June 5, 2026

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

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

Dear Mr. Johnson:

Re: Pedestrian Level Wind Study Addendum
1867 Alta Vista Drive, Ottawa
Gradient Wind File 25-170

Gradient Wind Engineering Inc. (Gradient Wind) completed a computational pedestrian level wind (PLW) study in December 2025[1] based on architectural drawings of the proposed development provided by Roderick Lahey Architect Inc. in November 2025[2] to satisfy concurrent Official Plan Amendment, Zoning By-Law Amendment, and Site Plan Control application requirements for the proposed development located at 1867 Alta Vista Drive in Ottawa, Ontario (herein referred to as "proposed development" or "subject site").

The current architectural drawings, which were distributed to the consultant team in May 2026[3] in preparation for a resubmission of the Site Plan Control application, include minor changes to the proposed development as compared to the previous 2025 massing. Along with indoor programming changes at grade, the central east-west pedestrian walkway and the patio at the southeast corner have been removed and the courtyard located to the east has increased in area from approximately 300 square metres (m^2) to 733 m^2. At Level 7, the eastern setback has been removed, excluding the southeast corner, and the setbacks from the north and south elevations have decreased. The Level 7 rooftop area that was considered as a potential amenity terrace has been reprogrammed as private terraces. Furthermore, the

[1] Gradient Wind Engineering Inc., '*1867 Alta Vista Drive – Pedestrian Level Wind Study*', [Dec 11, 2025]
[2] Roderick Lahey Architect Inc., *'1867 Alta Vista'*, [Nov 21, 2025]
[3] Roderick Lahey Architect Inc., *'1867 Alta Vista Drive'*, [May 15, 2026]

two masses at the Mechanical Penthouse (MPH) Level are now connected and the common amenity terraces at this level have been defined to two areas, located to the east and west.

The 2025 study concluded that most grade-level areas within and surrounding the subject site were predicted to be acceptable for the intended pedestrian uses throughout the year, inclusive of the nearby public sidewalks, transit stops, neighbouring surface parking lots and drive aisles, proposed drive aisle, surface parking, and central pathway, parkland, patio, courtyard, and in the vicinity of most building access points. It was recommended that the entrances along the central pathway be recessed into the building façade by at least 1.5 metres (m).

Regarding the rooftop areas at Level 7 and at the MPH Level, which were considered as potential amenity terraces, wind comfort conditions were predicted to be suitable for mostly sitting during the typical use period (that is, May to October, inclusive). If seating or more sedentary activities were located away from the windier areas to the south and at the northeast and northwest corners of the Level 7 terrace and to the west and at the northwest and southwest corners of the MPH Level terrace, the noted conditions were considered acceptable. If required by programming, it was recommended to implement tall wind screens extending 1.8 m above the walking surface in combination with targeted inboard mitigation in the form of common landscaping elements around and above designated seating areas to extend sitting conditions over the terraces.

The 2025 and the 2026 massing designs are mostly similar, and similar wind conditions that are suitable for the intended pedestrian uses are expected within and surrounding the subject site. The conclusions as detailed in the 2025 PLW study and as summarized above are expected to remain representative of the current site massing. Wind conditions over the east MPH Level amenity terrace are anticipated to be suitable for sitting during the typical use period, which is considered acceptable. Conditions over the west MPH Level amenity terrace are anticipated to be suitable for mostly sitting during the same period.

Sincerely,

Gradient Wind Engineering Inc.

David Huitema, M.Eng., P.Eng.
CFD Lead Engineer