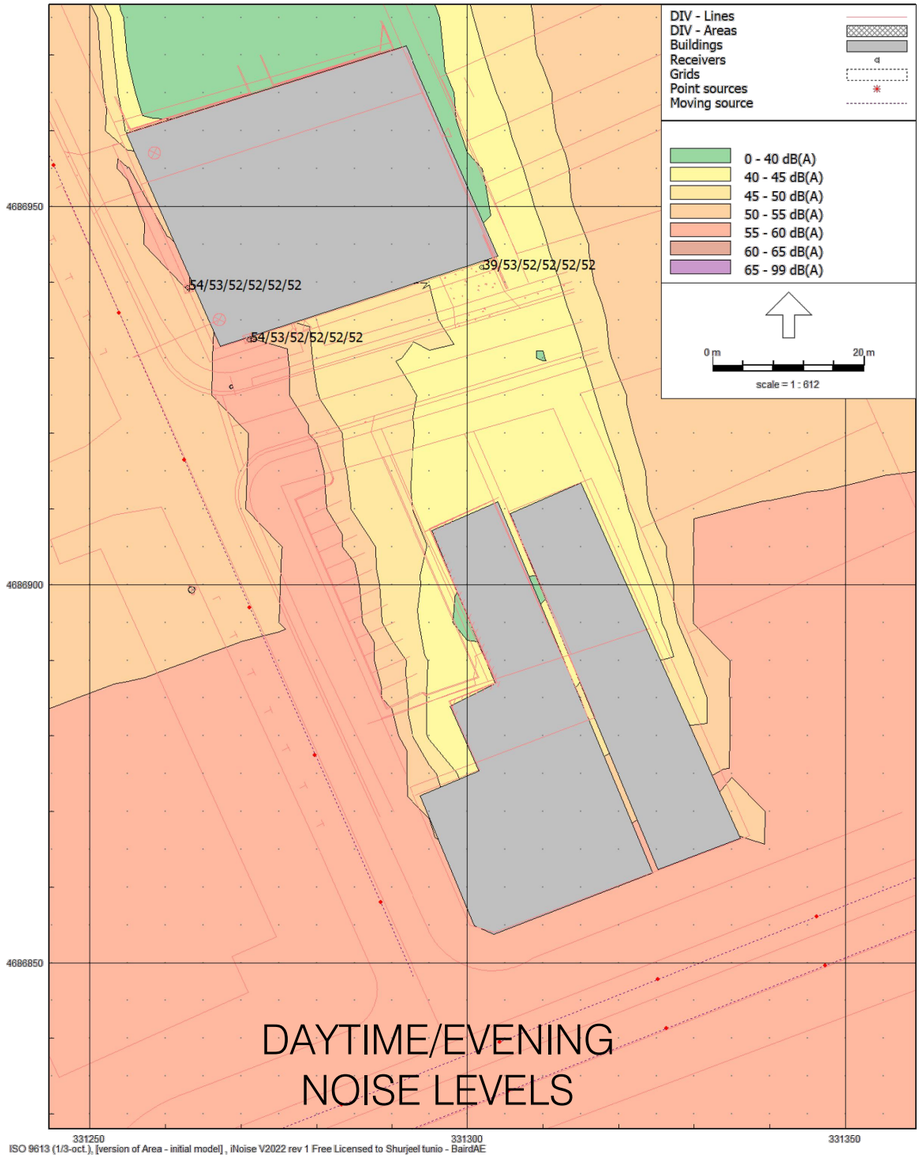
WINDSOR, ON

SHEET TITLE:
FIGURE 2 - PRE DEVELOPMENT NOISE LEVEL

DRAWN BY:	SCALE:	DATE:
S.T.	NTS	NOV 22 2022
CHCK'D BY:	SHEET No. :	PROJECT No. :
ST.	2 OF 3	21-170

initial model
25 Nov 2022, 15:49

Shurjeel tunio - BairdAE



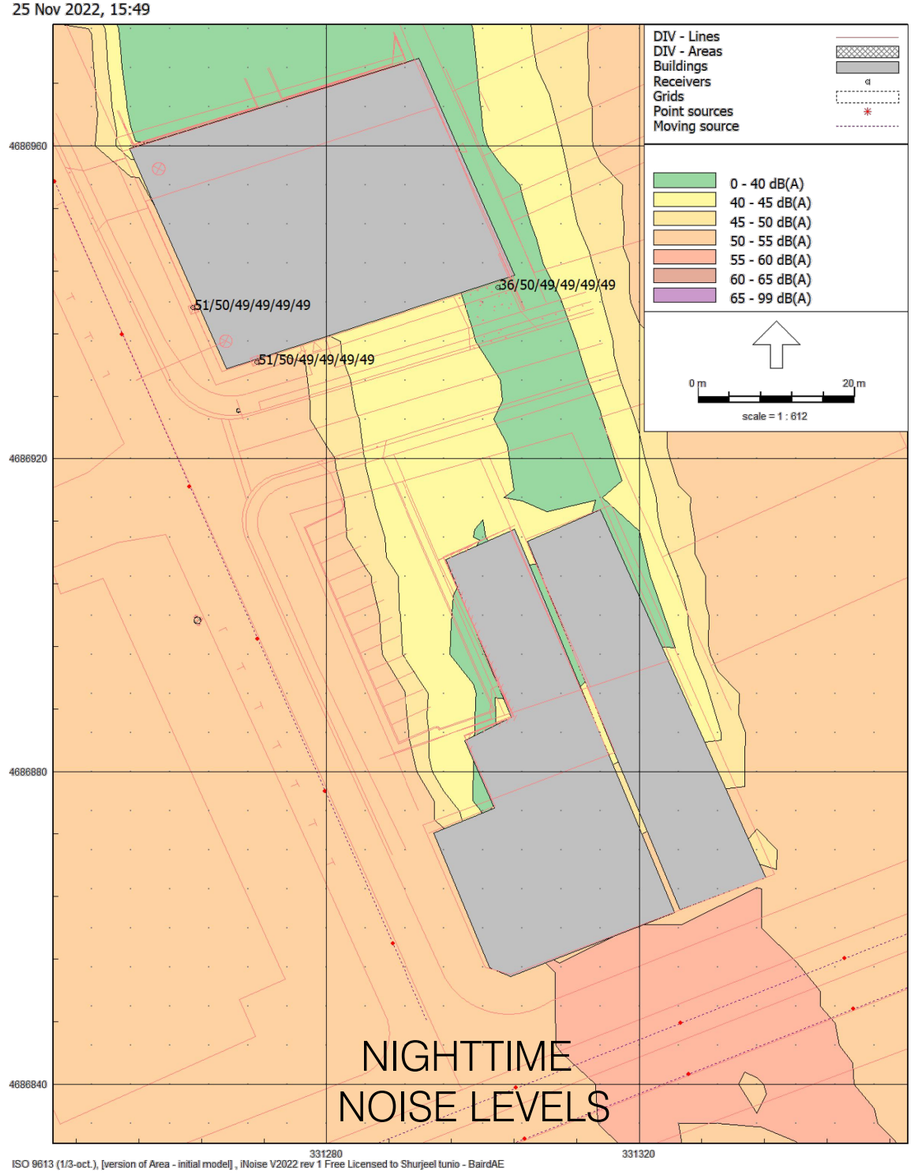
DAYTIME/EVENING
NOISE LEVELS

ISO 9613 (1/3-oct.), [version of Area - initial model] , iNoise V2022 rev 1 Free Licensed to Shurjeel tunio - BairdAE

N

initial model
25 Nov 2022, 15:49

Shurjeel tunio - BairdAE



NIGHTTIME
NOISE LEVELS

ISO 9613 (1/3-oct.), [version of Area - initial model] , iNoise V2022 rev 1 Free Licensed to Shurjeel tunio - BairdAE

LEGEND

- RECEIVER LOCATION
- PROPOSED DEVELOPMENT
- NOISE SOURCES

BAIRD|AE
architecture + engineering

102 - 27 PRINCESS STREET, LEAMINGTON, ONTARIO N8H 2X8
201 - 330 RICHMOND STREET, CHATHAM, ONTARIO N7M 1P7
1000 - 267 PELISSIER STREET, WINDSOR, ONTARIO N9A 4K4.

PROJECT TITLE:
696 CHATHAM STREET WEST
CITY OF WINDSOR

WINDSOR, ON

SHEET TITLE:
FIGURE 3 - POST DEVELOPMENT NOISE LEVEL

DRAWN BY:	SCALE:	DATE:
S.T.	NTS	NOV 22 2022
CHCK'D BY:	SHEET No. :	PROJECT No. :
ST.	3 OF 3	21-170

Data Logger 2
SET 1
A
SLOW
Range 40-100
L05 57.9
L10 55.2
L50 51.2
L90 47.8
L95 47.2
Max dB 66.4
2022/11/22 03:54:20
SEL 83.6
Leq 53.3

No.s	Date Time	dB
1	2022-11-22 03:48:54	54.7
2	2022-11-22 03:48:55	53.6
3	2022-11-22 03:48:56	51.8
4	2022-11-22 03:48:57	50.8
5	2022-11-22 03:48:58	49.7
6	2022-11-22 03:48:59	49.7
7	2022-11-22 03:49:00	51.1
8	2022-11-22 03:49:01	56.9
9	2022-11-22 03:49:02	54.4
10	2022-11-22 03:49:03	52.3
11	2022-11-22 03:49:04	51.0
12	2022-11-22 03:49:05	50.4
13	2022-11-22 03:49:06	50.7
14	2022-11-22 03:49:07	49.9
15	2022-11-22 03:49:08	51.3
16	2022-11-22 03:49:09	50.6
17	2022-11-22 03:49:10	50.2
18	2022-11-22 03:49:11	49.5
19	2022-11-22 03:49:12	49.7
20	2022-11-22 03:49:13	49.4
21	2022-11-22 03:49:14	49.7
22	2022-11-22 03:49:15	51.1
23	2022-11-22 03:49:16	50.0
24	2022-11-22 03:49:17	49.8
25	2022-11-22 03:49:18	49.8
26	2022-11-22 03:49:19	50.1
27	2022-11-22 03:49:20	49.9
28	2022-11-22 03:49:21	49.8
29	2022-11-22 03:49:22	50.7
30	2022-11-22 03:49:23	50.6
31	2022-11-22 03:49:24	50.5
32	2022-11-22 03:49:25	51.0
33	2022-11-22 03:49:26	52.3
34	2022-11-22 03:49:27	53.7
35	2022-11-22 03:49:28	53.0
36	2022-11-22 03:49:29	52.0
37	2022-11-22 03:49:30	52.1
38	2022-11-22 03:49:31	53.3
39	2022-11-22 03:49:32	54.9
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42	2022-11-22 03:49:35	52.0
43	2022-11-22 03:49:36	51.3
44	2022-11-22 03:49:37	50.5
45	2022-11-22 03:49:38	49.9
46	2022-11-22 03:49:39	49.7
47	2022-11-22 03:49:40	49.6
48	2022-11-22 03:49:41	50.7
49	2022-11-22 03:49:42	50.0
50	2022-11-22 03:49:43	51.8
51	2022-11-22 03:49:44	51.2
52	2022-11-22 03:49:45	51.3
53	2022-11-22 03:49:46	51.1
54	2022-11-22 03:49:47	51.4
55	2022-11-22 03:49:48	51.9
56	2022-11-22 03:49:49	53.7
57	2022-11-22 03:49:50	52.4
58	2022-11-22 03:49:51	51.8
59	2022-11-22 03:49:52	53.5
60	2022-11-22 03:49:53	52.5
61	2022-11-22 03:49:54	51.8
62	2022-11-22 03:49:55	51.7
63	2022-11-22 03:49:56	51.5
64	2022-11-22 03:49:57	51.1
65	2022-11-22 03:49:58	51.3
66	2022-11-22 03:49:59	55.8
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68	2022-11-22 03:50:01	53.5
69	2022-11-22 03:50:02	53.0
70	2022-11-22 03:50:03	52.6
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76	2022-11-22 03:50:09	53.9
77	2022-11-22 03:50:10	53.8
78	2022-11-22 03:50:11	54.6
79	2022-11-22 03:50:12	53.3
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81	2022-11-22 03:50:14	53.6
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85	2022-11-22 03:50:18	52.4
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90	2022-11-22 03:50:23	49.3
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93	2022-11-22 03:50:26	47.5
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95	2022-11-22 03:50:28	48.5
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97	2022-11-22 03:50:30	48.2
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99	2022-11-22 03:50:32	49.2
100	2022-11-22 03:50:33	49.4
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106	2022-11-22 03:50:39	51.6
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109	2022-11-22 03:50:42	53.3
110	2022-11-22 03:50:43	53.3
111	2022-11-22 03:50:44	52.5
112	2022-11-22 03:50:45	53.0
113	2022-11-22 03:50:46	52.7
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115	2022-11-22 03:50:48	52.4
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117	2022-11-22 03:50:50	51.8
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143	2022-11-22 03:51:16	50.2
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145	2022-11-22 03:51:18	50.1
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179	2022-11-22 03:51:52	53.3
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205	2022-11-22 03:52:18	64.2
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219	2022-11-22 03:52:32	55.8
220	2022-11-22 03:52:33	54.4
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230	2022-11-22 03:52:43	53.7
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232	2022-11-22 03:52:45	54.9
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Data Logger 2
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SLOW
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L10 58.9
L50 53.0
L90 49.7
L95 48.9
Max dB 73.7
2022/11/22 01:21:34
SEL 87.3
Leq 56.4

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1256	2022-11-22 01:28:18	53.2
1257	2022-11-22 01:28:19	52.3*
1258	2022-11-22 01:28:20	51.6*
1259	2022-11-22 01:28:21	51.7*
1260	2022-11-22 01:28:22	51.4
1261	2022-11-22 01:28:23	52.1

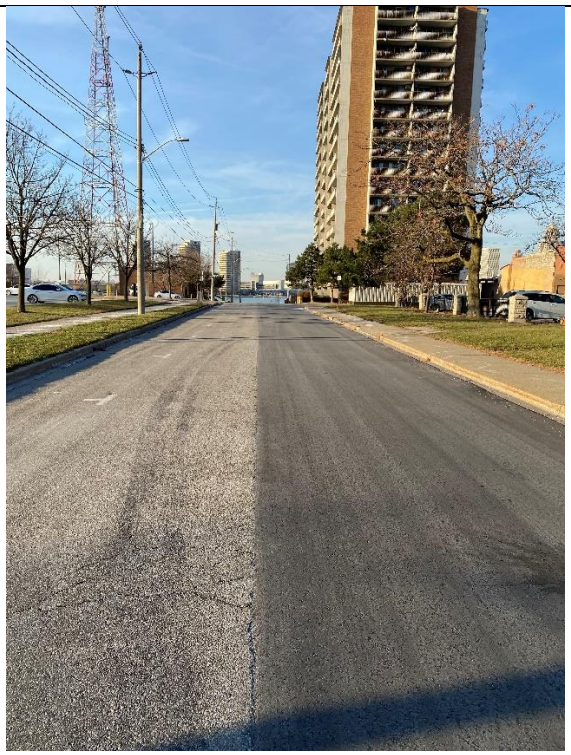
Appendix C

PICTURES

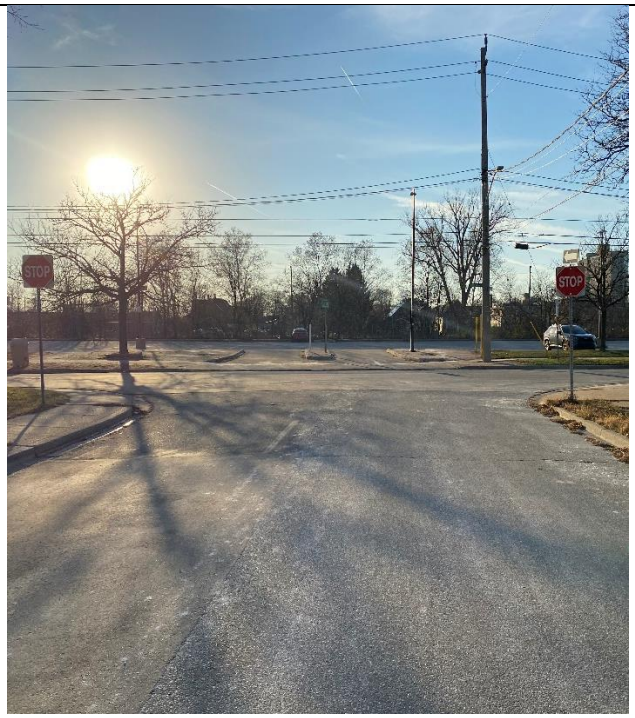
VIBRATION RESULTS

NOISE METER MONITORTING

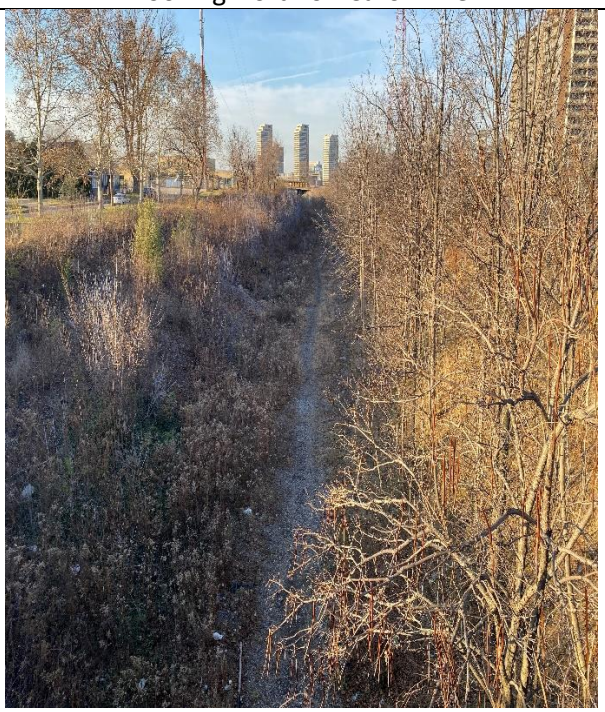
Receiver Location 1



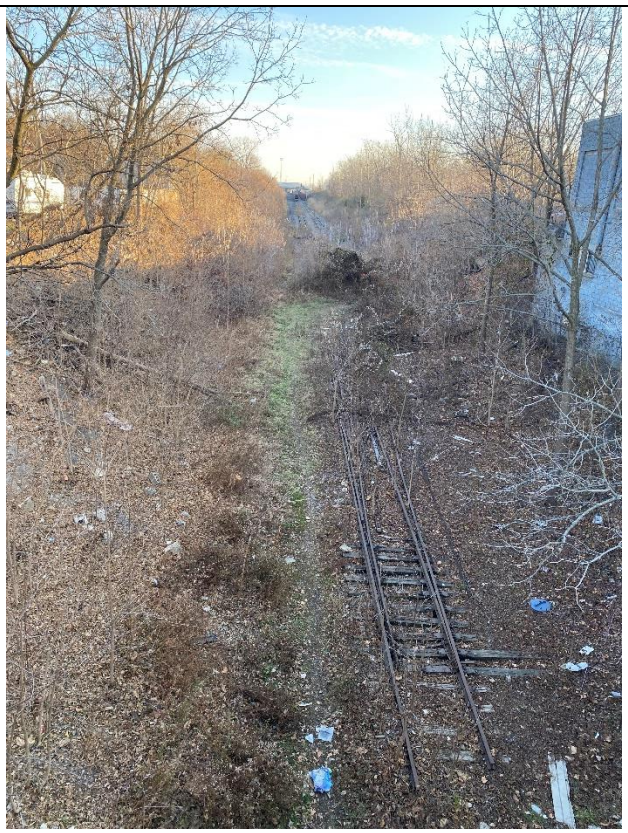
Looking North on Caron Ave



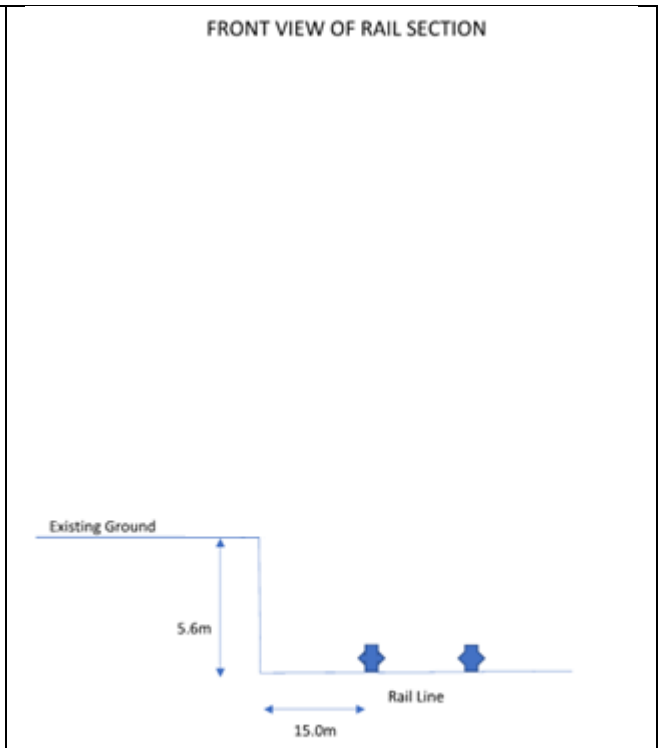
Looking West on Chatham Street



Looking North from University Avenue



Looking South from University Avenue



Appendix D

SOUND TRANSMISSION CLASS

696 Chatham Street Development
Building Component Review

South Façade					
Receiver 1	**BR/LR**	**COMPONENT**	**F AREA**	**W AREA**	**STC**
Floor 4 -10	Bed	Window	8.7	3.3	36
Floor 10-16	Bed	Window	8.7	3.3	35
Floor 4 -10	Living	Window	11.7	3.3	29
Floor 10-16	Living	Window	11.7	3.3	28
Floor 4-16	Living	Door	11.7	2.3	30

East Façade					
Receiver 2	**BR/LR**	**COMPONENT**	**F AREA**	**W AREA**	**STC**
Floor 4 -10	Bed	Window	8.7	3.3	35
Floor 10-16	Bed	Window	8.7	3.3	34
Floor 4 -10	Living	Window	11.7	3.3	27
Floor 10-16	Living	Window	11.7	3.3	27
Floor 4-16	Living	Door	11.7	2.3	29

West Façade					
Receiver 3	**BR/LR**	**COMPONENT**	**F AREA**	**W AREA**	**STC**
Floor 4 -10	Bed	Window	8.7	3.3	36
Floor 10-16	Bed	Window	8.7	3.3	34
Floor 4 -10	Living	Window	11.7	3.3	29
Floor 10-16	Living	Window	11.7	3.3	27
Floor 4-16	Living	Door	11.7	2.3	30

*NOTE: STC VALUES ARE BASED OFF A SOUND LEVEL OF RECEIVER LOCATIONS

CHATHAM DOOR WINDOWS COMPONENT

Receiver 1	BR/LR	dBA	STC	Noise Source	Indoor Quarters	Reflections	Door Sound Le	Sound Angle of Incidence	C1 from Table 7.7	Sum	Component	Floor Area	Component Area	Room Absorption Category	# of Components	Transmit %	C2 from Table. 7.8	Noise Spectrum Type	% Floor Area	C3 from Table 7.9	Component Category	C4 from Table 7.10
Floor 4 -10	Bed	54	36	Rail	Sleeping	3	35	60 to 90 degrees	3	25	Window	8.7	3.3	Hard	2	50	3	F - Diesel Railway Lo	37.93	-2	d. Sealed thick win	10
Floor 10-16	Bed	53	35	Rail	Sleeping	3	35	60 to 90 degrees	3	24	Window	8.7	3.3	Hard	2	50	3	F - Diesel Railway Lo	37.93	-2	d. Sealed thick win	10
Floor 4 -10	Living	51	29	Rail	Living	3	40	60 to 90 degrees	3	17	Window	11.7	3.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	28.21	-3	d. Sealed thick win	10
Floor 10-16	Living	50	28	Rail	Living	3	40	60 to 90 degrees	3	16	Window	11.7	3.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	28.21	-3	d. Sealed thick win	10
Floor 4-16	Living	54	30	Rail	Living	3	40	60 to 90 degrees	3	20	Door	11.7	2.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	19.66	-5	d. Sealed thick win	10
				Road	Sleeping			0 to 90 degrees			Window			Very Absorptive				F - Diesel Railway Lo			c. Sealed thin wind	

Receiver 2	BR/LR	dBA	STC	Noise Source	Indoor Quarters	Reflections	Door Sound Le	Sound Angle of Incidence	C1 from Table 7.7	Sum	Component	Floor Area	Component Area	Room Absorption Category	# of Components	Transmit %	C2 from Table. 7.8	Noise Spectrum Type	% Floor Area	C3 from Table 7.9	Component Category	C4 from Table 7.10
Floor 4 -10	Bed	53	35	Rail	Sleeping	3	35	60 to 90 degrees	3	24	Window	8.7	3.3	Hard	2	50	3	F - Diesel Railway Lo	37.93	-2	d. Sealed thick win	10
Floor 10-16	Bed	52	34	Rail	Sleeping	3	35	60 to 90 degrees	3	23	Window	8.7	3.3	Hard	2	50	3	F - Diesel Railway Lo	37.93	-2	d. Sealed thick win	10
Floor 4 -10	Living	49	27	Rail	Living	3	40	60 to 90 degrees	3	15	Window	11.7	3.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	28.21	-3	d. Sealed thick win	10
Floor 10-16	Living	49	27	Rail	Living	3	40	60 to 90 degrees	3	15	Window	11.7	3.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	28.21	-3	d. Sealed thick win	10
Floor 4-16	Living	53	29	Rail	Living	3	40	60 to 90 degrees	3	19	Door	11.7	2.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	19.66	-5	d. Sealed thick win	10
				Road	Sleeping			0 to 90 degrees			Door			Very Absorptive				F - Diesel Railway Lo			c. Sealed thin wind	

Receiver 3	BR/LR	dBA	STC	Noise Source	Indoor Quarters	Reflections	Door Sound Le	Sound Angle of Incidence	C1 from Table 7.7	Sum	Component	Floor Area	Component Area	Room Absorption Category	# of Components	Transmit %	C2 from Table. 7.8	Noise Spectrum Type	% Floor Area	C3 from Table 7.9	Component Category	C4 from Table 7.10
Floor 4 -10	Bed	54	36	Rail	Sleeping	3	35	60 to 90 degrees	3	25	Window	8.7	3.3	Hard	2	50	3	F - Diesel Railway Lo	37.93	-2	d. Sealed thick win	10
Floor 10-16	Bed	52	34	Rail	Sleeping	3	35	60 to 90 degrees	3	23	Window	8.7	3.3	Hard	2	50	3	F - Diesel Railway Lo	37.93	-2	d. Sealed thick win	10
Floor 4 -10	Living	51	29	Rail	Living	3	40	60 to 90 degrees	3	17	Window	11.7	3.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	28.21	-3	d. Sealed thick win	10
Floor 10-16	Living	49	27	Rail	Living	3	40	60 to 90 degrees	3	15	Window	11.7	3.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	28.21	-3	d. Sealed thick win	10
Floor 4-16	Living	54	30	Rail	Living	3	40	60 to 90 degrees	3	20	Window	11.7	2.3	Hard	3	33.33333333	5	F - Diesel Railway Lo	19.66	-5	d. Sealed thick win	10
				Road	Sleeping			0 to 90 degrees			Door			Very Absorptive				F - Diesel Railway Lo			c. Sealed thin wind	