

GRADIENTWIND

ENGINEERS & SCIENTISTS

February 3, 2026, 2026

TCU Development Corp
1207-150 Isabella Street
Ottawa, ON, K1S 5H3

Attn: Evan Johnson, Senior Manager - Development
e.johnson@tcudevcorp.com

Dear Mr. Johnson:

Re: Traffic Noise Addendum Letter
1867 Alta Vista Drive, Ottawa
Gradient Wind File 25-170

Gradient Wind Engineering Inc. (Gradient Wind) completed a roadway traffic noise assessment to satisfy Site Plan Control (SPC), Official Plan Amendment (OPA), and Zoning By-Law Amendment (ZBA) application submission requirements for the proposed residential development located at 1867 Alta Vista Drive, in Ottawa, Ontario (hereinafter referred to as “proposed development” or “subject site”). The present addendum letter is supplemental to the December 2025 roadway traffic noise report (ref. Gradient Wind report #GW20-170 – Transportation Noise Assessment, dated December 3, 2025), and addresses an OLA raised as a concern by the City of Ottawa during a completeness review for the ZBA and OPA applications.

An updated set of architectural drawings was distributed to the consultant team in January 2026¹ with several minor changes to the proposed development. The allocation of the parkland dedication on the west side of the building as POPS and the clarification of the courtyard to the east of the building are notable updates. The courtyard is the analysed OLA.

¹ RLA Architecture, ‘1867 Alta Vista’, [December 11, 2025]

Noise predictions for the OLA were performed with the aid of the MECP computerized noise assessment program, STAMSON 5.04. Due to the development blocking line of site, only Alta Vista Drive and Smyth Road are treated as transportation noise sources. See Figure L1 below the letter for the location of the OLA in the courtyard, alongside the parameters used in STAMSON analysis. The STAMSON output may also be found below the Figure. The results showed that the total noise level at the receptor is predicted to be 46 dBA during the daytime. The NPC-300 requires noise level mitigation for any OLAs which exceed 55 dBA during the daytime². Thus, no mitigation measures are required for the courtyard OLA.

This concludes analysis of the OLA for 1867 Alta Vista Drive in Ottawa, Ontario. Please advise the undersigned of any questions or comments.

Sincerely,

Gradient Wind Engineering Inc.



Michael Pantano, M.A.Sc.
Junior Environmental Scientist
GW25-170– T. Noise Addendum

Joshua Foster, P.Eng.
Lead Engineer

² NPC-300 Table C-1



GRADIENTWIND ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT	1867 ALTA VISTA DRIVE, OTTAWA TRANSPORTATION NOISE STUDY ADDENDUM		DESCRIPTION	FIGURE L1: OLA LOCATION AND STAMSON PARAMETERS
	SCALE	1:1000 (APPROX.)	DRAWING NO.	25-170-ANV-L1	
	DATE	JANUARY 20, 2025	DRAWN BY	M.P.	

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STAMSON 5.0 NORMAL REPORT Date: 19-01-2026 11:23:53
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r11_low.te Time Period: Day/Night 16/8 hours

Description:

Road data, segment # 1: alta vista (day/night)

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 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): 12000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: alta vista (day/night)

Angle1 Angle2 : 48.00 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 : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 48.00 deg Angle2 : 90.00 deg
Barrier height : 18.00 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00



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

```
-----
Car traffic volume   : 28336/2464   veh/TimePeriod  *
Medium truck volume  : 2254/196    veh/TimePeriod  *
Heavy truck volume   : 1610/140    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): 35000
Percentage of Annual Growth          : 0.00
Number of Years of Growth            : 0.00
Medium Truck % of Total Volume       : 7.00
Heavy Truck % of Total Volume        : 5.00
Day (16 hrs) % of Total Volume       : 92.00
```

Data for Segment # 2: smyth (day/night)

```
-----
Angle1  Angle2          : -90.00 deg   42.00 deg
Wood depth          : 0             (No woods.)
No of house rows    : 0 / 0
Surface            : 2             (Reflective ground surface)
Receiver source distance : 121.00 / 121.00 m
Receiver height     : 1.50 / 1.50 m
Topography          : 2             (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg   Angle2 : 42.00 deg
Barrier height      : 18.00 m
Barrier receiver distance : 6.00 / 6.00 m
Source elevation    : 0.00 m
Receiver elevation   : 0.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00
```

Results segment # 1: alta vista (day)

Source height = 1.50 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver    ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.50 !      1.50 !      1.50 !      1.50
```

ROAD (0.00 + 36.16 + 0.00) = 36.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.00	67.51	0.00	-7.27	-6.32	0.00	0.00	-17.76	36.16

Segment Leq : 36.16 dBA

Results segment # 2: smyth (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.50	!	1.50	!
1.50	!	1.50	!

ROAD (0.00 + 42.42 + 0.00) = 42.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	42	0.00	72.16	0.00	-9.07	-1.35	0.00	0.00	-19.32	42.42

Segment Leq : 42.42 dBA

Total Leq All Segments: 43.34 dBA

Results segment # 1: alta vista (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.50	!	1.50	!
1.50	!	1.50	!

ROAD (0.00 + 28.56 + 0.00) = 28.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.00	59.91	0.00	-7.27	-6.32	0.00	0.00	-17.76	28.56

Segment Leq : 28.56 dBA

Results segment # 2: smyth (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.50	1.50

ROAD (0.00 + 34.83 + 0.00) = 34.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	42	0.00	64.56	0.00	-9.07	-1.35	0.00	0.00	-19.32	34.83

Segment Leq : 34.83 dBA

Total Leq All Segments: 35.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 43.34
(NIGHT): 35.75

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STAMSON 5.0 NORMAL REPORT Date: 19-01-2026 11:24:06
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r11_high.te Time Period: Day/Night 16/8 hours

Description:

Road data, segment # 1: alta vista (day/night)

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 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): 12000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: alta vista (day/night)

Angle1 Angle2 : -90.00 deg 48.00 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 : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 48.00 deg
Barrier height : 33.00 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00



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

```
-----
Car traffic volume   : 28336/2464   veh/TimePeriod  *
Medium truck volume  : 2254/196    veh/TimePeriod  *
Heavy truck volume   : 1610/140    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): 35000
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume       : 7.00
Heavy Truck % of Total Volume        : 5.00
Day (16 hrs) % of Total Volume       : 92.00
```

Data for Segment # 2: smyth (day/night)

```
-----
Angle1   Angle2       : 42.00 deg   90.00 deg
Wood depth                : 0         (No woods.)
No of house rows          : 0 / 0
Surface                   : 2         (Reflective ground surface)
Receiver source distance  : 121.00 / 121.00 m
Receiver height           : 1.50 / 1.50 m
Topography                : 2         (Flat/gentle slope; with barrier)
Barrier angle1            : 42.00 deg   Angle2 : 90.00 deg
Barrier height            : 33.00 m
Barrier receiver distance : 6.00 / 6.00 m
Source elevation          : 0.00 m
Receiver elevation        : 0.00 m
Barrier elevation         : 0.00 m
Reference angle           : 0.00
```

Results segment # 1: alta vista (day)

Source height = 1.50 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver    ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.50 !      1.50 !      1.50 !      1.50
```

ROAD (0.00 + 39.39 + 0.00) = 39.39 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90    48    0.00 67.51 0.00 -7.27 -1.15 0.00 0.00 -19.69 39.39
-----
```

Segment Leq : 39.39 dBA



Results segment # 2: smyth (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.50	!	1.50	!
1.50	!	1.50	!

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
42	90	0.00	72.16	0.00	-9.07	-5.74	0.00	0.00	-19.23	38.13

Segment Leq : 38.13 dBA

Total Leq All Segments: 41.82 dBA

Results segment # 1: alta vista (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.50	!	1.50	!
1.50	!	1.50	!

ROAD (0.00 + 31.79 + 0.00) = 31.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	48	0.00	59.91	0.00	-7.27	-1.15	0.00	0.00	-19.69	31.79

Segment Leq : 31.79 dBA

Results segment # 2: smyth (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.50	!	1.50	!
		1.50	!
			1.50

ROAD (0.00 + 30.53 + 0.00) = 30.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
42	90	0.00	64.56	0.00	-9.07	-5.74	0.00	0.00	-19.23	30.53

Segment Leq : 30.53 dBA

Total Leq All Segments: 34.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 41.82
(NIGHT): 34.22

