

**May 11, 2026**

**United Holdings Inc.  
122 Romina Drive  
Concord, Ontario  
L4K 4Z7**

Via Email: **mauro@solmar.ca**

**RE : Addendum Letter, Noise Feasibility Study  
Proposed Residential Development, Mount Hope Lands, Caledon, ON  
HGC Project #: 02400490**

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Dear Mauro,

As requested, HGC Noise Vibration Acoustics has prepared this addendum letter as an update to the latest noise report titled "Noise Feasibility Study, Proposed Residential Development, Mount Hope Lands, Caledon, Ontario" dated February 20, 2026.

Since the completion of the Noise Feasibility Study, the concept plan has changed. An aerial imagery showing the site is attached as Figure 1. The current proposed development will consist of single detached dwellings, semi-detached dwellings, street townhouses, a commercial block, stormwater management pond, park blocks, and associated roadways. The latest concept plan dated, obtained on May 4, 2026, from Solmar personnel, is attached as Figure 2, indicating dwelling building setback locations. The proposed townhouse units are now located 5.0 m from the property line, adjacent to Mount Hope Road. Updated traffic noise assessment is provided below. The traffic noise criteria, site description and assessment methodology as outlined in the Noise Feasibility Study remain applicable.

## 1 TRAFFIC DATA

### 1.1 Road Traffic

Traffic data for the roadways were obtained from the Paradigm Mount Hope Road Transportation Study and the Town of Caledon, in the form of peak hours projected to 2033 and annual average daily traffic (AADT), respectively. A comparative analysis was performed between both data sets, with the more conservative values selected for the study. The traffic data for both roadways are provided in Appendix A.

Projected traffic volumes for Columbia Way and Mount Hope Road for the year 2033, were conservatively assumed to grow at a rate of 2.5% per year and projected to 2050,

twenty years beyond the expected construction completion date, in accordance with the Town of Caledon requirements. Both Columbia Way and Mount Hope Road have a speed posted limit of 60 km/h, therefore 70 km/h was used in the analysis in accordance with the Town of Caledon requirements. Commercial vehicle percentages were calculated from the data provided.

For Columbia Way, a commercial vehicle percentage of 5.49% was used, consisting entirely of medium trucks. A day/night split of 90/10% was used in the analysis.

For Mount Hope Road, a commercial vehicle percentage of 4.76% was used, also consisting entirely of medium trucks. A day/night split of 90/10% was used in the analysis.

Table 1 summarizes the traffic volume data used in this study.

**Table 1: Road Traffic Data**

Roadway	AADT	Day / Night Split [%]	Trucks Percentage (%)		Speed Limit [km/h]
			Medium	Heavy	
Columbia Way	17 082	90 / 10	5.49	0.00	60*
Mount Hope Road	7 830	90 / 10	4.76	0.00	60*

Note: \*Analysis conducted at 70 km/h, following Town of Caledon guidelines to use a speed 10 kph above the posted limit.

## 1.2 Road Traffic Noise Predictions

To assess the levels of road traffic noise which will impact the site in the future, predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. Sample STAMSON output is included in Appendix B.

Prediction locations were chosen around the residential site, as shown in Figure 2, to obtain a good representation of the future sound levels at various dwellings. The results of these predictions are summarized in Table 2. The acoustic requirements may be subject to modifications if the site plan is changed significantly.

Sound levels were predicted at the plane of the top storey windows during daytime and nighttime hours to investigate ventilation requirements and during the daytime in the OLAs. Building setbacks indicated on the concept plan have been used in the analysis.

Two design concepts have been proposed for the townhouse dwellings adjacent to Mount Hope Road: rear-facing units backing onto Mount Hope Road, or dual-frontage configuration. Recommendations have been made for both design options.

**Table 2: Future Road Traffic Sound Levels, [dBA], Without Mitigation**

Prediction Location	Description	Daytime in OLA	Daytime at Façade	Nighttime at Façade
		L <sub>EQ</sub> (16 hour)	L <sub>EQ</sub> (16 hour)	L <sub>EQ</sub> (8 hour)
[A]	Units adjacent to Mount Hope Road with exposure to Columbia Way.	61	63	56
[B]	Southernmost units adjacent to Columbia Way	61	67	60
[C]	Westernmost units with exposure to Columbia Way	<55	55	<50
[D]	Northernmost units adjacent to Mount Hope Road	62*	63	57
[E]	Second row of units closest to Columbia Road	<55	58	52

Note: \*Applicable to the design option with rear yards facing Mount Hope Road

### 1.3 Traffic Noise Recommendations

The predictions show that future traffic noise levels will exceed MECP guidelines at the façades closest to Mount Hope Road and Columbia Way. The updated dwelling setbacks result in a 1 dBA increase at prediction location [D], however, do not result in any additional recommendations beyond those in our previous report, which remain applicable. A summary of the recommendations is provided in Section 2.0.

#### 1.3.1 Outdoor Living Areas

Rear yard sound levels for dwellings exposed to Mount Hope Road and Columbia Road are predicted to be up to 62 dBA (prediction locations [A], [B], and [D]), exceeding the MECP limit of 55 dBA by up to 7 dBA and representing a 1 dBA increase from the previous report. To achieve 55 dBA, these dwellings require 1.8 m high acoustic barriers, consistent with our prior study.

Two design alternatives have been proposed for the townhouse dwellings adjacent to Mount Hope Road (prediction location [D]): rear-facing orientation towards Mount Hope Road, or dual frontage. Recommendations for the two options are described below.

##### Option 1: Rear Yards Exposed to Mount Hope Road

Predicted sound levels in rear yards exposed to Mount Hope Road will be up to 62 dBA, 7 dBA in excess of the MECP limit of 55 dBA. Acoustic barriers of 1.8 m height are required for these dwellings to meet 55 dBA.

### Option 2: Dual Frontage

The proposed residential dwellings may include balconies and/or terraces less than 4 meters in depth. These balconies and/or terraces are not considered OLAs under MECP guidelines and therefore do not require a noise assessment.

The selection of the preferred option may be determined by the developer based on design, constructability, or other site considerations. The location and extent of the required barriers are shown in Figures 3a and 3b, presenting two feasible configurations for the proposed design concepts. When final detailed grading is available and setbacks of the buildings are determined, the acoustic barrier recommendations should be refined.

As a general note, the wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m<sup>2</sup>. The walls may be constructed from a variety of materials such as wood, brick, pre-cast concrete or other wood/concrete composite systems or transparent materials provided that it is free of gaps or cracks within or below its extent. The Caledon specific requirements for the construction of the acoustic barrier are included in Appendix C.

## 2 SUMMARY OF RECOMMENDATIONS

The following list summarizes the conclusions and recommendations made in this report. The reader is referred to the previous report titled "Noise Feasibility Study, Proposed Residential Development, Mount Hope Lands, Caledon, Ontario" dated February 20, 2026, where these recommendations are discussed in more detail:

1. Acoustic barriers are required for the rear yards of dwellings with exposure to Mount Hope Road and/or Columbia Way. See section 1.3.1 of this letter, or 3.3.1, and Figures 3a and 3b, of the previous Noise Feasibility Study, for detailed requirements.
2. Central air conditioning is required for the southernmost dwelling units adjacent to Columbia Way. The provision for the future installation of air conditioning at the occupant's discretion is required for dwellings closest to Mount Hope Road and, second to fourth rows of dwellings closest to Columbia Way. There are no specific ventilation requirements for the remaining units within the proposed development. See section 3.3.2 and Figure 4, of the previous Noise Feasibility Study, for detailed requirements.
3. For the southernmost dwellings adjacent to Columbia Way, upgraded building and glazing constructions are required to ensure adequate indoor sound levels from traffic noise, as outlined in Section 3.3.3, of the previous Noise Feasibility Study. Any exterior wall, and double-glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the remaining dwelling units.



4. The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues.
5. A commercial block is proposed at the northwestern corner of the Mount Hope Road and Columbia Way intersection. Some dwellings near this block may be impacted by its activities. A noise study is required for the commercial block by the commercial developer as part of the approvals process and at the time of Site Plan approval when the siting plans including building elevations and potential uses are available to determine the impact of its activities on the existing and future residential uses nearby. Typically, noisy sources such as rooftop mechanical equipment, compressor or condenser units, or rooftop cooling towers will need to be considered. The buildings should be appropriately designed to consider the proposed residences. A noise study is required to ensure that the noise emissions from the facilities on the innovation blocks comply with MECP guidelines limits contained in NPC-300.

**Table 3: Summary of Noise Control Requirements and Noise Warning Clauses**

Prediction Location	Description	Acoustic Barrier	*Ventilation Requirements	Type of Warning Clause	STC Requirements LR/BR
[A], [D]	Units adjacent to Mount Hope Road	✓	Provision for A/C	A, B, C, E	OBC
[B]	Units adjacent to Mount Hope Road and Columbia Way	✓	Central A/C	A, B, D, E	STC-30
[C], [E]	Westernmost units with exposure to Columbia way, and fourth row of units adjacent to Columbia Way	--	Provision for A/C	A, C, E	OBC
	Remaining Dwellings	--	--	E	OBC
	Commercial Block	O	O	O	O

Note:

-- no specific requirement.

✓ Refer to section 3.3.1 of the previous Noise Feasibility Study, for acoustic barrier specifications.

\* The location, installation and sound rating of the air conditioning condensers must be compliant with MECP Guideline NPC-216.

OBC – Ontario Building Code

O - When siting information is available for these blocks, a detailed noise study should be conducted to determine the acoustic requirements (acoustic barriers, ventilation and building façade construction) when siting, grading, building elevations and floor plans are available and in the case of the innovation hubs, to ensure compliance with NPC-216.

## 2.1 Implementation

To ensure that the noise control recommendations outlined above are properly implemented, it is recommended that:


- 1) When final grading and site plans are available, the acoustic barrier heights should be refined.
- 2) When siting and lotting information is available for the commercial block, a detailed noise study should be conducted by their developer to refine the acoustic requirements for the site.
- 3) Prior to the issuance of building permits for this development, the Municipality's building inspector or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should certify that the noise control measures have been properly incorporated.
- 4) Prior to an application for occupancy permits for this development, the Municipality's building inspector or a Professional Engineer qualified to provide acoustical engineering services in Ontario shall certify that the noise control measures for the dwellings units have been properly installed and constructed.

We trust the above is sufficient for your current purposes. If we can be of further assistance, please call.

**Best regards,**  
**Howe Gastmeier Chapnik Limited**

  
Elise Jaklic, BEng

Reviewed by:

  
Sheeba Paul, MEng, P.Eng



Attach: Figures 1 to 2, Appendix A: Road Traffic Data, Appendix B: Sample STAMSON Outputs, Appendix C: Relevant Pages from Town of Caledon Development Standards, Policies and Guidelines.

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**Limitations**

This document was prepared solely for the addressed party and titled project or named part thereof and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Noise Vibration Acoustics (HGC). Further, the input of content from any document produced by HGC or related HGC intellectual property into any Artificial Intelligence tool is expressly prohibited. HGC accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees and will by such use or reliance be taken to confirm their agreement to indemnify HGC for all loss or damage resulting therefrom. HGC accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.

Any conclusions and/or recommendations herein reflect the judgment of HGC based on information available at the time of preparation and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.



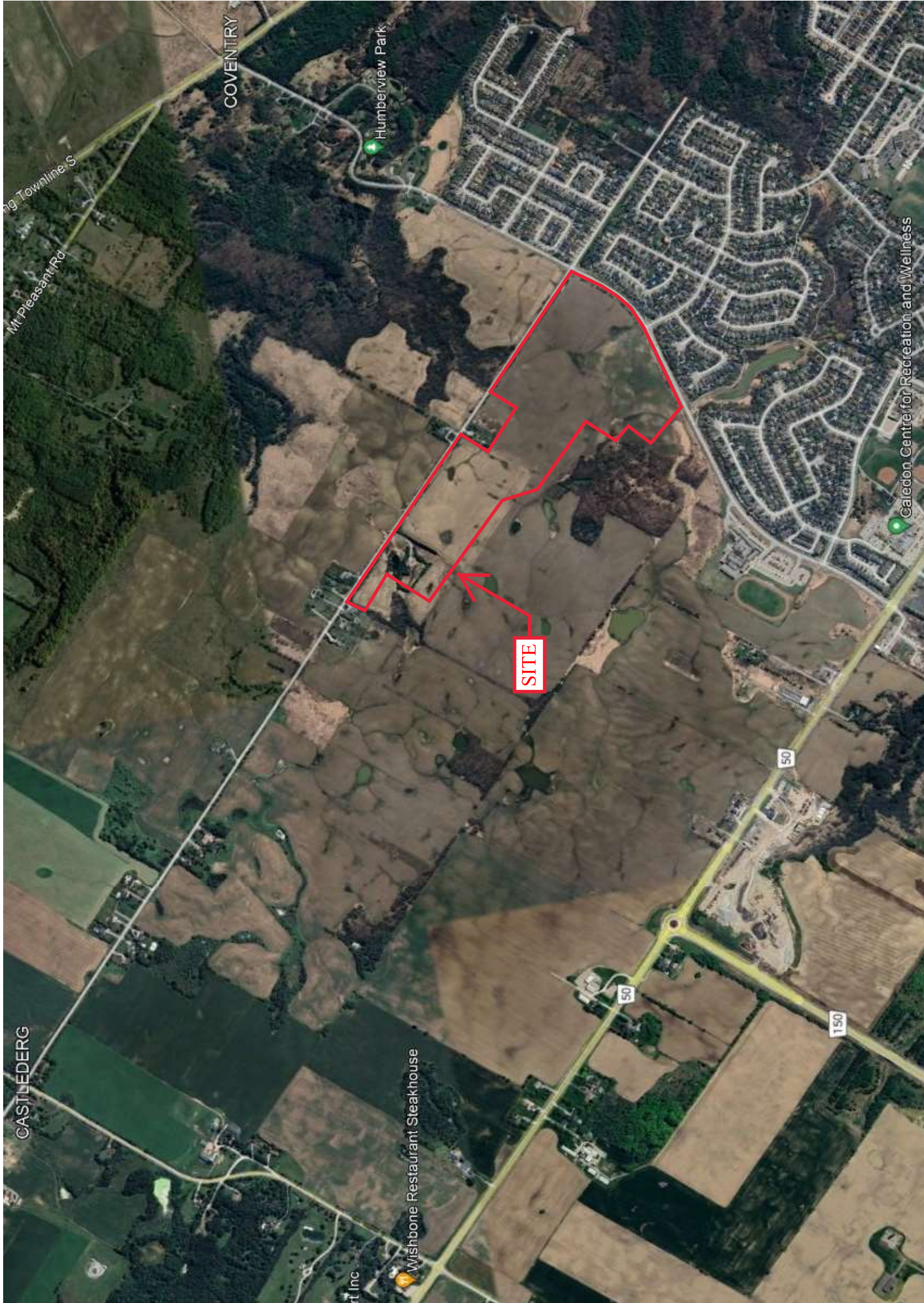


Figure 1: Key Plan

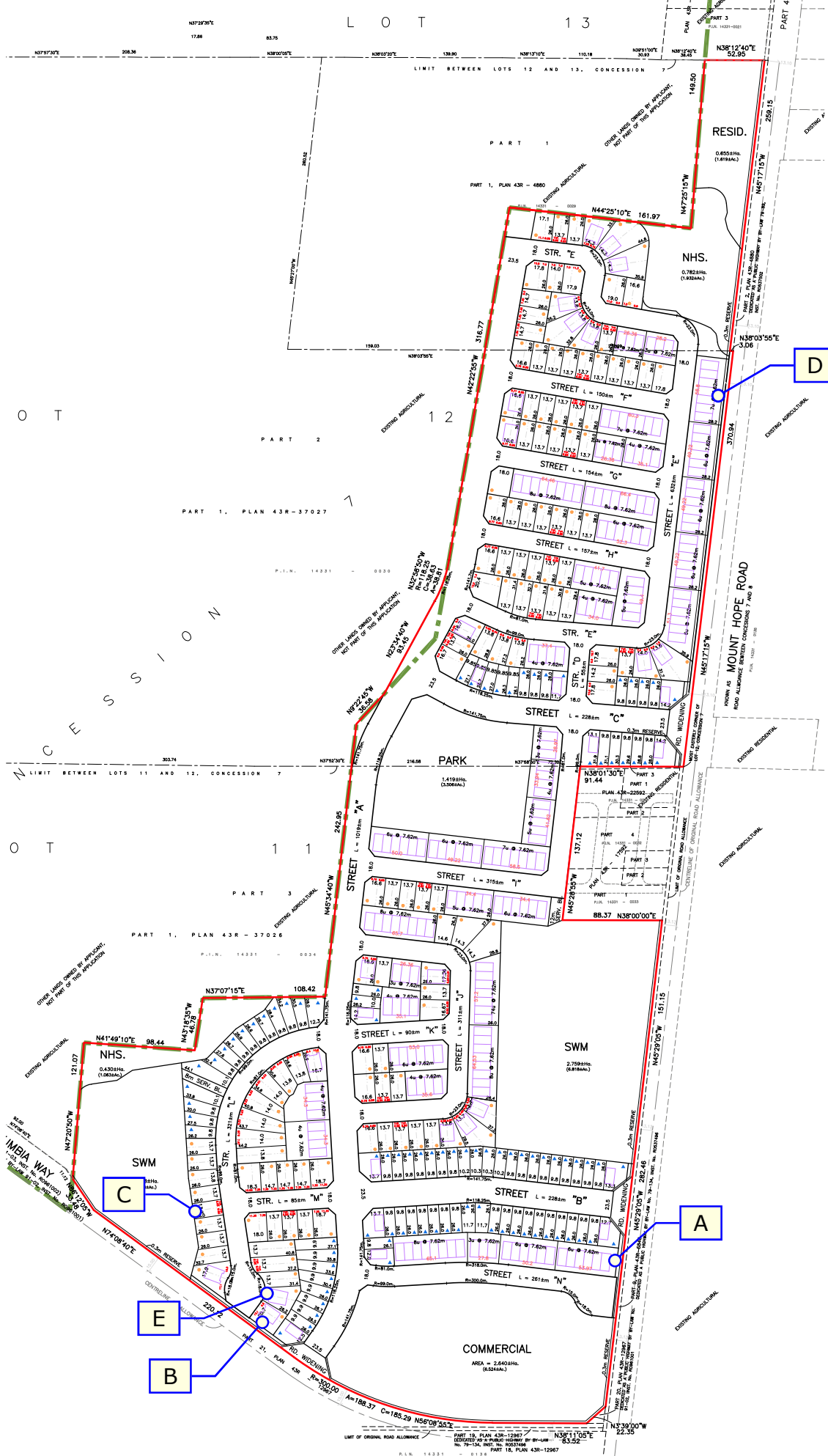


Figure 2: Proposed Concept Plan Showing Prediction Locations

# Appendix A

## Road Traffic Data



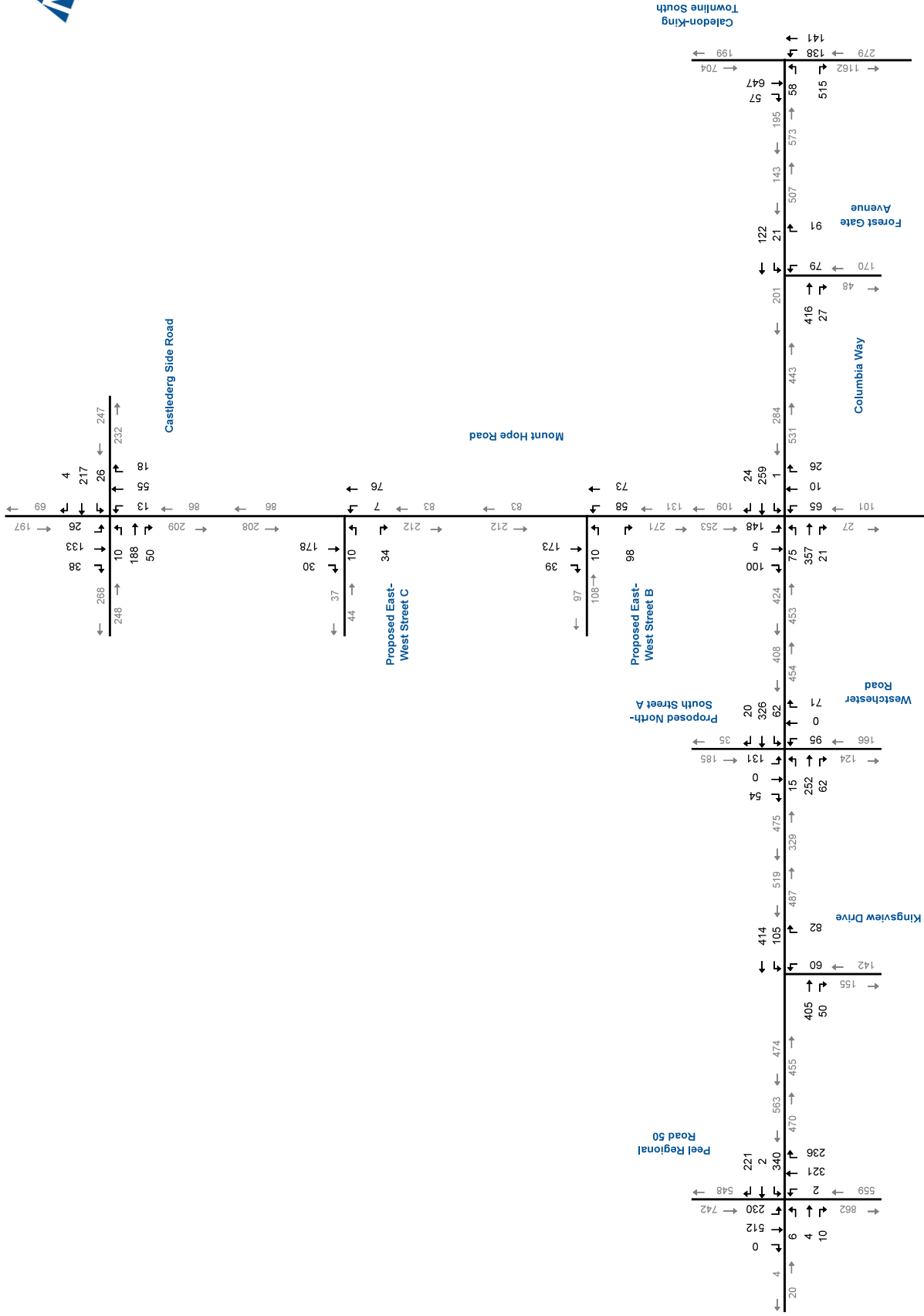
NOISE



VIBRATION

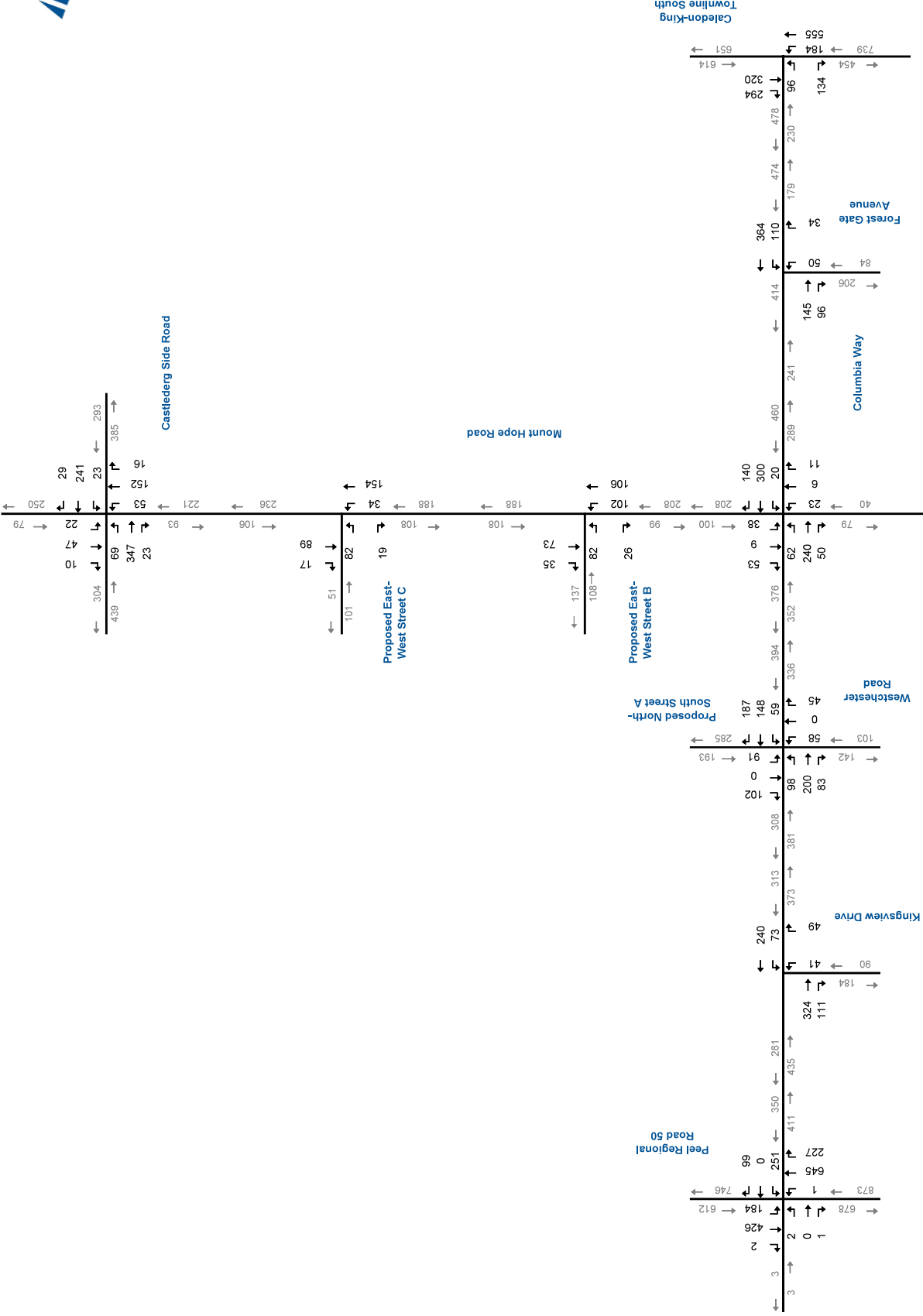


ACOUSTICS



# 2033 Total Traffic Volumes AM Peak Hour

Figure 4.7



# 2033 Total Traffic Volumes PM Peak Hour

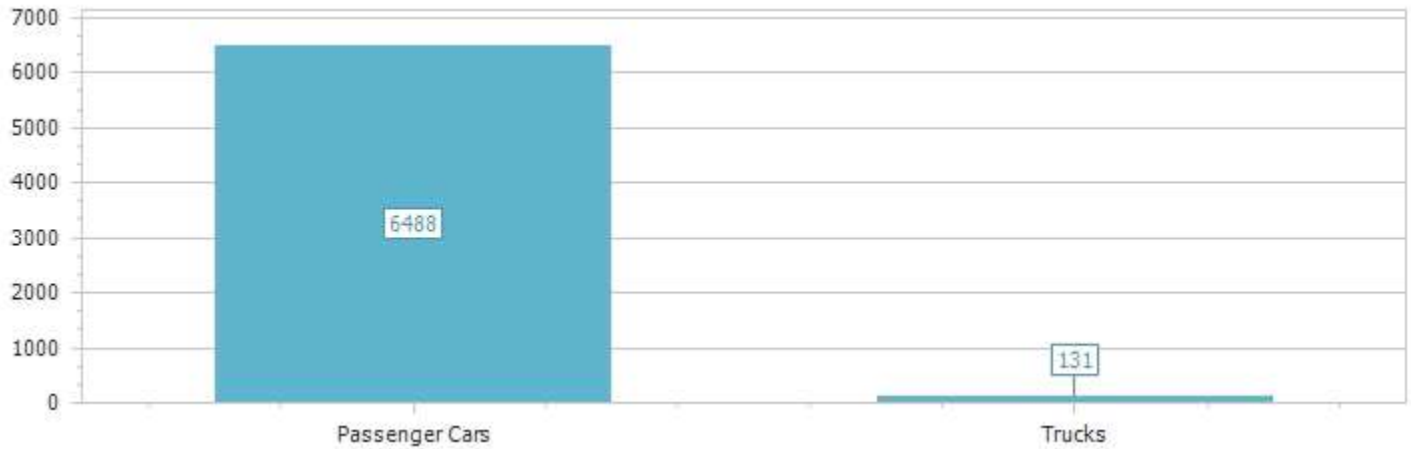
Figure 4.8



# Classification Study Report

**Location:** MOUNT HOPE RD btwn COLUMBIA WY & MOUNT HOPE RD

**Municipality:** Caledon



Day	Passenger Cars	Trucks	Grand Total
7/22/2021	97.64%	2.36%	100.00%
7/23/2021	98.30%	1.70%	100.00%
7/24/2021	98.80%	1.20%	100.00%
7/25/2021	99.55%	0.45%	100.00%
7/26/2021	98.30%	1.70%	100.00%
7/27/2021	98.53%	1.47%	100.00%
7/28/2021	95.24%	4.76%	100.00%
Grand Total	98.02%	1.98%	100.00%

# Heavy Truck Percentage Summary

Location: 18663

MOUNT HOPE RD btwn COLUMBIA WY & MOUNT HOPE RD

Date	Heavy Truck %	AADT
Thu, Jul 22, 2021	0.0	917
Fri, Jul 23, 2021	0.0	949
Sat, Jul 24, 2021	0.0	839
Sun, Jul 25, 2021	0.0	1,358
Mon, Jul 26, 2021	0.0	922
Tue, Jul 27, 2021	0.0	840
Wed, Jul 28, 2021	0.0	898

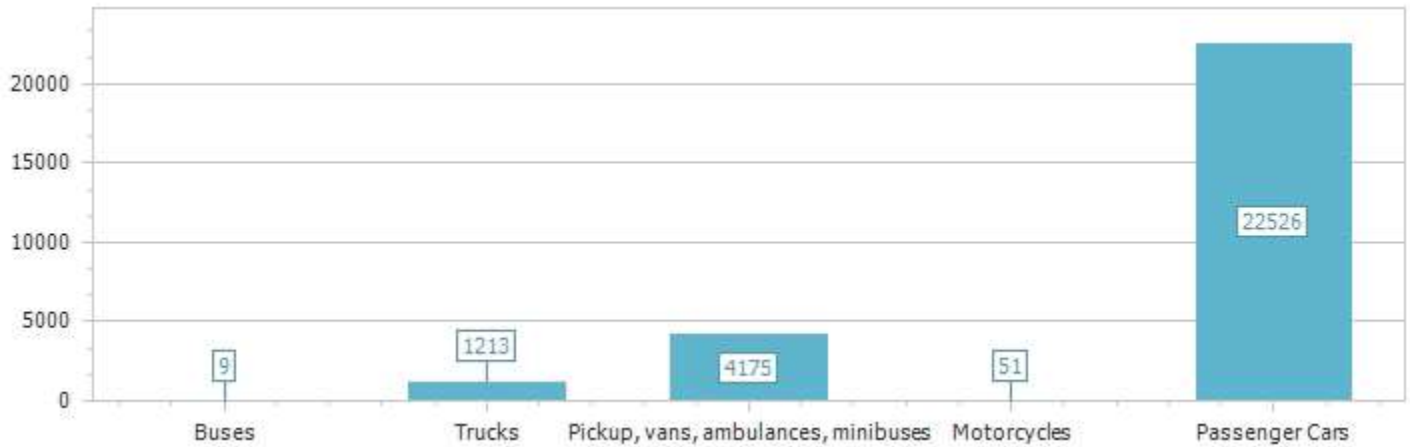
Direction	Result Date	Total Bin Count
Both directions	7/22/2021	1,018
Northbound	7/22/2021	527
Southbound	7/22/2021	491
Both directions	7/23/2021	1,115
Northbound	7/23/2021	547
Southbound	7/23/2021	568
Both directions	7/24/2021	831
Northbound	7/24/2021	415
Southbound	7/24/2021	416
Both directions	7/25/2021	885
Northbound	7/25/2021	416
Southbound	7/25/2021	469
Both directions	7/26/2021	941
Northbound	7/26/2021	469
Southbound	7/26/2021	472
Both directions	7/27/2021	884
Northbound	7/27/2021	435
Southbound	7/27/2021	449
Both directions	7/28/2021	945
Northbound	7/28/2021	474
Southbound	7/28/2021	471



# Classification Study Report

**Location:** COLUMBIA WY btwn COLUMBIA WY & WESTCHESTER BV

**Municipality:** Caledon



Day	Buses	Motorcycles	Passenger Cars	vans, ambulances, m	Trucks	Grand Total
4/19/2023	0.00%	0.07%	78.98%	16.08%	4.86%	100.00%
4/20/2023	0.00%	0.09%	80.38%	14.40%	5.13%	100.00%
4/21/2023	0.04%	0.40%	80.15%	14.79%	4.62%	100.00%
4/22/2023	0.09%	0.03%	83.62%	13.72%	2.54%	100.00%
4/23/2023	0.00%	0.26%	82.55%	15.27%	1.92%	100.00%
4/24/2023	0.09%	0.14%	79.08%	15.97%	4.72%	100.00%
4/25/2023	0.00%	0.26%	80.13%	14.11%	5.49%	100.00%
Grand Total	0.03%	0.18%	80.52%	14.92%	4.34%	100.00%

# Heavy Truck Percentage Summary

Location: 18664

COLUMBIA WY btwn COLUMBIA WY & WESTCHESTER BV

Date	Heavy Truck %	AADT
Wed, Apr 19, 2023	0.0	4,067
Thu, Apr 20, 2023	0.0	4,125
Fri, Apr 21, 2023	0.0	3,932
Sat, Apr 22, 2023	0.0	3,481
Sun, Apr 23, 2023	0.0	4,866
Mon, Apr 24, 2023	0.0	4,324
Tue, Apr 25, 2023	0.0	4,101

Direction	Result Date	Total Bin Count
Both directions	4/19/2023	4,153
Eastbound	4/19/2023	2,233
Westbound	4/19/2023	1,920
Both directions	4/20/2023	4,444
Eastbound	4/20/2023	2,335
Westbound	4/20/2023	2,109
Both directions	4/21/2023	4,483
Eastbound	4/21/2023	2,415
Westbound	4/21/2023	2,068
Both directions	4/22/2023	3,346
Eastbound	4/22/2023	1,831
Westbound	4/22/2023	1,515
Both directions	4/23/2023	3,078
Eastbound	4/23/2023	1,692
Westbound	4/23/2023	1,386
Both directions	4/24/2023	4,282
Eastbound	4/24/2023	2,296
Westbound	4/24/2023	1,986
Both directions	4/25/2023	4,188
Eastbound	4/25/2023	2,214
Westbound	4/25/2023	1,974

# Appendix B

## Sample STAMSON 5.04 Output



NOISE



VIBRATION



ACOUSTICS

Filename: d.te                      Time Period: Day/Night 16/8 hours  
 Description: Prediction Location D

Road data, segment # 1: Mount Hope (day/night)

-----  
 Car traffic volume : 6712/746    veh/TimePeriod \*  
 Medium truck volume : 335/37    veh/TimePeriod \*  
 Heavy truck volume : 0/0        veh/TimePeriod \*  
 Posted speed limit : 70 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): 4020  
 Percentage of Annual Growth : 2.50  
 Number of Years of Growth : 27.00  
 Medium Truck % of Total Volume : 4.76  
 Heavy Truck % of Total Volume : 0.00  
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Mount Hope (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 : 21.00 / 21.00 m  
 Receiver height : 4.50 / 4.50 m  
 Topography : 1                      (Flat/gentle slope; no barrier)  
 Reference angle : 0.00↗  
 Segment # 1: Mount Hope (day)

-----  
 Source height = 0.50 m

ROAD (0.00 + 63.11 + 0.00) = 63.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-1.46	0.00	0.00	0.00	0.00	63.11

Segment Leq : 63.11 dBA

Total Leq All Segments: 63.11 dBA

Segment # 1: Mount Hope (night)



-----  
Source height = 0.50 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.03	0.00	-1.46	0.00	0.00	0.00	0.00	56.57

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Segment Leq : 56.57 dBA

Total Leq All Segments: 56.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.11  
(NIGHT): 56.57

↑  
↑



NOISE



VIBRATION



ACOUSTICS

# Appendix C

## Relevant Pages from Town of Caledon Development Standards, Policies and Guidelines



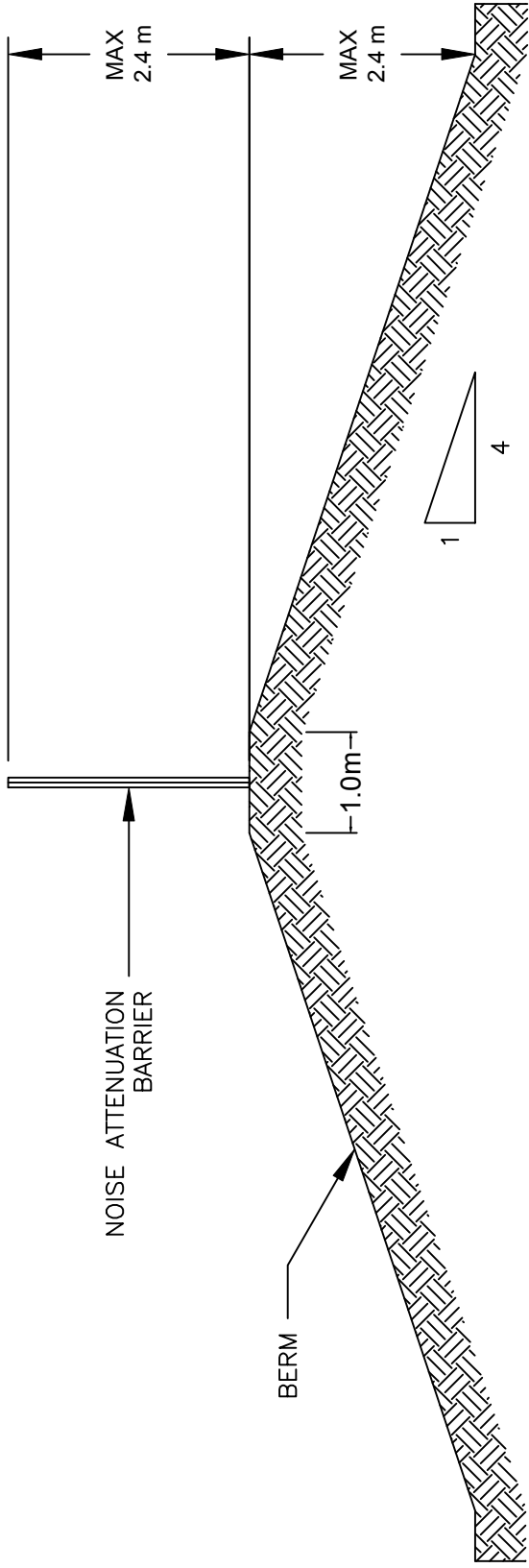
NOISE



VIBRATION



ACOUSTICS



**NOTES:**

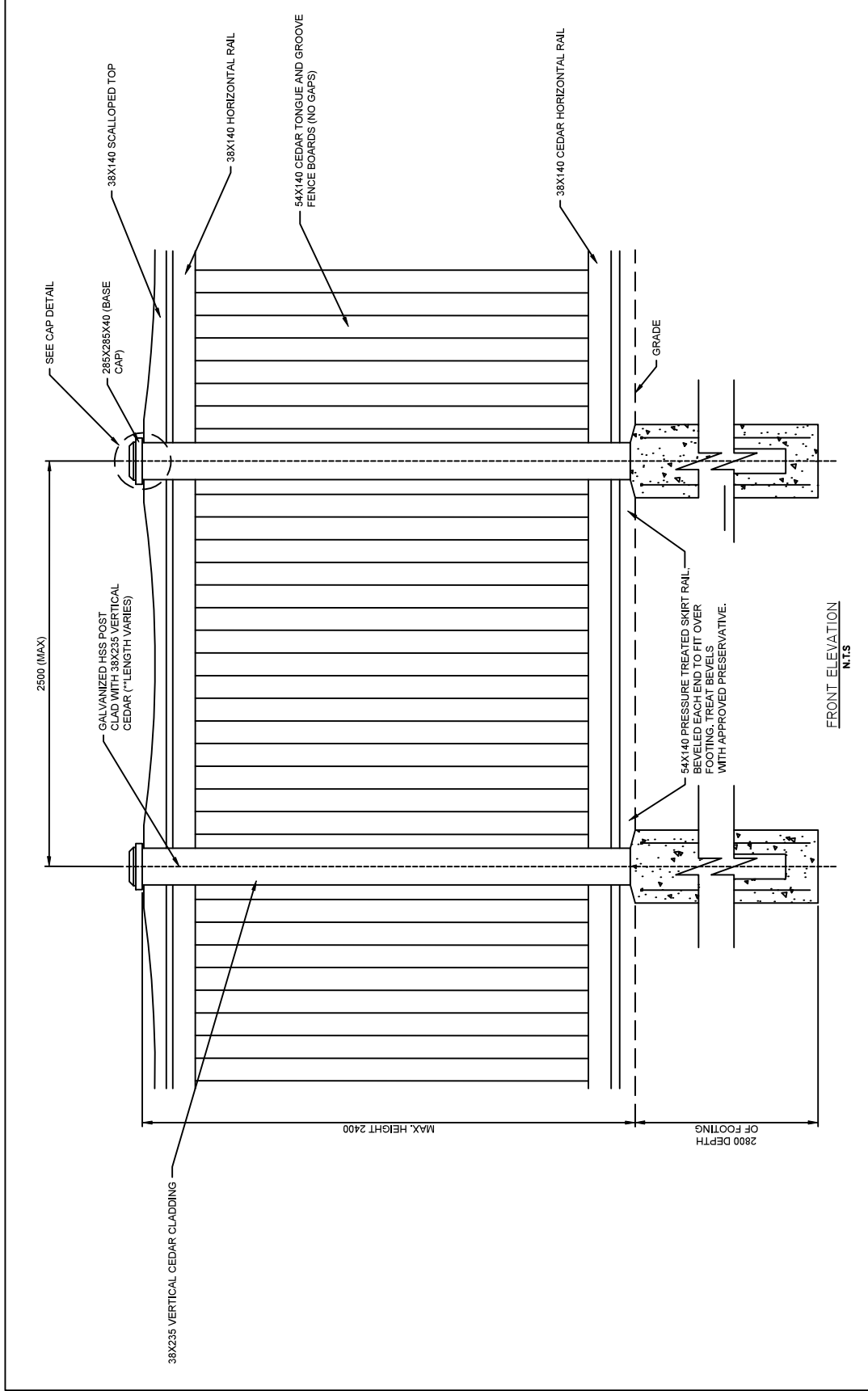
1. NOISE ATTENUATION BARRIER TO BE AS PER TOWN OF CALEDON STANDARD No. 614, 615, 616 & 617.
2. BERM FILL MATERIAL TO BE COMPACTED TO 98% S.P.D.
3. BERM SLOPES TO BE SODDED (INCLUDING "PEGGING") WITH 300mm DEPTH OF TOPSOIL.
4. FENCE TO BE LOCATED ON PRIVATE PROPERTY, AND NO PART OF BERM IS TO BE WITHIN THE MUNICIPAL R.O.W.

TOWN OF CALEDON

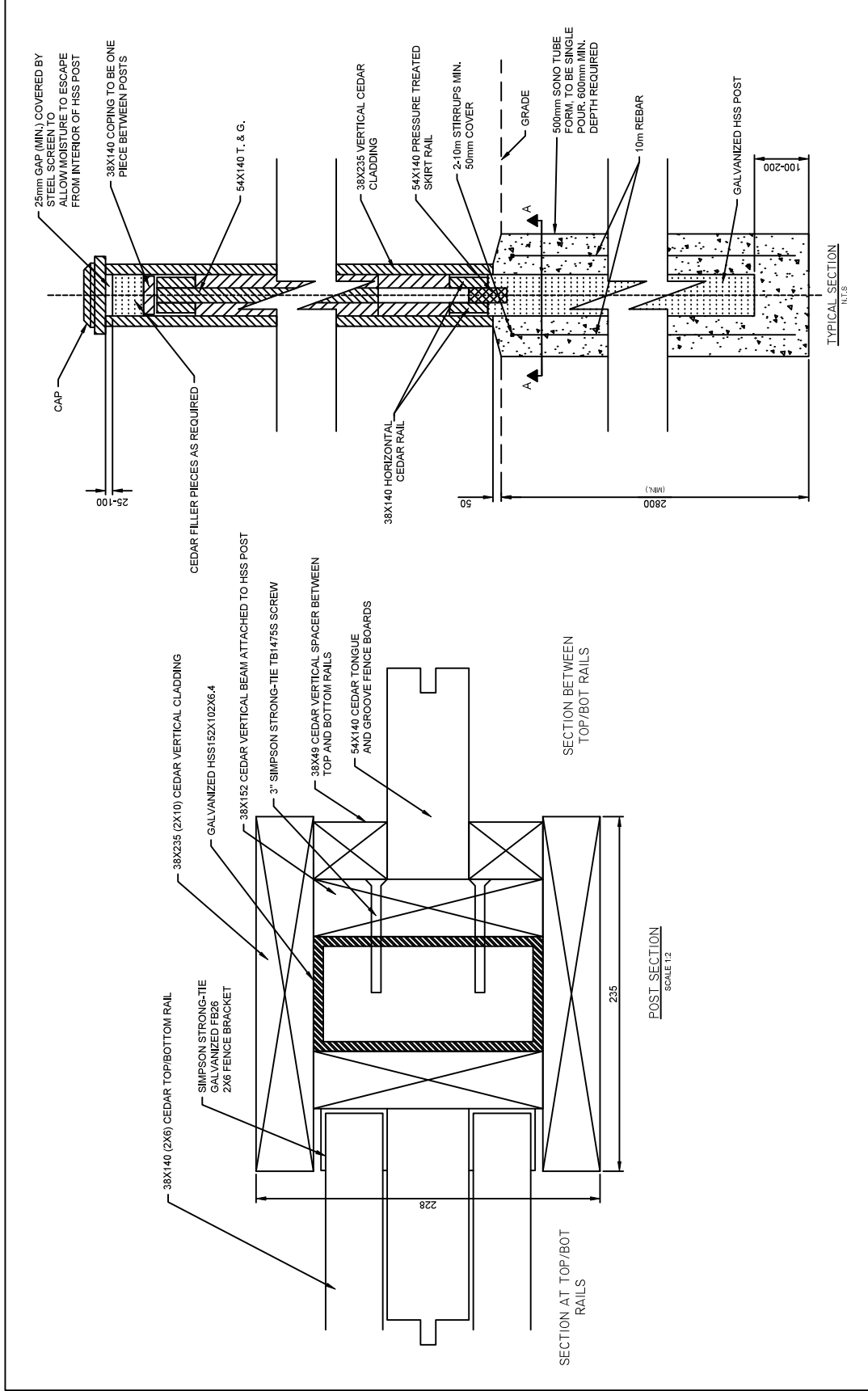
**NOISE ATTENUATION BARRIER AND BERM**

3		STANDARD No. 610 NOW 613, TEXT EDIT	JAN 18	APRD:	C.C.	DATE:	2007/06
2		NOTE EDIT - S.P.D. CORRECTION, TOPSOIL CORRECTION	JUNE 08	DRAWN:		SCALE: NTS	
1		TOP OF BERM CORRECTION, ADD NOTE 4	MARCH 08				
NO.		REVISION	APRD			STANDARD No. 613	





TOWN OF CALEDON		APRD:	R.G	DATE:	JULY 17
ACOUSTIC FENCE DETAIL		DRAWN:	B.M	SCALE:	N.T.S.
		NO.	REVISION	APRD	DATE
1	TEXT AND DIMENSION REV.	KP	DEC 19		
STANDARD No. 615					



TOWN OF CALEDON		APRD: R.G	DATE: JULY 17
ACQUSTIC FENCE DETAIL		DRAWN: B.M	SCALE: N.T.S.
1	TEXT & DIMENSION REV.	KP	DEC 19
NO.	REVISION	APRD	DATE
STANDARD No. 616			

