PATERSON GROUP

Confederation Line Level 1 Proximity Study

Proposed Development

500 and 508 Edgeworth Avenue Ottawa, Ontario

Prepared for Edgeworth Development Lands Corporation

Report PG7568-1 dated August 12, 2025

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Appendices

1.0 Introduction

Paterson Group (Paterson) was commissioned by Edgeworth Development Lands Corporation to conduct a Level 1 Confederation Line Proximity Study for the proposed development to be located at 500 and 508 Edgeworth Avenue, in the City of Ottawa, Ontario.

The objectives of the current study were to:

- ❑ Review all current information available from the City of Ottawa with regard to the future infrastructure of the LRT Confederation Line and Lincoln Fields Station, currently under construction, in the vicinity of the subject site.

- ❑ Liaison between the City of Ottawa and the Edgeworth Development Lands Corporation team involved with the aforementioned project.

This report has been prepared specifically and solely for the aforementioned project, which is described herein. It contains a collaboration of architectural, civil, structural, and geotechnical information as they pertain to the aforementioned project.

2.0 Development Details

Based on current plans, it is understood that the proposed development at the subject site will consist of a multi-storey building. This structure will have twenty-24 storeys above-grade with a mechanical/amenity Level, and 2 parking levels below-grade. Associated at-grade parking areas, access lanes, and landscaped areas are further anticipated surrounding the proposed building. The underground level structure for the proposed building is to be set back approximately 0.4 m from the northern property limit adjacent to 492 Edgeworth Avenue, 2.0 m from the eastern property limit along Edgeworth Avenue, 0.2 to 2.0 m from the southern property limit adjacent to 2385 Carling Avenue, and 0.4 m from the western property limit along the future LRT Confederation Rail Line and Lincoln Fields Station.

The existing ground surface elevation at the subject site is at approximate geodetic elevations ranging from 67.5 m on the east side of the site, to 66.2 m along the northwest side. The floor slab of the lower underground parking level (P2) is to be at geodetic elevations ranging from 59.6 m to 60.3 m. Considering an approximate foundation depth of 1.5 m below the proposed finish floor elevation, it is anticipated that the design underside of footing (USF) elevation will be approximate geodetic elevations 58.0 m to 58.8 m, and will be founded upon sound bedrock.

The following is known about the future LRT Confederation Line and Lincoln Fields Station in the vicinity of the subject site:

- The proposed subject site is located to the east of the future LRT Confederation Line, currently under construction, which is located at an approximate geodetic elevation of 66.5 meters.
- The proposed 24-storey building is anticipated to be located approximately 114.7 m southwest of the future LRT Confederation Line.
- The future Lincoln Fields Station, currently under construction, is located approximately 152.0m south-west of the proposed development.
- Based on the subsurface profile encountered within the boreholes at 500 and 508 Edgeworth Avenue, auger refusal on shale bedrock was encountered in the boreholes at depths of 3.3 m to 5.1 m depths, which corresponds to approximate geodetic elevations of 62.8 m to 61.7 m.

3.0 Construction Methodology and Impact Review

Paterson has prepared a construction methodology summary, along with possible impacts on the adjacent segment of the future LRT Confederation Line and Lincoln Fields Station, based on the current building design details. The Construction Methodology and Impact Review is provided in Appendix A and presents the anticipated construction items, impact review, and mitigation program recommended for the proposed 24-storey residential building.

Based on the subsurface conditions encountered at the test hole locations and the founding depth of the proposed building, bedrock removal is anticipated at the subject site. Therefore, the primary issue will be vibrations associated with the bedrock blasting removal program. Accordingly, it is recommended that a vibration monitoring program be implemented to ensure vibration levels remain below recommended tolerances. Details of the recommended vibration monitoring program are presented below.

3.1 Vibration Monitoring and Control Program

Due to the presence of the future LRT Confederation Line and Lincoln Fields Station in the vicinity of the subject site, the contractor should take extra precautions to minimize vibrations. The monitoring program will be required for the full duration of the temporary shoring installation and blasting operations. The purpose of the vibration monitoring and control program (VMCP) is to provide a description of the measures to be applied by the contractor to manage excavation operations, and any other vibration sources during the construction of the proposed development. The VMCP will also provide a guideline for assessing

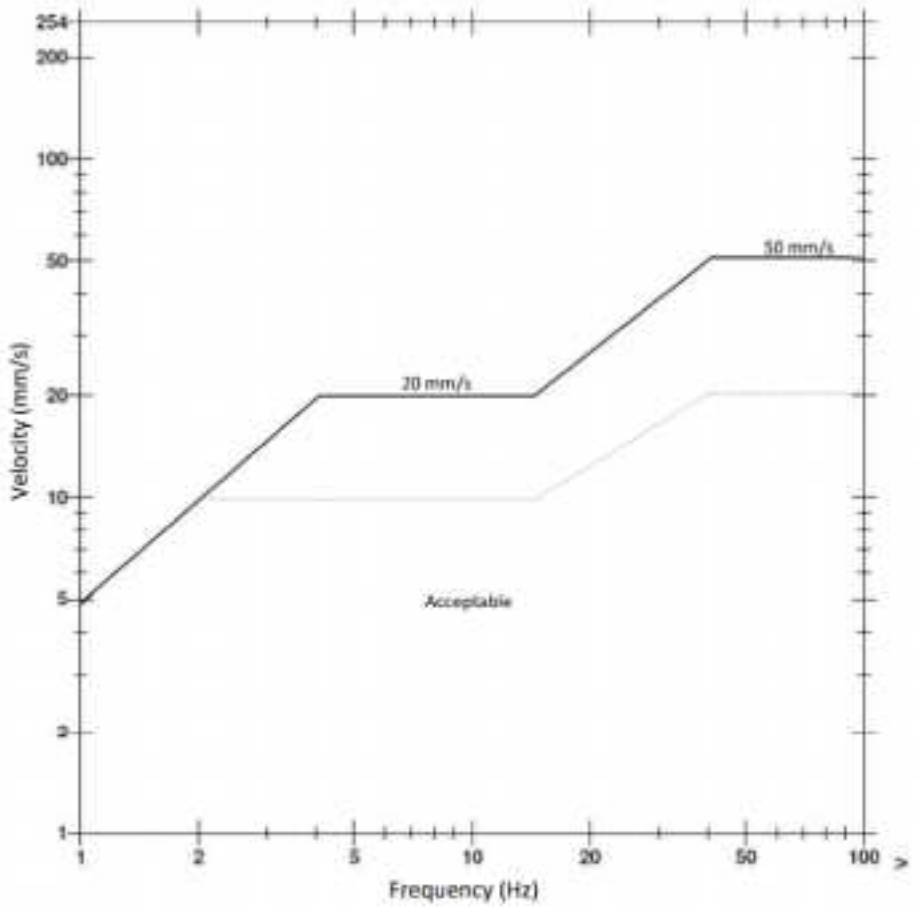
results against the relevant vibration impact assessment criteria and recommendations to meet the required limits.

The monitoring program will incorporate real-time results at the future LRT Confederation Line and Lincoln Fields Station, located in the vicinity of the subject site. The monitoring equipment should consist of a tri-axial seismograph, capable of continuously measuring vibration intensities up to 254 mm/s at a frequency response of 2 to 250 Hz.

The location of the seismographs should be reviewed periodically throughout construction to ensure that the monitoring equipment remains along the alignment of the future LRT Confederation Line and Lincoln Fields Station, with the closest radius to the construction activities. The seismograph locations should be approved by the project manager prior to installation.

The following figure outlines the recommended vibration limits for the future LRT Confederation Line and Lincoln Fields Station.

Figure 1 - Proposed Vibration Limits at the future LRT Confederation Line and Lincoln Fields Station.



The excavation operations should be planned and conducted under the supervision of a licensed professional engineer who is an experienced bedrock excavation consultant.

When an event is triggered, Paterson will review the results and provide any necessary feedback. Otherwise, the vibration results will be summarized in the weekly report.

The monitoring protocol should include the following information:

Warning Level Event (indicated by the blue line on Figure 1)

- ❑ Paterson will review all vibrations over the established warning level, and
- ❑ Paterson will notify the contractor if any vibrations occur due to construction activities and are close to exceedance level.

Exceedance Level Event (indicated by the black line on Figure 1)

- ❑ Paterson will notify all the relevant stakeholders via email
- ❑ Ensure monitors are functioning
- ❑ Issue the vibration exceedance result

The data collected will include the following:

- ❑ Measured vibration levels
- ❑ Distance from the construction activity to monitoring location
- ❑ Vibration type

Monitoring should be in compliance with all related regulations.

3.2 Incident/Exceedance Reporting

In case an exceedance occurs from construction activities, the Senior Project Management and any relevant personnel should be notified immediately. A report should be completed which contains the following:

- ❑ Identify the location of vibration exceedance
- ❑ The date, time and nature of the exceedance
- ❑ Purpose of the exceeded monitor and current vibration criteria
- ❑ Identify the likely cause of the exceedance
- ❑ Describe the response action that has been completed to date
- ❑ Describe the proposed measures to address the exceedance.

The contractor should implement mitigation measures for future excavation or any construction activities as necessary and provide updates on the effectiveness of the improvement. Response actions should be pre-determined prior to excavation, depending on the approach provided to protect elements. Processes and procedures should be in-place prior to completing any vibrations to identify issues and react in a quick manner in the event of an exceedance.

4.0 Proximity Study Requirement Responses

Based on the O-Train System Proximity Study Guidelines dated April 2022, a Level 1 Confederation Line Proximity Study is considered to be required for the proposed development. A Level 1 Proximity Study is required where the proposed development is located within the City of Ottawa's Development Zone of Influence.

The following Table 1 lists the applicable requirements for a Level 1 study and the additional requirements requested by the City of Ottawa on September 19, 2023, for each item and our associated responses:

Table 1
List of Level 1 Proximity Study Requirements

Level 1 Projects	Response
A site plan of the development;	See (Drawing No. PG7568-1 dated August 2025) presented in Appendix A.
Floor Plan of the development;	Refer to the Architectural Drawings, by Roderick Lahey Architect Inc. (Ground Floor Plan, Project No. 0001 - Drawing No. D103 dated March 14, 2025) presented in Appendix A.
Development Cross Section;	Refer to Cross-Section A-A' (Drawing No. PG7568-2 dated August 2025), and Section B-B' (Drawing No. PG7568-3 dated August 2025) presented in Appendix A dated September 2023) presented in Appendix A.
Geotechnical Report prepared in accordance with the City's Geotechnical Investigation and Reporting Guidelines for Development Applications;	Refer to Geotechnical Investigation Report: Prepared by EXP Services Inc., Project Number: OTT-23002437-B0, Dated July 22, 2025, presented in Appendix B.

Up-to-date property survey of existing and proposed property lines prepared to strata reference plan standards, signed and sealed by an Ontario Land Surveyor;	Refer to the Survey Plan prepared by J.D.Barnes Ltd. (Reference No. 23-10-078-00) presented in Appendix A
Utility Service Plan;	Refer to the Servicing Plan (Project No. 121109, Drawing No. 121109-GP Revision 1 dated July 29, 2025) prepared by Novatech presented in Appendix A.
Stormwater Management Plan and Grading Plan	Refer to the Grading Plan (Project No. 121109, Drawing No. 121109-GR Revision 1 dated July 29, 2025) prepared by Novatech presented in Appendix A.
Architectural Drawings and Landscape Plans	Refer to the Architectural Drawings, by Roderick Lahey Architect Inc. (Project No. 0001 - Drawing Nos. D001, D101, D102, D200, & D201 dated March 14, 2025, Drawing Nos. D301, D302, & D303 dated January 15, 2025, and Drawing No. SP-1 dated March 24, 2025) presented in Appendix A.
Noise and Vibration Study prepared in accordance with the City's environmental noise control guidelines (required for all applications within 75m of light rail transit)	Please refer to the Environmental Noise and Vibration Assessment: Prepared by Gradient Wind Engineering Inc., Report Number: GWE25-101 - Noise & Vibration- DRAFT, Dated June 17, 2025, presented in Appendix C.

We trust that this information satisfies your immediate request.

Paterson Group Inc.

Zubaida Al-Moselly, P.Eng.

Scott S. Dennis, P.Eng.

APPENDIX A

LRT Confederation Line and Lincoln Fields Station Proximity Plan

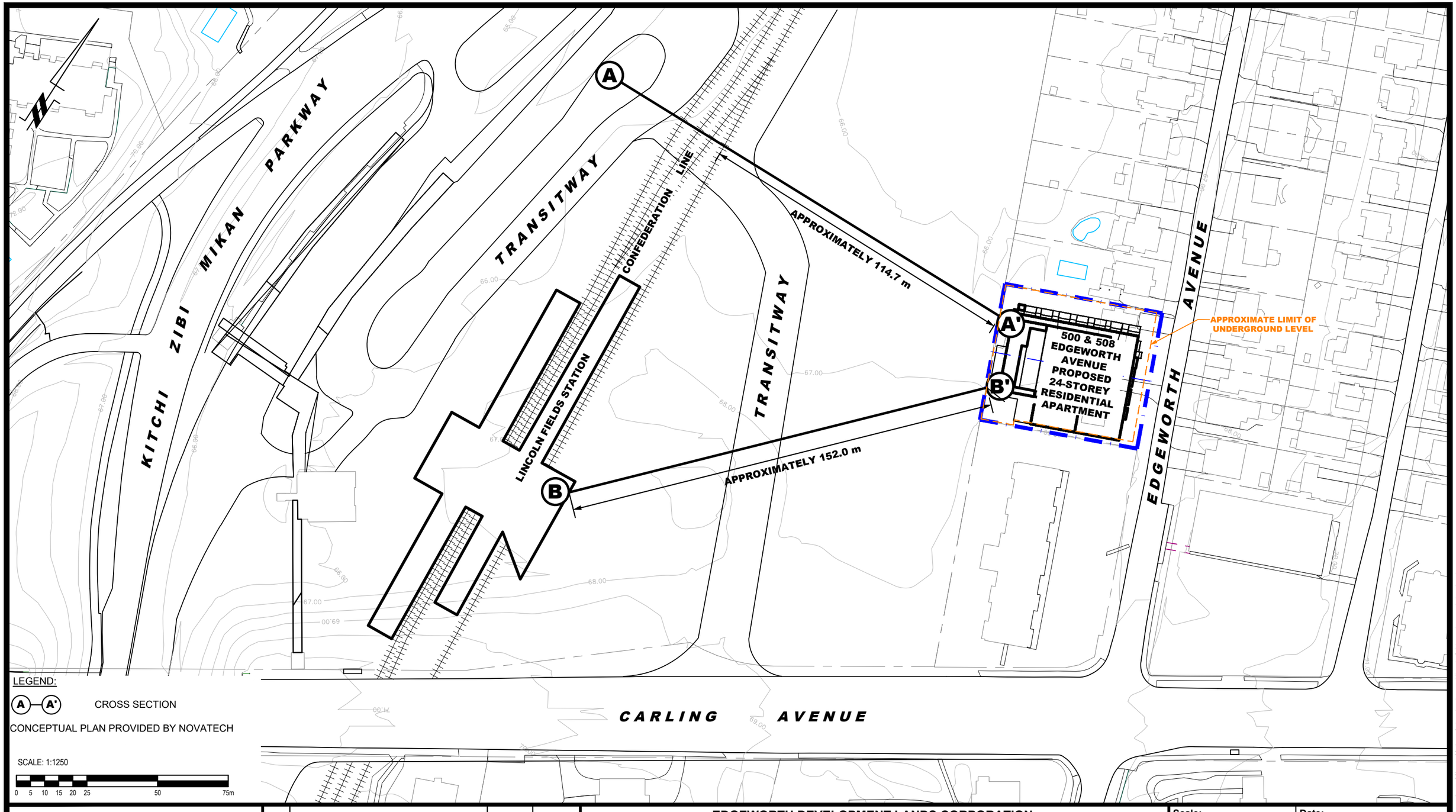
Cross Section A-A'

Cross Section B-B'

Construction Methodology and Impact Review

Topographic Plan of Survey by others

Relevant Architectural & Civil Drawings prepared by others



LEGEND:

A — A' CROSS SECTION

CONCEPTUAL PLAN PROVIDED BY NOVATECH

SCALE: 1:1250

0 5 10 15 20 25 50 75m

PATERSON GROUP

9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

NO.	REVISIONS	DATE	INITIAL

EDGEWORTH DEVELOPMENT LANDS CORPORATION

CONFEDERATION LINE LEVEL 1 PROXIMITY STUDY

PROPOSED RESIDENTIAL DEVELOPMENT

500 & 508 EDGEWORTH AVENUE

OTTAWA, ONTARIO

Title: CONFEDERATION LINE AND LINCOLN FIELDS STATION PROXIMITY PLAN

Scale: 1:1250	Date: 08/2025
Drawn by: GK	Report No.: PG7568-1
Checked by: ZA	Dwg. No.: PG7568-1
Approved by: SD	Revision No.:

11x17

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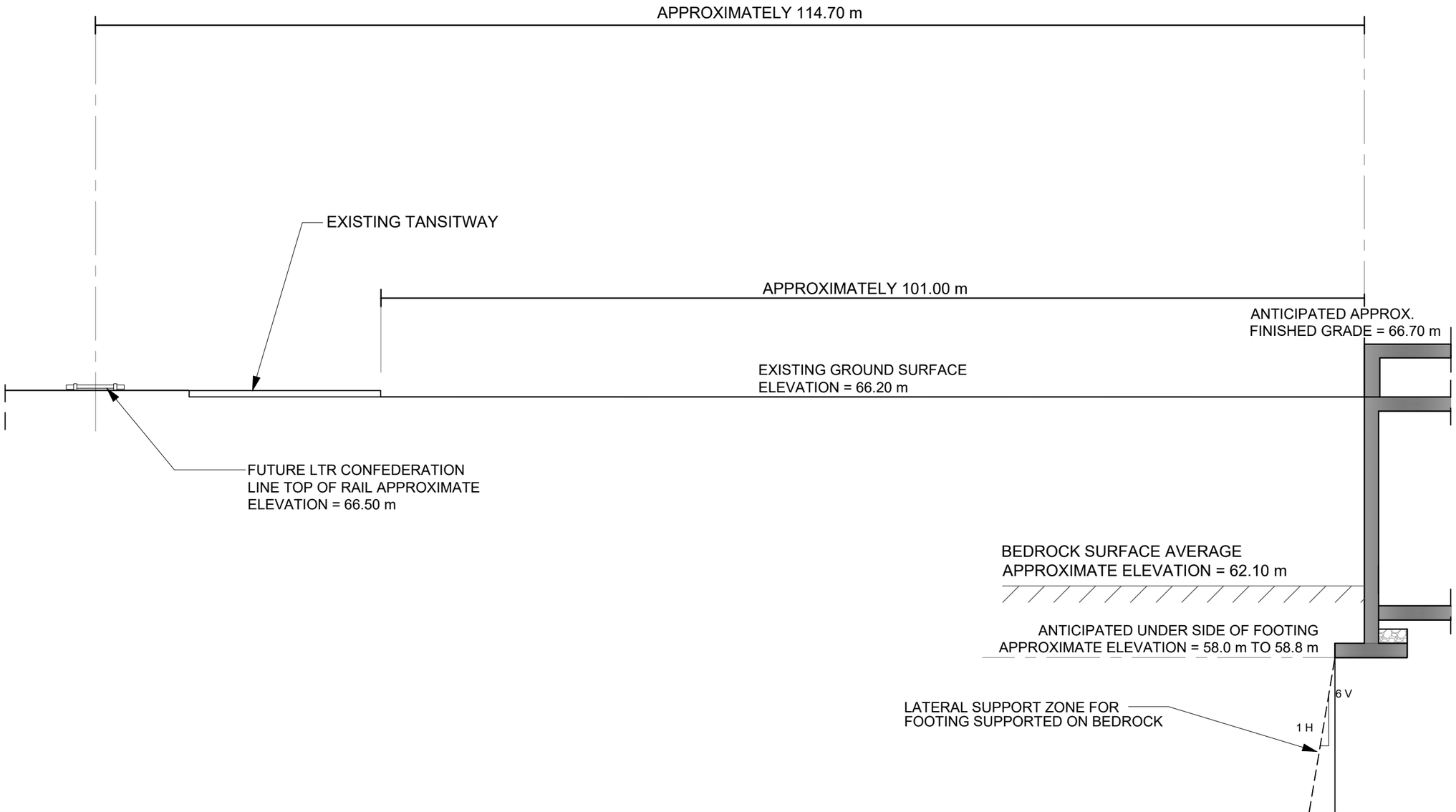
CROSS SECTION A -A '



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NO.	REVISIONS	DATE	INITIAL

EDGEWORTH DEVELOPMENT LANDS CORPORATION
CONFEDERATION LINE LEVEL 1 PROXIMITY STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
500 & 508 EDGEWORTH AVENUE
OTTAWA, ONTARIO

Title: **CROSS SECTION A-A'**

Scale: N.T.S.	Date: 08/2025
Drawn by: GK	Report No.: PG7568-1
Checked by: ZA	Dwg. No.: PG7568-1A
Approved by: SD	Revision No.:

11x17

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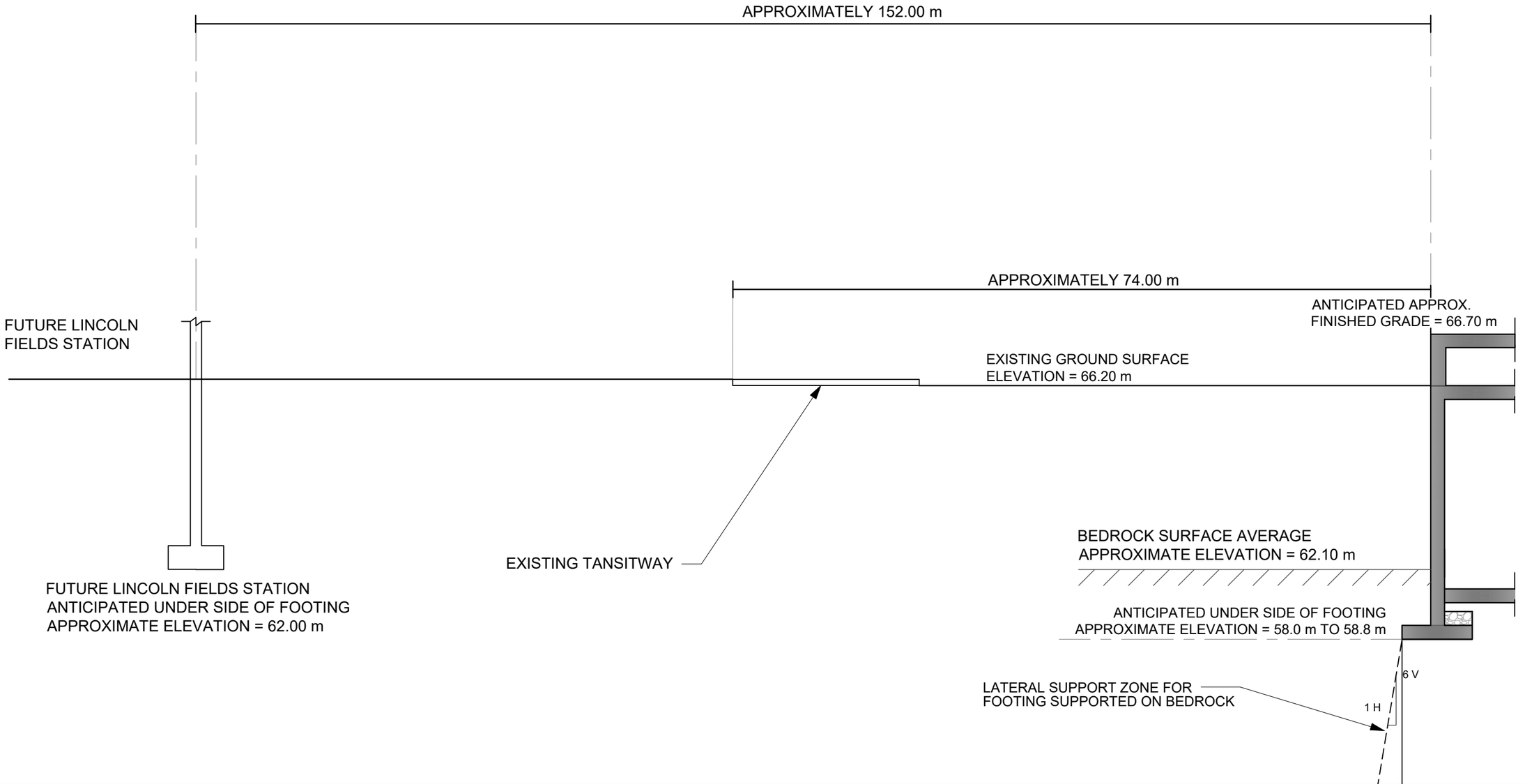
CROSS SECTION B-B '



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500 & 508 EDGEWORTH AVENUE
OTTAWA, ONTARIO

Title: **CROSS SECTION B-B'**

Scale: N.T.S.	Date: 08/2025
Drawn by: GK	Report No.: PG7568-1
Checked by: ZA	Dwg. No.: PG7568-1B
Approved by: SD	Revision No.:

11x17

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Construction Methodology and Impact Review		
Construction Item	**Potential Impact**	**Mitigation Program**
Item A - Installation of Temporary Shoring System - Where adequate space is not available for the overburden to be sloped, the overburden along the perimeter of the proposed building footprint will need to be shored in order to complete the construction of the partial basement level. The shoring system is anticipated to consist of a soldier pile and lagging or interlocking sheet pile system.	Vibration issues during shoring system installation	Design of the temporary shoring system, in particular vibrations during installation, will take into consideration the presence of the proposed LRT Confederation Line and Lincoln Fields Station. Installation of the shoring system, if required, is not anticipated to have an adverse impact on the future LRT Confederation Line and Lincoln Fields Station; nonetheless, a vibration monitoring device is recommended to be installed to monitor vibrations. The vibration monitor would be remotely connected to permit real-time monitoring.
Item B - Bedrock Blasting and Removal Program – Blasting of bedrock will be required for the proposed 24-storey building and the construction of underground parking structures. It is expected that up to approximately 3.0 m of bedrock removal will be required based on the current design concepts for the proposed 24-storey building.	Structural damage of future LRT Confederation Line and Lincoln Fields Station due to blasting program.	Structural damage to the future LRT Confederation Line and Lincoln Fields Station during bedrock blasting and removal is not anticipated; nonetheless, a vibration monitoring device is recommended to be installed to monitor vibrations. The vibration monitor would be remotely connected to permit real-time monitoring.
Item C - Construction of Footings and Foundation Walls - The proposed 24-storey building will include 2 underground levels. Therefore, the footings will be placed over a clean surface sounded Limestone bedrock bearing surface.	Building footing loading on adjacent future LRT Confederation Line and Lincoln Fields Station, and excavation within the lateral support zone of the futureLRT Confederation Line and Lincoln Fields Station.	Due to the distance between the proposed building and the future LRT Confederation Line and Lincoln Fields Station, the zone of influence from the proposed footings will not intersect the rail line and station structures. Furthermore, although the underground levels of the proposed building will extend approximately 6 m to 8 m below the existing ground surface, the approximate 120 m distance to the future LRT Confederation Line structure and 150 m distance to the future Lincoln Fields Station structure ensure that the building excavation will not impact the lateral support zones of either the LRT or the station.

PATERSON GROUP

SURVEYOR'S REAL PROPERTY REPORT
WITH TOPOGRAPHIC DETAILS
PART 1 - PLAN SHOWING

PART OF LOTS 108 AND 109 REGISTERED PLAN 305

CITY OF OTTAWA

J.D. BARNES LIMITED

SCALE 1 : 150

2.5 0 2.5 5 10 metres

METRIC DISTANCES AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NOTES

BEARINGS ARE MTM GRID, AND DERIVED FROM GLOBAL NAVIGATION SATELLITE SYSTEMS (GNSS) BY REAL TIME NETWORK (RTN) OBSERVATIONS, MTM ZONE 9, NAD 83, (CSRS) (2010.0).

DISTANCES ARE GROUND.

COMPLIANCE WITH ONTARIO BUILDING CODE SETBACK REQUIREMENTS ARE NOT VERIFIED BY THIS SURVEY.

PART 2 - SURVEY REPORT

- **DESCRIPTION**
  PART OF LOT 108 ON REGISTERED PLAN 305, BEING ALL OF PIN 03963-0033 (LT) AND PART OF LOT 109 ON REGISTERED PLAN 305, BEING ALL OF PIN 03963-0034 (LT), IN THE CITY OF OTTAWA
- **REGISTERED EASEMENTS AND/OR RIGHTS-OF-WAY**
  NONE
- **BOUNDARY FEATURES**
  NOTE LOCATION OF THE CEDAR HEDGE, THE EDGE OF ASPHALT, THE BOARD FENCES AND THE CHAIN LINK ALONG THE NORTHERLY LIMIT OF PIN 03963-0033 (LT)

  NOTE LOCATION OF THE CHAIN LINK FENCE ALONG THE WESTERLY LIMIT OF PIN 03963-0033 (LT)

  NOTE LOCATION OF THE CEDAR HEDGES, THE BOARD FENCE AND THE CHAIN LINK FENCE ALONG THE SOUTHERLYLIMIT OF PIN 03963-0033 (LT) AND THE NORTHERLY LIMIT OF PIN 03963-0034 (LT)

  NOTE LOCATION OF THE CHAIN LINK FENCE ALONG THE WESTERLY LIMIT OF PIN 03963-0034 (LT)

  NOTE LOCATION OF THE BOARD FENCE, THE CONCRETE RETAINING WALL, THE EDGE OF ASPHALT, THE CONCRETE PAD AND THE GARBAGE RECEPTICLE ALONG THE SOUTHERLY LIMIT OF PIN 03963-0034 (LT)

LEGEND

■	DENOTES	SURVEY MONUMENT FOUND
□	DENOTES	SURVEY MONUMENT SET
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDAR IRON BAR
IB	DENOTES	IRON BAR
MEAS	DENOTES	MEASURED
P	DENOTES	SURVEYOR'S REAL PROPERTY REPORT BY WEBSTER & SIMMONDS SURVEYING LTD., DATED FEBRUARY 15, 1999
P1	DENOTES	SURVEYOR'S REAL PROPERTY REPORT BY FAIRHALL, MOFFATT & WOODLAND LTD., DATED DECEMBER 2, 2002
P2	DENOTES	BUILDING LOCATION SURVEY BY ARNETT, KENNEDY, RIDDELL & JASON SURVEYING LTD., DATED APRIL 19, 1989
P3	DENOTES	PLAN R-82
P4	DENOTES	BUILDING LOCATION SURVEY BY ARNETT, KENNEDY, RIDDELL & JASON SURVEYING LTD., DATED JANUARY 21, 1985
DEED	DENOTES	INSTRUMENTS NUMBERS NP48759 AND NP54784
725	DENOTES	ARNETT, KENNEDY, RIDDELL & JASON SURVEYING LTD
AOG	DENOTES	ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
857	DENOTES	FAIRHALL, MOFFATT & WOODLAND LTD
▬	DENOTES	PROPERTY LINE

N=NORTH / S=SOUTH / E=EAST / W=WEST

TOPOGRAPHIC LEGEND

TOW	DENOTES FOUNDATION
CONC	DENOTES CONCRETE
RET	DENOTES RETAINING
C/L	DENOTES CENTERLINE
EA	DENOTES EDGE OF ASPHALT
CLF	DENOTES CHAIN LINK FENCE
BF	DENOTES BOARD FENCE
GM	DENOTES GAS METER
HP	DENOTES HYDRO POLE
WK	DENOTES WATER KEY
E_TRANS	DENOTES HYDRO TRANSFORMER
T_JB	DENOTES TELEPHONE JUNCTION BOX
CB	DENOTES CATCH BASIN
MH_WAT	DENOTES WATER MANHOLE
MH_STM	DENOTES STORM MANHOLE
MH_SAN	DENOTES SANITARY MANHOLE
—E—	DENOTES OVERHEAD HYDRO CABLE
—T—	DENOTES OVERHEAD TELEPHONE CABLE
—STM—	DENOTES UNDERGROUND STORM SEWER
—SAN—	DENOTES UNDERGROUND SANITARY SEWER
	DENOTES DECIDUOUS TREE
	DENOTES CONIFEROUS TREE

TREE SCHEDULE

TREE No.	TRUNK DIAMETER (m)	CROWN RADIUS (m)	DISTANCE FROM C/L TRUNK TO PROPERTY LINE
T1	0.9	10	0.4 E, 6.8 S
T2	0.25	3	3.8 S
T3	0.18	3	2.3 S
T4	0.25	2.5	0.2 N
T5	0.25	1	0.6 S
T6	0.1	1	0.6 S
T7	0.4	4	6.4 W
T8	0.65	5	2.0 E
T9	1.3	7	3.1 N
T10	0.45	2.5	5.7 N
T11	0.15	2	5.3 N
T12	0.15	2	7.2 N
T13	0.3	5	0.3 N
T14	0.3	5	0.1 S
T15	0.3	5	0.1 N
T16	0.2	3	0.1 N
T17	0.65	8	0.6 W, 6.8 S
T18	0.65	8	0.7 W
T19	0.65	8	0.6 W, 1.3 N
T20	0.7	8	3.6 N
T21	0.7	8	4.2 N
T22	0.55	7	6.0 N
T23	0.55	7	1.1 W, 3.7 N
T24	0.55	7	0.6 E, 4.2 N
T25	0.25	3	0.4 W
T26	0.35	5	0.9 W

TRUNK DIAMETER MEASURED AT 1.2 METRES ABOVE GRADE
TREE POSITION IS CALCULATED OFFSET TO ESTIMATED CENTER OF TREE

ELEVATION NOTE:

1. IT IS THE RESPONSIBILITY OF THE USER OF THIS INFORMATION TO VERIFY THAT THE SITE BENCHMARKS HAVE NOT BEEN ALTERED OR DISTURBED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREES WITH THE INFORMATION SHOWN ON THIS DRAWING.

2. ELEVATIONS ARE GEODETIC AND ARE REFERRED TO CITY OF OTTAWA CONTROL POINT 2016-0135 HAVING A PUBLISHED ELEVATION OF 68.41 METRES (CSRS) 1997.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON OCTOBER 15, 2023.

DECEMBER 20, 2023
DATE

GEORGE ZERVOS
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-XXXXX

J.D.BARNES LIMITED
LAND INFORMATION SPECIALISTS
SURVEYING MAPPING GIS
62 STEACIE DRIVE, SUITE 103, KANATA, ON K2K 2A9
T: (613) 731-7244 F: (613) 254-8659 www.jdbarnes.com

DRAWN BY: RP	CHECKED BY: GZ	REFERENCE NO.: 23-10-078-00
PLOTTED: 12/20/2024		DATED: 10/31/23

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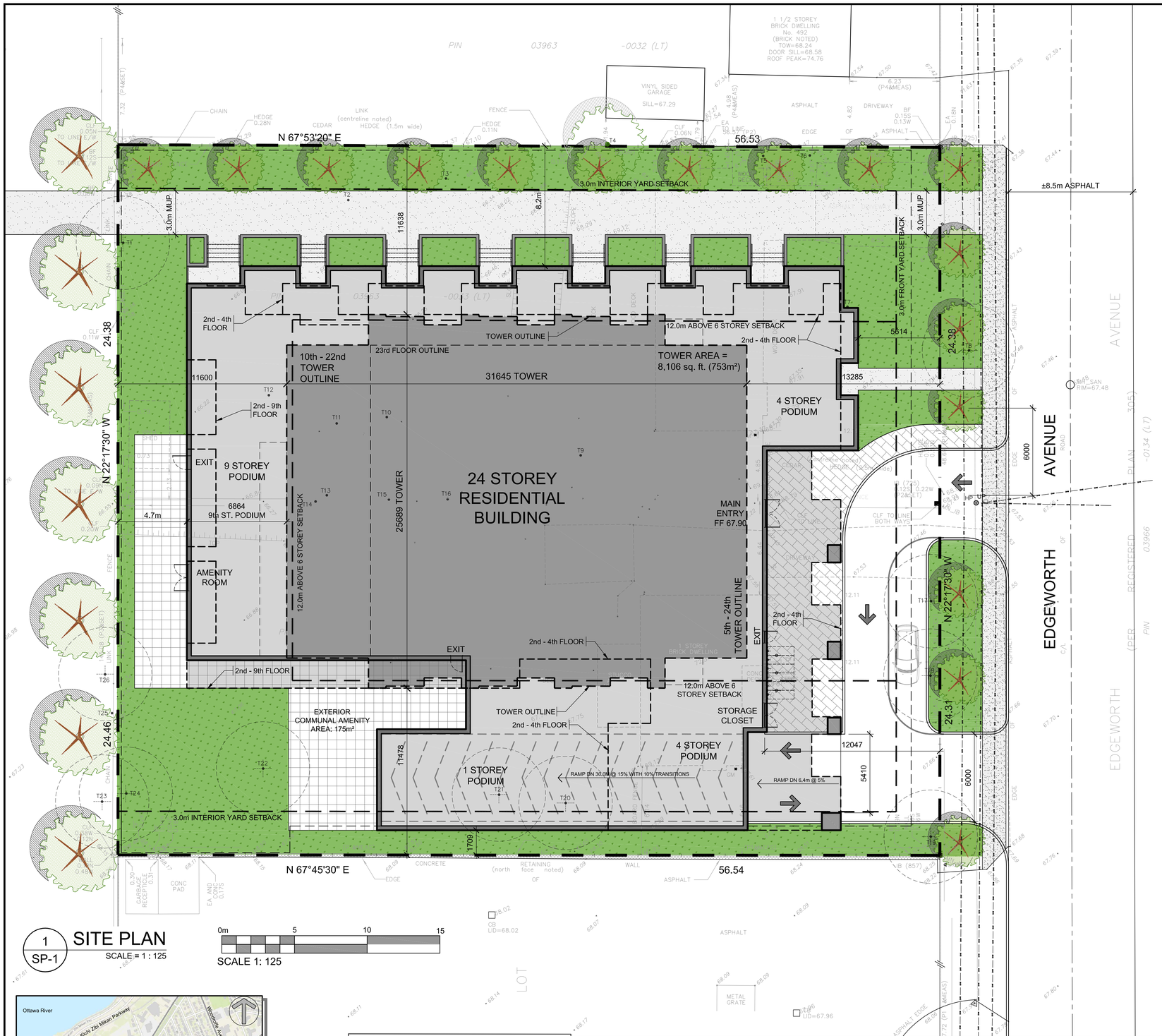
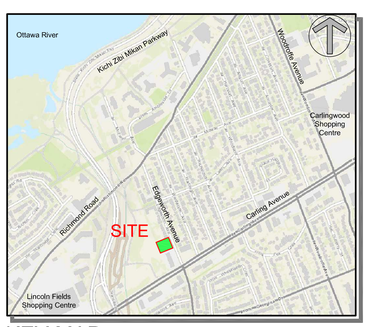


1 SP-1 **SITE PLAN**
SCALE = 1 : 125

0m 5 10 15
SCALE 1: 125



KEY MAP

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation R1AA SITE AREA 0.27 ha. 2,756.6 sq. m 29,672 sq. ft

ZONING	REQUIRED	PROVIDED
ZONE	R1AA	R1AA
BUILDING HEIGHT	MAX ht/216	24 STOREYS, 75.0m
ALLOWABLE PROJECTION - AMENITY LEVEL	MAX ht/2+3m	MAX ht 39.0m
GRADE; PRELIMINARY ESTIMATE	PRELIMINARY	PRELIMINARY
DENSITY - GFA	n/a	n/a
FRONT YARD SETBACK	3.0m	3.0m
FRONT YARD SETBACK; 2nd to 7th FLOOR SETBACK	12.0m	12.0m
INTERIOR YARD SETBACK; ABUTTING RESIDENTIAL ZONE	7.5m	7.5m
INTERIOR YARD SETBACK; ABOVE THE 6th STOREY	12.0m	12.0m
REAR YARD SETBACK; ABOVE THE 6th STOREY	12.0m	12.0m
AMENITY AREA - TOTAL 6.0m² PER UNIT	1,944.0m²	2,970.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	972.0m²	1,485.0m²
AMENITY AREA - 2% OF LOT AREA; @ GRADE EXTERIOR	55.1m²	1,485.0m²
VEHICLE PARKING; RESIDENTIAL - 0,5 PER UNIT AFTER 12	125	98
VEHICLE PARKING; VISITOR - 0,1 PER UNIT AFTER 12	25	25
VEHICLE PARKING; MAXIMUM - 1,75 PER UNIT	466	262
BICYCLE PARKING - RESIDENTIAL - 0,5 PER UNIT	131	131
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m	6.0m

BUILDING STATISTICS

GROSS BUILDING - AREA
(CITY OF OTTAWA'S G.F.A. DEFINITION)

PARKING LEVEL		0,0 sq. m, 000 sq. ft,
GROUND FLOOR		528,8 sq. m, 5,692 sq. ft,
MEZZANINE - UPPER TOWNHOUSE LEVEL		310,9 sq. m, 3,347 sq. ft,
2nd - 4th FLOOR	3 x 1,057.1 sq. m, 3 x 11,378 sq. ft,	3,171,2 sq. m, 34,134 sq. ft,
5th FLOOR		748,1 sq. m, 8,053 sq. ft,
6th - 9th FLOOR - PODIUM	4 x 748.15 sq. m, 4 x 8,053 sq. ft,	2,992,6 sq. m, 32,212 sq. ft,
10th & 22nd FLOOR - TOWER	13 x 622.0 sq. m, 13 x 6,695 sq. ft,	8,085,8 sq. m, 87,035 sq. ft,
23rd FLOOR		171,9 sq. m, 1,850 sq. ft,
24th FLOOR		436,0 sq. m, 4,693 sq. ft,
25th MECHANICAL PENTHOUSE		0,0 sq. m, 000 sq. ft,
TOTAL AREA		16,445,3 sq. m, 177,016 sq. ft,
TOWER FOOTPRINT AREA		753,0 sq. m, 8,106 sq. ft,

UNIT STATISTICS

TOWNHOUSE (2 LEVEL)	2.7%	7
STUDIO UNIT	12.6%	33
1 BEDROOM UNIT	3.1%	8
1 BEDROOM + DEN UNIT	40.5%	106
2 BEDROOM UNIT	34.0%	89
2 BEDROOM + DEN UNIT	3.8%	10
3 BEDROOM	3.4%	9
TOTAL		262

CAR PARKING
AREA 'A' on SCHEDULE 1A

MINIMUM REQUIRED		
RESIDENCE	- 0.5 PER UNIT (AFTER 12)	125
VISITOR	- 0.1 PER UNIT (AFTER 12)	25
TOTAL		150

PROVIDED		
RESIDENCE	- 0.37 PER UNIT	98
VISITOR	- 0.1 PER UNIT	25
TOTAL		123

BICYCLE PARKING (262 UNITS)

REQUIRED		
RESIDENCE	- 0.5 PER UNIT	131

PROVIDED	
EXTERIOR	6
GROUND FLOOR	74
PARKING GARAGE	130
TOTAL	210

AMENITY SPACE

AT GRADE TERRACE - COMMUNAL =	250,0 sq. m,
GROUND FLOOR INTERIOR - COMMUNAL =	200,0 sq. m,
TERRACE - PRIVATE =	220,0 sq. m,
BALCONIES - PRIVATE =	850,0 sq. m,
23rd FLOOR AMENITY ROOM =	255,0 sq. m,
23rd FLOOR AMENITY TERRACE =	195,0 sq. m,
TOTAL =	1,970,0 sq. m,
TOTAL COMMUNAL =	900,0 sq. m,
REQUIRED - 6.0m² PER UNIT (262) =	1,572,0 sq. m,
REQUIRED COMMUNAL @ 50% =	786,0 sq. m,

WASTE REQUIREMENT (262 UNITS)

GARBAGE	- 0,11 PER UNIT	29 YARDS
RECYCLING GMP	- 0,018 PER UNIT	5 YARDS
RECYCLING FIBER	- 0,038 PER UNIT	10 YARDS
COMPOST	- 240L PER 50 UNITS	6

LOT COVERAGE

PAVED SURFACE =	195,6 sq. m,	7,1%
BUILDING FOOTPRINT =	1,411,5 sq. m,	51,2%
LANDSCAPE OPEN SPACE =	1,149,5 sq. m,	41,7%
TOTAL =	2,756,6 sq. m	100,0%

DRAWING NOTES

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IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

- 00 — INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- 00 — INDICATES ASSEMBLIE TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDUAL.
- 00 — INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- 000 — INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A900 SERIES.
- 00 DETAIL NUMBER / TITLE / SCALE / DETAIL REFERENCE PAGE / DETAIL CROSS REFERENCE PAGE

No.	DESCRIPTION	DATE
1	ISSUED FOR CONSULTANT REVIEW	Mar. 24, 25

REVISIONS:

ARCHITECT SEAL:

SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT:

Antilia Homes

ARCHITECT:

rla/architecture
roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3J6
t. 613.724.9932 f. 613.724.1209 rlaarchitecture.ca

PROJECT TITLE:

500 EDGEWORTH AVENUE

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

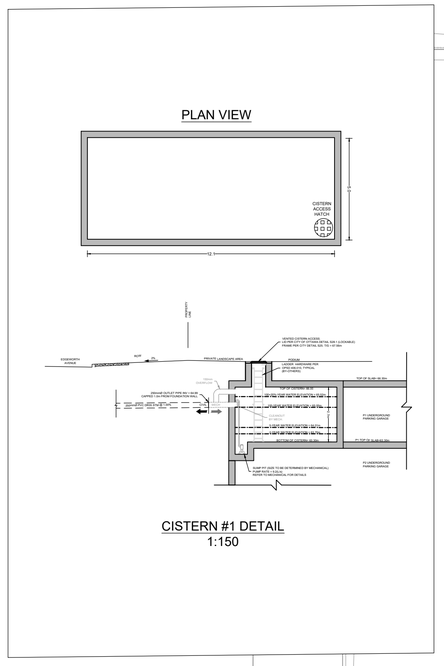
DRAWN:	CHECKED:
R.V.	K.R.

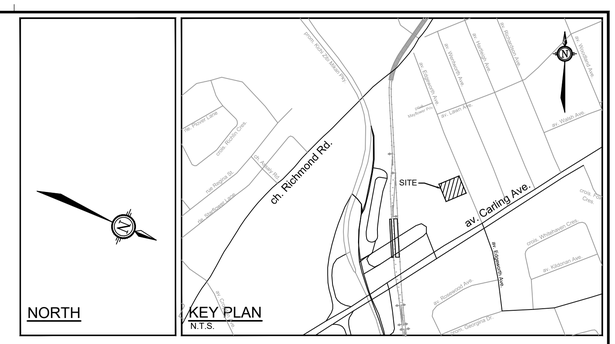
SCALE: 1:125

SHEET No. SP-1

PROJECT No. 2323

D02-02-22-0096





LEGEND

- SANITARY MANHOLE, SEWER & FLOW DIRECTION
- STORM MANHOLE, SEWER & FLOW DIRECTION
- 300mmØ — WATERMAIN AND DIAMETER
- VB — VALVE & VALVE BOX
- 300mmØ WM — WATERMAIN AND DIAMETER
- HYD — HYDRANT C/W VALVE & LEAD
- E — CAP
- PD1 — PODIUM DRAIN
- FDC — FIRE DEPARTMENT CONNECTION

GENERAL NOTES:

1. DIMENSIONS AND LAYOUT INFORMATION SHALL BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. THE ORIGINAL TOPOGRAPHY AND GROUND ELEVATIONS, SERVICING AND SURVEY INFORMATION SHOWN ON THIS PLAN ARE SUPPLIED FOR INFORMATION PURPOSES ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACCURACY OF ALL INFORMATION OBTAINED FROM THIS PLAN.
3. CO-ORDINATE AND SCHEDULE ALL WORK WITH OTHER TRADES AND CONTRACTORS.
4. BEFORE COMMENCING CONSTRUCTION, PROVIDE PROOF OF COMPREHENSIVE ALL RISK AND OPERATIONAL LIABILITY INSURANCE INCLUDING BLASTING. INSURANCE POLICY TO NAME THE OWNER, ENGINEER AND THE CITY AS CO-INSURED.
5. CONNECT TO EXISTING SYSTEMS AS DETAILED, INCLUDING ALL RESTORATION WORK NECESSARY TO REINSTATE SURFACES TO EXISTING CONDITIONS OR BETTER.
6. DETERMINE THE EXACT LOCATION, SIZE, MATERIAL AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION. PROTECT AND ASSUME RESPONSIBILITY FOR ALL EXISTING UTILITIES WHETHER OR NOT SHOWN ON THESE DRAWINGS.
7. OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND APPROVALS BEFORE COMMENCING CONSTRUCTION.
8. RESTORE ALL TRENCHES AND SURFACE FEATURES TO EXISTING CONDITIONS OR BETTER AND TO THE SATISFACTION OF MUNICIPAL AUTHORITIES.
9. REMOVE FROM SITE ALL DEBRIS AND EXCESS EXCAVATED MATERIAL UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER.
10. ALL ELEVATIONS ARE GEODETIC AND UTILIZE METRIC UNITS.
11. REFER TO GEOTECHNICAL INVESTIGATION PGXXXX-X REV.X (DATED MMM DD, YYYY), PREPARED BY PATERSON GROUP FOR SUBSURFACE CONDITIONS AND CONSTRUCTION RECOMMENDATIONS.
12. PERFORATED PIPE SUB-DRAINS TO BE PROVIDED AT SUBGRADE LEVEL EXTENDING FROM THE ROADSIDE CATCHBASIN FOR A DISTANCE OF 3.0m, PARALLEL TO THE CURB IN TWO DIRECTIONS.

SEWER NOTES:

1. SPECIFICATIONS:

ITEM	SPEC. No.	REFERENCE
STORM SEWER	PVC DR 35 OR CONC.	(CLASS SPECIFIED ON PROFILE DRAWINGS)

2. INSULATE ALL PIPES (SAN/STM) THAT HAVE LESS THAN 1.5m COVER WITH 50mmX1200mm HI-40 INSULATION. PROVIDE 150mm CLEARANCE BETWEEN PIPE AND INSULATION.
3. PIPE BEDDING, COVER AND BACKFILL ARE TO BE COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY. THE USE OF CLEAR CRUSHED STONE AS A BEDDING LAYER SHALL NOT BE PERMITTED.
4. SEWER SERVICE CONNECTIONS PER CITY OF OTTAWA DETAILS S11 AND S11.1.
5. THE SITE SERVICING CONTRACTOR SHALL PERFORM FIELD TESTS FOR QUALITY CONTROL OF ALL SANITARY SEWERS. LEAKAGE TESTING SHALL BE COMPLETED IN ACCORDANCE WITH OPSS 410.07.16 AND 407.07.24. DYE TESTING IS TO BE COMPLETED ON ALL SANITARY SERVICES TO CONFIRM PROPER CONNECTION TO THE SANITARY SEWER MAIN. THE FIELD TESTS SHALL BE PERFORMED IN THE PRESENCE OF THE ENGINEER.
6. CONTRACTOR TO TELEVISE (CCTV) ALL PROPOSED SEWERS, 200mmØ OR GREATER PRIOR TO BASE COURSE ASPHALT. UPON COMPLETION OF CONTRACT, THE CONTRACTOR IS RESPONSIBLE TO FLUSH AND CLEAN ALL SEWERS & APPURTENANCES.
7. BUILDING FOUNDATION DRAIN PUMPED TO STORM SERVICE DOWNSTREAM OF CISTERN CLEAN OUT.
8. PODIUM DRAINS 1-8 ROUTED TO CISTERN (BY MECHANICAL).

WATERMAIN NOTES:

1. GENERAL:

ITEM	DETAIL No.	REFERENCE
WATERMAIN TRENCHING	W17	CITY OF OTTAWA
THERMAL INSULATION IN SHALLOW TRENCHES	W22	CITY OF OTTAWA
WATERMAIN CROSSING BELOW SEWER / OVER SEWER	W25 / W25.2	CITY OF OTTAWA

2. THE WATERMAIN SHALL BE PVC DR 18 PER MATERIAL SPECIFICATION MW-18.1, UNLESS OTHERWISE INDICATED.
3. SUPPLY AND CONSTRUCT ALL WATERMAINS AND APPURTENANCES IN ACCORDANCE WITH CITY OF OTTAWA STANDARDS AND SPECIFICATIONS. EXCAVATION, INSTALLATION, BACKFILL AND RESTORATION OF ALL WATERMAINS BY THE CONTRACTOR. CONNECTIONS AND SHUT-OFFS AT THE MAIN AND CHLORINATION OF THE WATER SYSTEM SHALL BE PERFORMED BY CITY OFFICIALS.
4. WATERMAIN SHALL BE MINIMUM 2.4m DEPTH BELOW GRADE UNLESS OTHERWISE INDICATED.
5. PROVIDE MINIMUM 0.50m CLEARANCE BETWEEN OUTSIDE OF PIPES AT ALL CROSSINGS.

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

No.	REVISION	DATE	BY
1.	CLIENT COORDINATION	JUL 29/25	MAB

SCALE 1:150

1:150
0 2 4 6

DESIGN LRW
CHECKED MAB
DRAWN LPA
CHECKED LRW
APPROVED MAB

FOR REVIEW ONLY

LICENSED PROFESSIONAL ENGINEER — L.R. WILSON — 100160065 — PROVINCE OF ONTARIO

LICENSED PROFESSIONAL ENGINEER — M.A. BISSETT — PROVINCE OF ONTARIO

NOVATECH
Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6
Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

LOCATION
CITY OF OTTAWA
500 EDGEWORTH AVENUE

DRAWING NAME
SERVICING PLAN

PROJECT No. 121109
REV REV # 1
DRAWING No. 121109-GP

M:\2021\121109\CAD\Civil\121109-GP.dwg, PLANS-A1, Jul 29, 2025 - 11:12am, lperez

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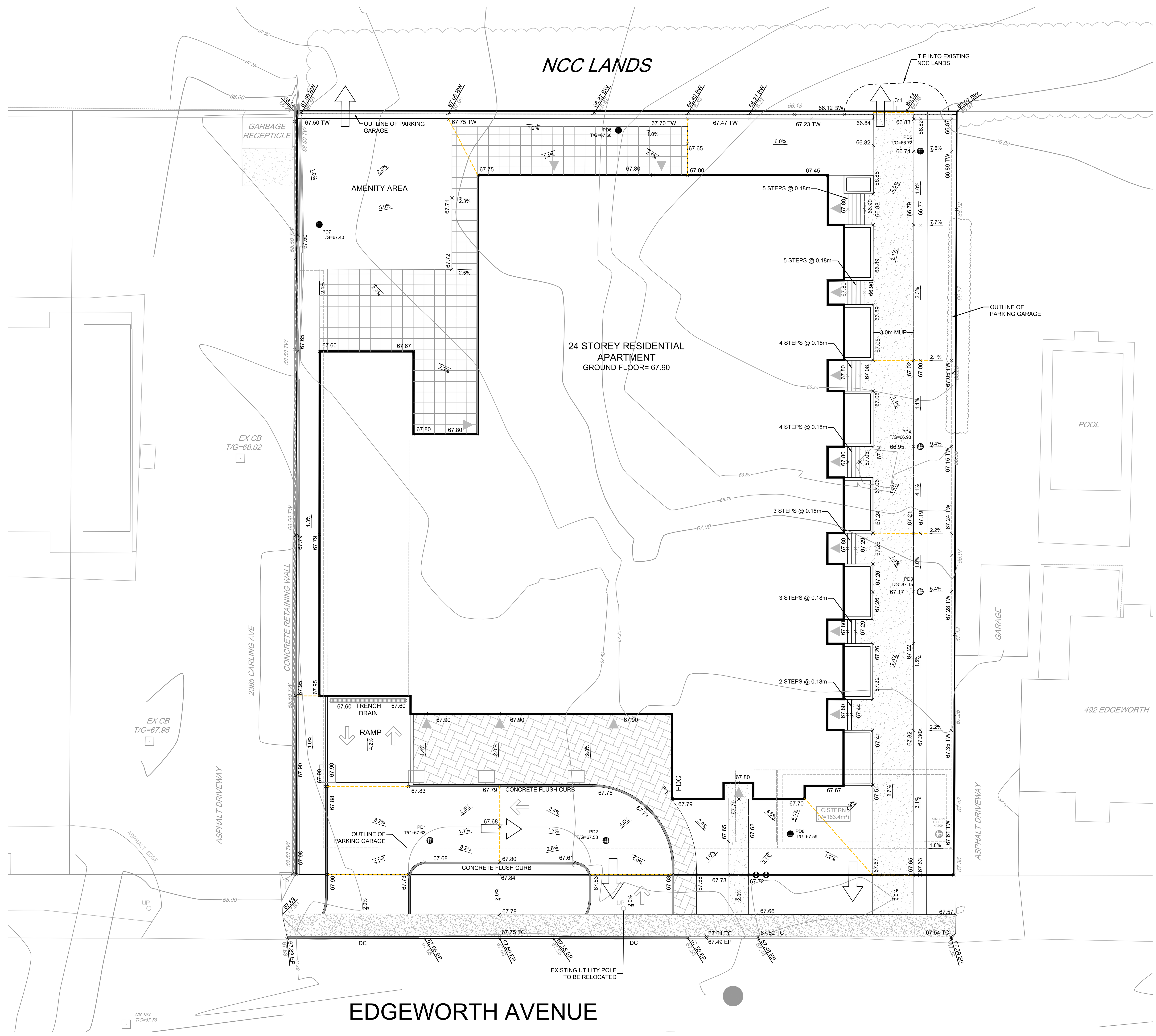

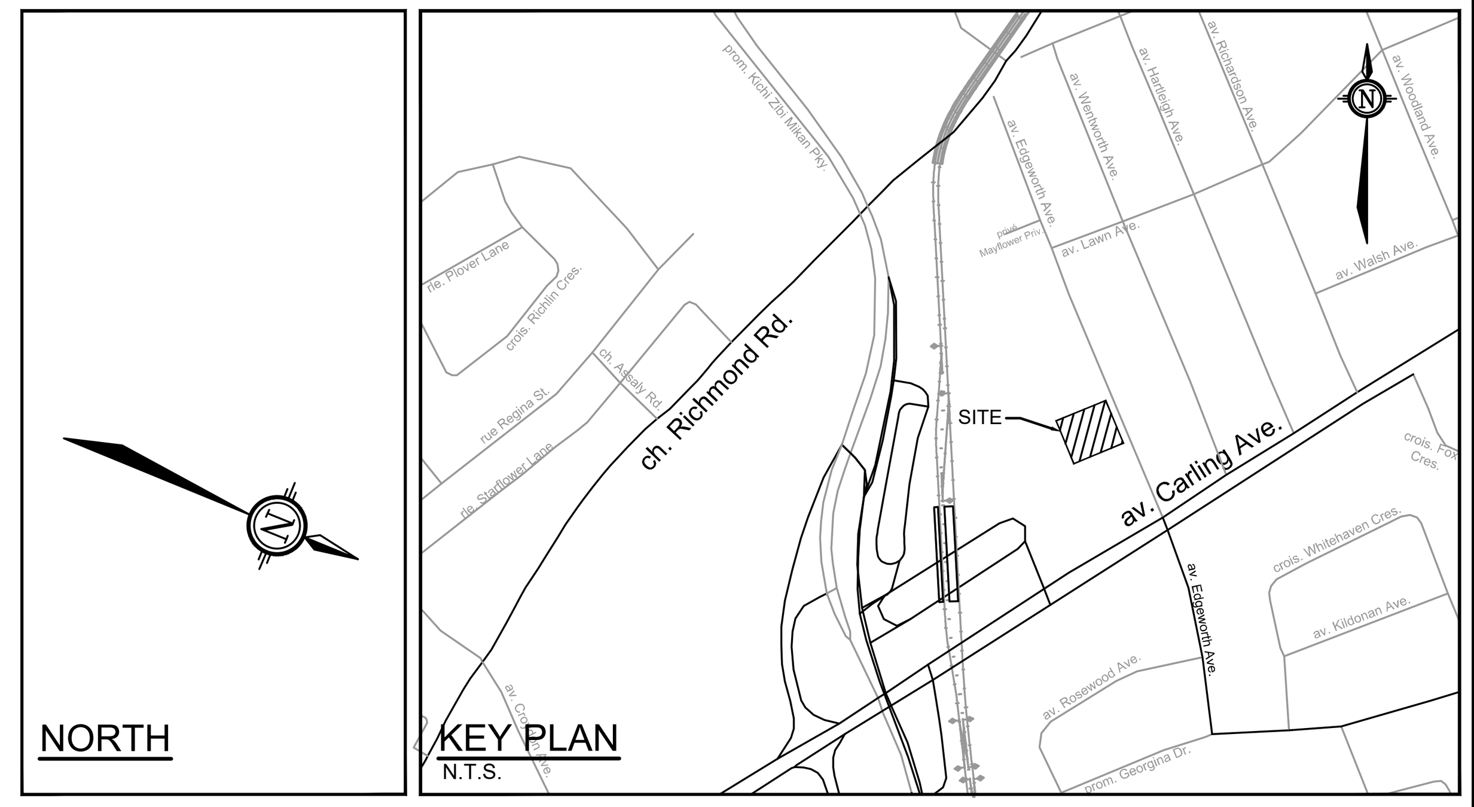

LEGEND

- PROPOSED ELEVATION
- PROPOSED GRADE AND DIRECTION OF FLOW
- PROPOSED ELEVATION / EXISTING ELEVATION
- EXISTING SPOT ELEVATION
- DC — PROPOSED DEPRESSED CURB
- 67.03 TW — PROPOSED TOP OF WALL ELEVATION
- 67.03 BW — PROPOSED BOTTOM OF WALL ELEVATION
- 67.63 TC — PROPOSED TOP OF CURB ELEVATION
- 67.50 EP — PROPOSED EDGE OF PAVEMENT ELEVATION
- HYD T/F=56.84 — HYDRANT WITH TOP OF FLANGE ELEVATION
- SANITARY MANHOLE
- STORM MANHOLE
- PD1 T/G=67.66 — PODIUM DRAIN
- VB1 — VALVE & VALVE BOX LOCATION
- MAJOR SYSTEM FLOW ROUTE

GENERAL NOTES:

1. DIMENSIONS AND LAYOUT INFORMATION SHALL BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

2. THE ORIGINAL TOPOGRAPHY AND GROUND ELEVATIONS, SERVICING AND SURVEY INFORMATION SHOWN ON THIS PLAN ARE SUPPLIED FOR INFORMATION PURPOSES ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACCURACY OF ALL INFORMATION OBTAINED FROM THIS PLAN.

3. CO-ORDINATE AND SCHEDULE ALL WORK WITH OTHER TRADES AND CONTRACTORS.

4. BEFORE COMMENCING CONSTRUCTION, PROVIDE PROOF OF COMPREHENSIVE ALL RISK AND OPERATIONAL LIABILITY INSURANCE INCLUDING BLASTING. INSURANCE POLICY TO NAME THE OWNER, ENGINEER AND THE CITY AS CO-INSURED. AMOUNT OF INSURANCE TO BE SPECIFIED BY OWNER'S AGENT.

5. CONNECT TO EXISTING SYSTEMS AS DETAILED, INCLUDING ALL RESTORATION WORK NECESSARY TO REINSTATE SURFACES TO EXISTING CONDITIONS OR BETTER.

6. DETERMINE THE EXACT LOCATION, SIZE, MATERIAL AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION. PROTECT AND ASSUME ALL RESPONSIBILITY FOR ALL EXISTING UTILITIES WHETHER OR NOT SHOWN ON THESE DRAWINGS.

7. OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND APPROVALS BEFORE COMMENCING CONSTRUCTION.

8. RESTORE ALL TRENCHES AND SURFACE FEATURES TO EXISTING CONDITIONS OR BETTER AND TO THE SATISFACTION OF CITY OF OTTAWA AUTHORITIES.

- ASPHALT RESTORATION SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA DETAIL R-10.
- THICKNESS OF GRANULAR MATERIAL AND ASPHALT LAYERS TO MATCH EXISTING.
- BOULEVARDS SHALL BE REINSTATED WITH 100mm OF TOPSOIL, AND SOD.

9. REMOVE FROM SITE ALL EXCESS EXCAVATED MATERIAL UNLESS OTHERWISE INSTRUCTED BY ENGINEER.

10. ALL ELEVATIONS ARE GEODETIC AND UTILIZE METRIC UNITS.

11. REFER TO GEOTECHNICAL INVESTIGATION PGXXXX-X REV.X (DATED MMM DD, YYYY), PREPARED BY PATERSON GROUP FOR SUBSURFACE CONDITIONS AND CONSTRUCTION RECOMMENDATIONS.

GRADING AND PAVEMENT NOTES:

1. ALL TOPSOIL, ORGANIC OR DELETERIOUS MATERIAL MUST BE ENTIRELY REMOVED FROM BENEATH THE PROPOSED HARD SURFACE (ie. PAVEMENT, CURB, SIDEWALK, ETC.) AREAS AS DIRECTED BY THE SITE ENGINEER OR GEOTECHNICAL ENGINEER.
2. EXPOSED SUBGRADES IN PROPOSED PAVED AREAS SHOULD BE HEAVILY PROOF ROLLED WITH A LARGE (10 TON) VIBRATORY STEEL DRUM ROLLER UNDER DRY CONDITIONS AND INSPECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF GRANULARS.
3. ANY SOFT AREAS EVIDENT FROM THE PROOF ROLLING SHOULD BE SUB-EXCAVATED AND REPLACED WITH SUITABLE MATERIAL THAT IS FROST COMPATIBLE WITH THE EXISTING SOILS AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
4. THE GRANULAR BASE SHOULD BE PLACED IN MAXIMUM 300mm LIFTS AND COMPACTED TO AT LEAST 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE. ANY ADDITIONAL GRANULAR FILL USED BELOW THE PROPOSED PAVEMENT SHOULD BE PLACED IN MAXIMUM 300mm LIFTS AND COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE.
5. ROADWAY SUBGRADE TO BE INSPECTED BY THE GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION TO REVIEW IF A WOVEN GEOTEXTILE IS REQUIRED BELOW THE GRANULAR MATERIALS; AND TO CONFIRM THE DEPTH AND COMPACTION OF GRANULAR 'B'
6. PRIOR TO PLACEMENT OF TOPLIFT, THE CONTRACTOR SHALL ADJUST ALL STRUCTURES TO FINAL GRADE PER CITY OF OTTAWA STANDARDS.
7. MINIMUM OF 2% GRADE FOR ALL GRASS AREAS UNLESS OTHERWISE NOTED.
8. MAXIMUM TERRACING GRADE TO BE 3:1 UNLESS OTHERWISE NOTED.
9. ALL GRADES BY CURBS ARE EDGE OF PAVEMENT GRADES UNLESS OTHERWISE INDICATED.

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

No.	REVISION	DATE	BY
1.	CLIENT COORDINATION	JUL 29/25	LRW

SCALE 1:150

DESIGN LRW · CHECKED MAB · DRAWN LPA · CHECKED LRW · APPROVED MAB

FOR REVIEW ONLY

LICENSED PROFESSIONAL ENGINEER L. R. WILSON 100160065 PROVINCE OF ONTARIO

LICENSED PROFESSIONAL ENGINEER M.A. BISSETT PROVINCE OF ONTARIO

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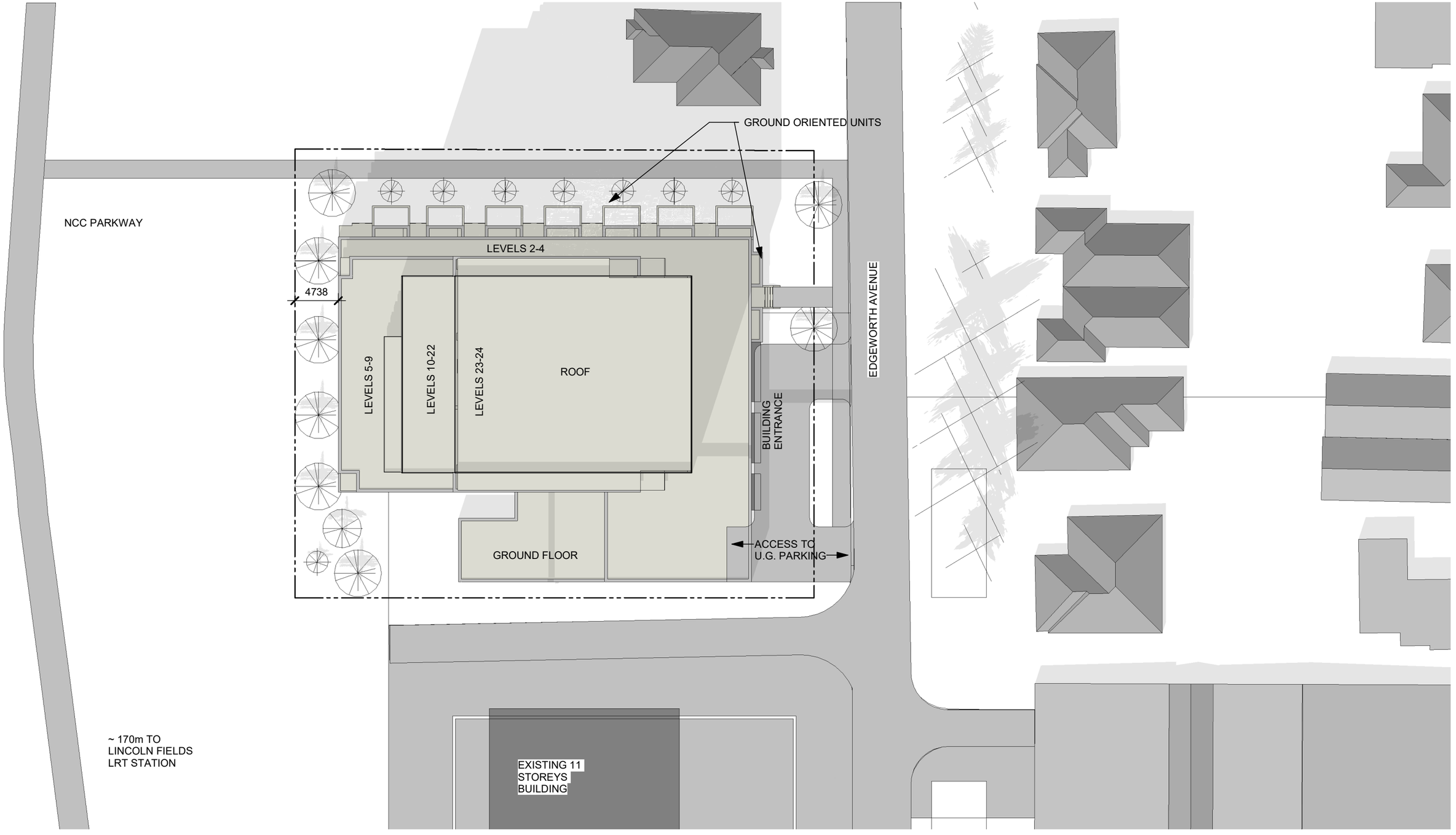
Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

LOCATION
CITY OF OTTAWA
500 EDGEWORTH AVENUE

DRAWING NAME
GRADING PLAN

PROJECT No. 121109
REV # 1
DRAWING No. 121109-GR



rla/architecture

SITE PLAN

SCALE: 1 : 400

DATE: 2025-03-14

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY RIB

SHEET # D001

PROJ. No. 0001

PLOT DATE: 2025-03-17 12:11:53 PM

PLOT SCALE: 1:1

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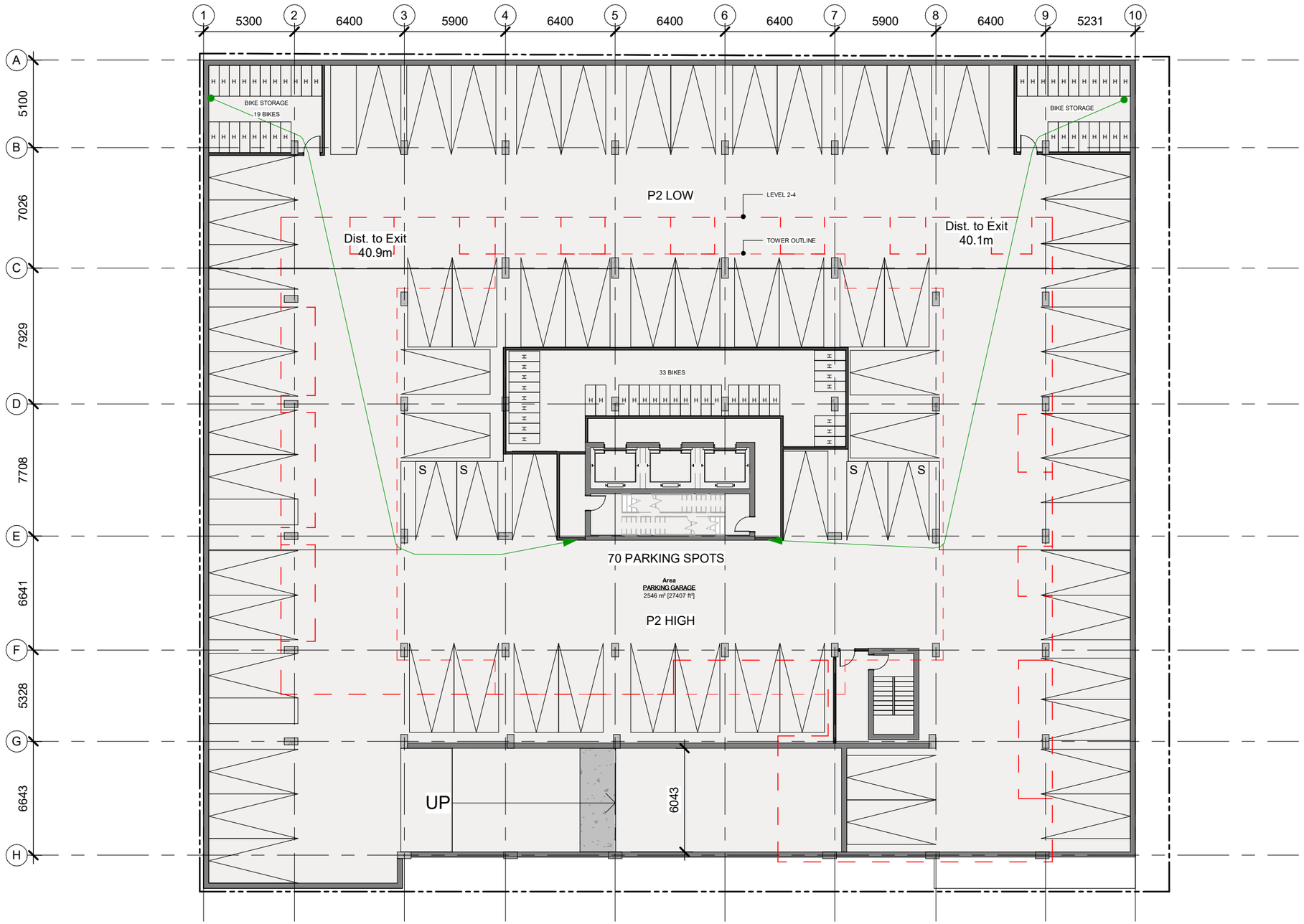
Construction Area, level P2	
Area	Level
27,407 ft²	P2



rla/architecture

P2 PARKING PLAN

SCALE: 1 : 250

DATE: 2025-03-14

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY
Author

SHEET #
D101

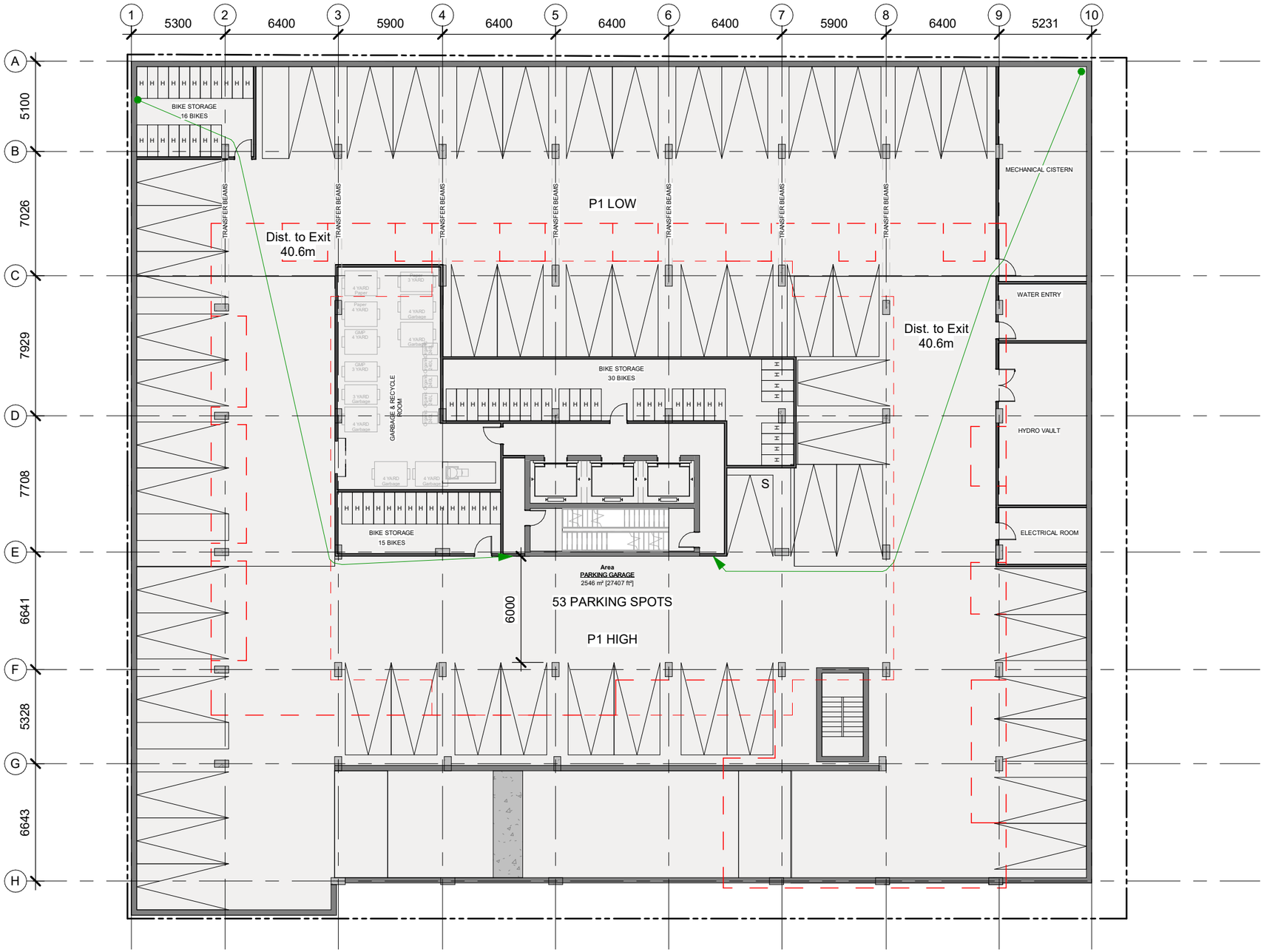
PROJ. No. 0001

PLOT DATE: 2025-03-18 1:31:05 PM

PLOT SCALE: 1:1

PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)

Construction Area, level P1	
Area	Level
27,407 ft²	P1



rla/architecture

P1 PARKING PLAN

SCALE: 1 : 250

DATE: 2025-03-14

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY
RIB

SHEET #
D102

PROJ. No. 0001

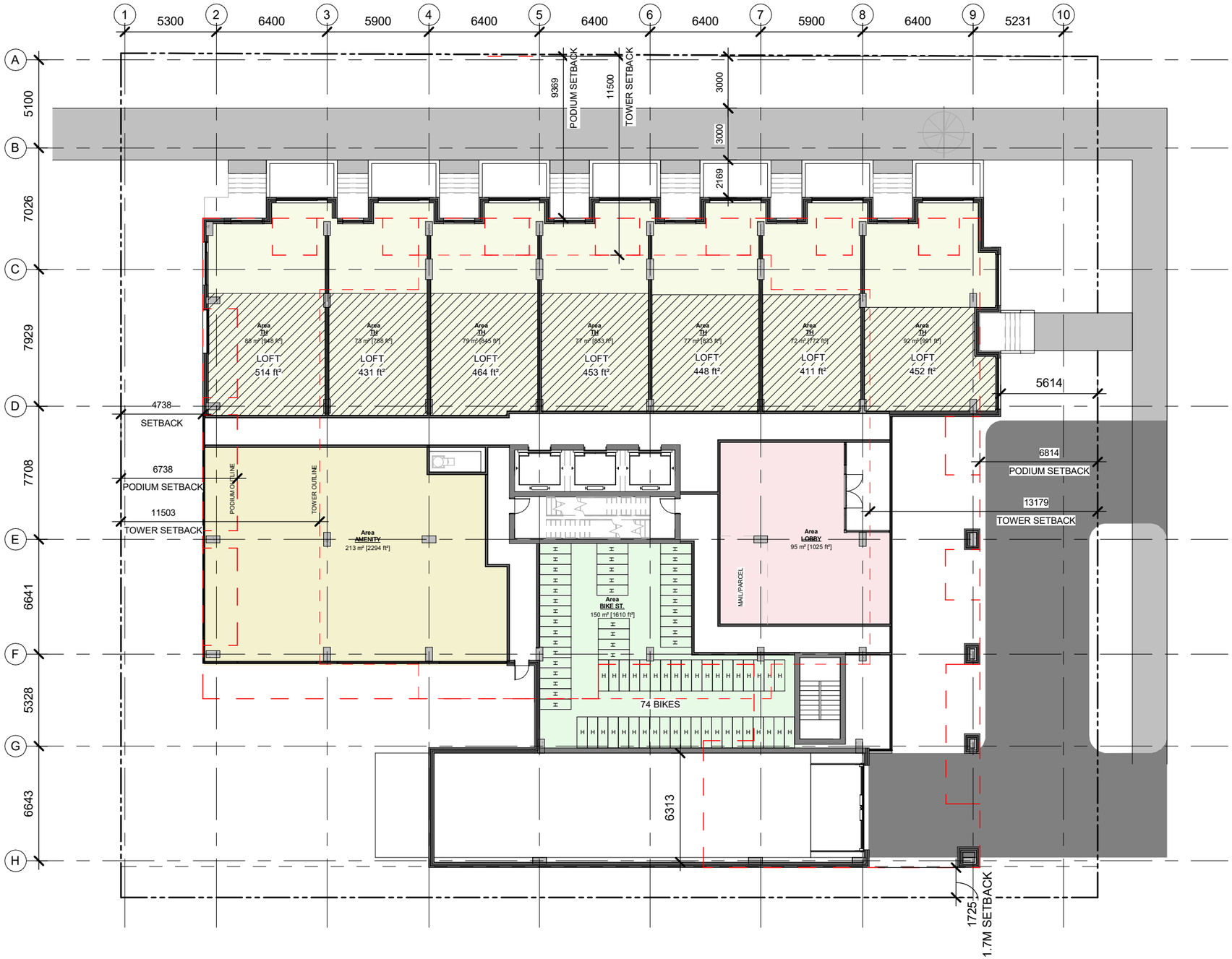
PLOT DATE: 2025-03-18 1:31:05 PM

PLOT SCALE: 1:1

PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)

Construction Area, Ground Floor	
Area	Level
15,195 ft²	T/O - GROUND FLOOR

Leasable Area, Ground Floor	
Area	Level
6,009 ft²	T/O - GROUND FLOOR



rla/architecture

GROUND FLOOR PLAN

SCALE: 1 : 250

DATE: 2025-03-14

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY RIB

SHEET # D103

PROJ. No. 0001

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PLOT SCALE: 1:1

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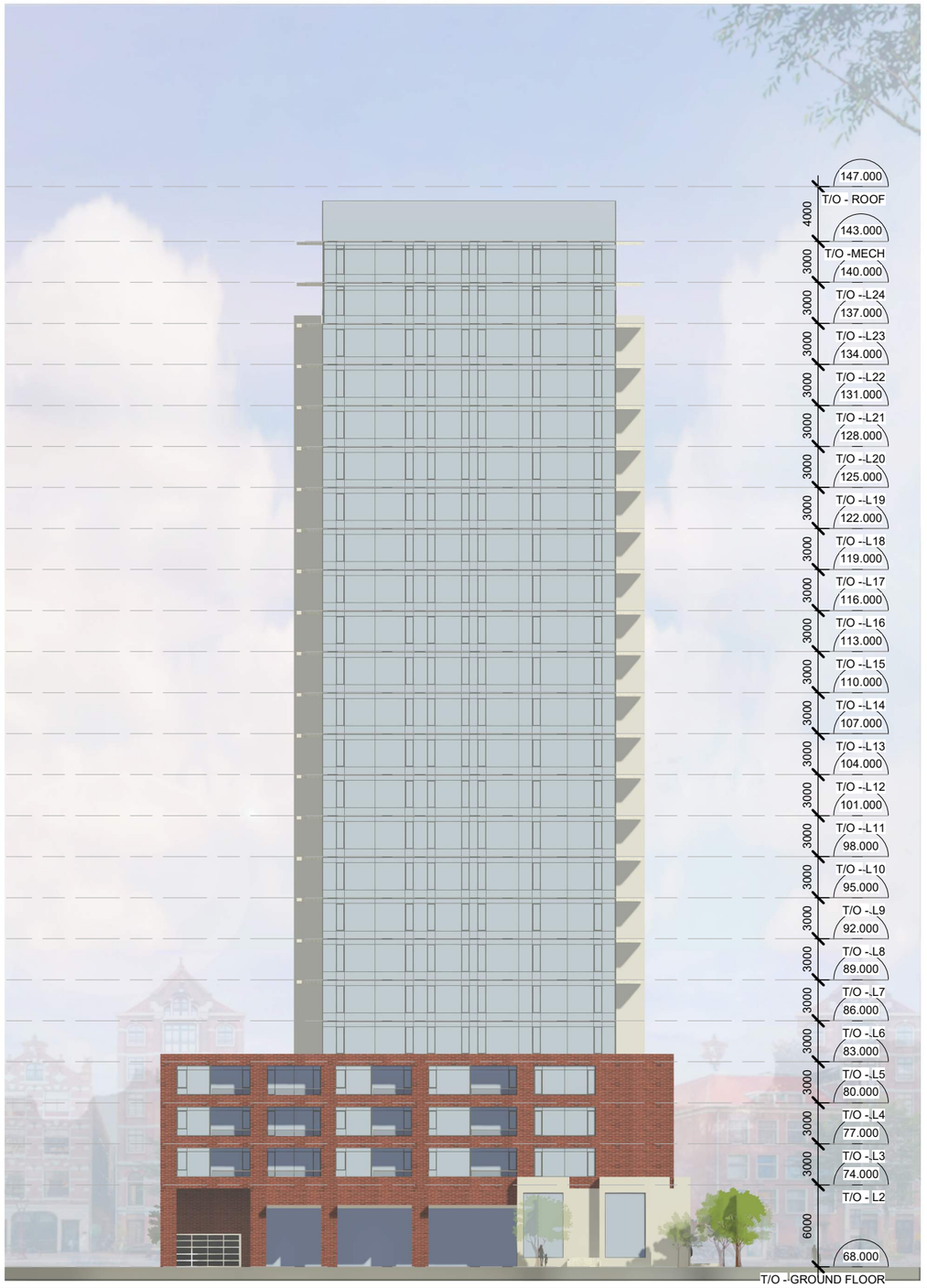

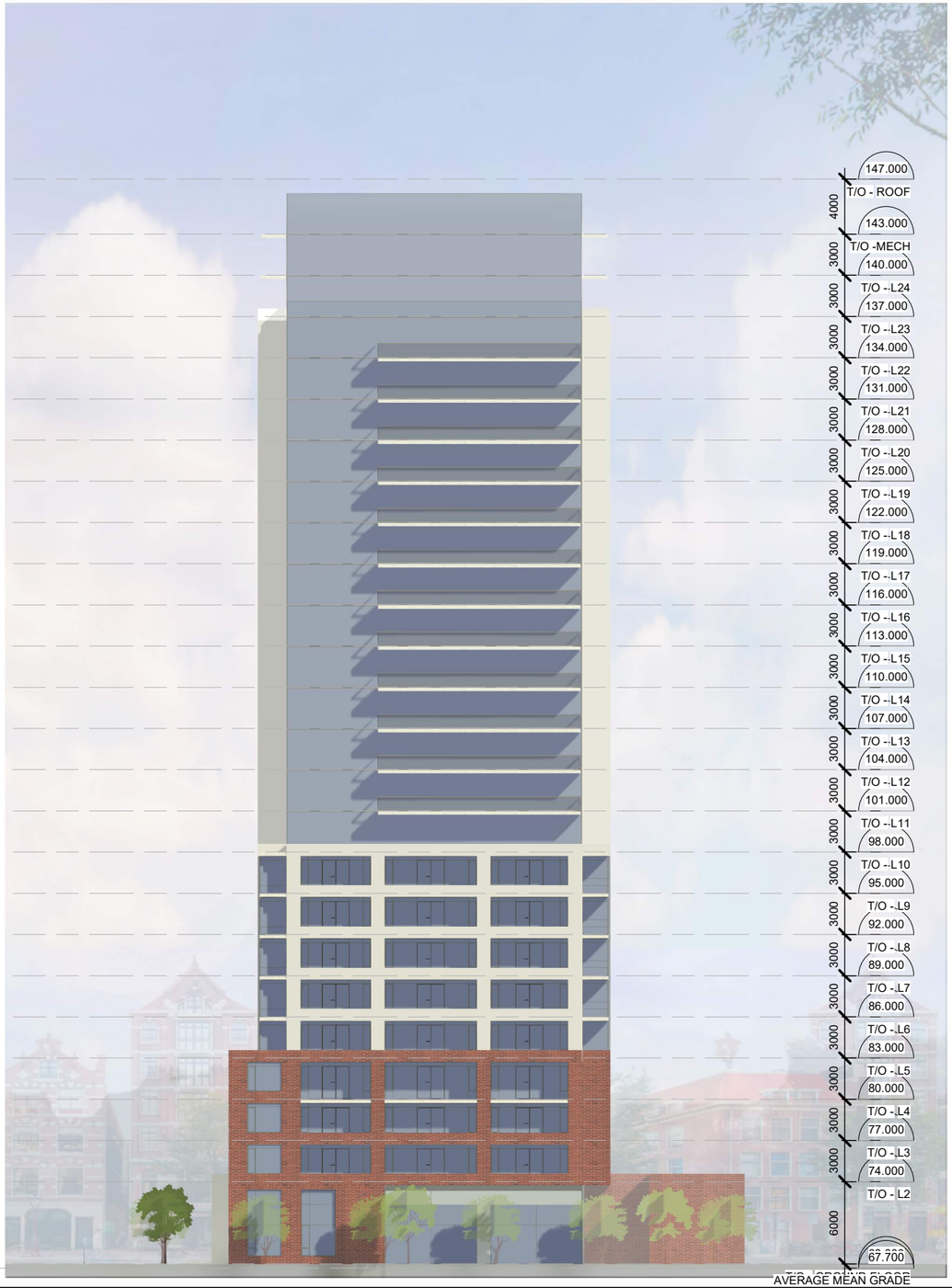

rla/architecture

EDGEWORTH ELEVATION & PARKLAND ELEVATION

SCALE: 1 : 400

DATE: 2025-03-14

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY
Author

SHEET #
D200

PROJ. No. 0001

PLOT DATE: 2025-03-17 12:00:06 PM

PLOT SCALE: 1:1

PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)

rla/architecture

NORTH AND SOUTH ELEVATION

SCALE: 1 : 400

DATE: 2025-03-14

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY
Author

SHEET #
D201

PROJ. No. 0001

PLOT DATE: 2025-03-17 12:00:39 PM

PLOT SCALE: 1:1

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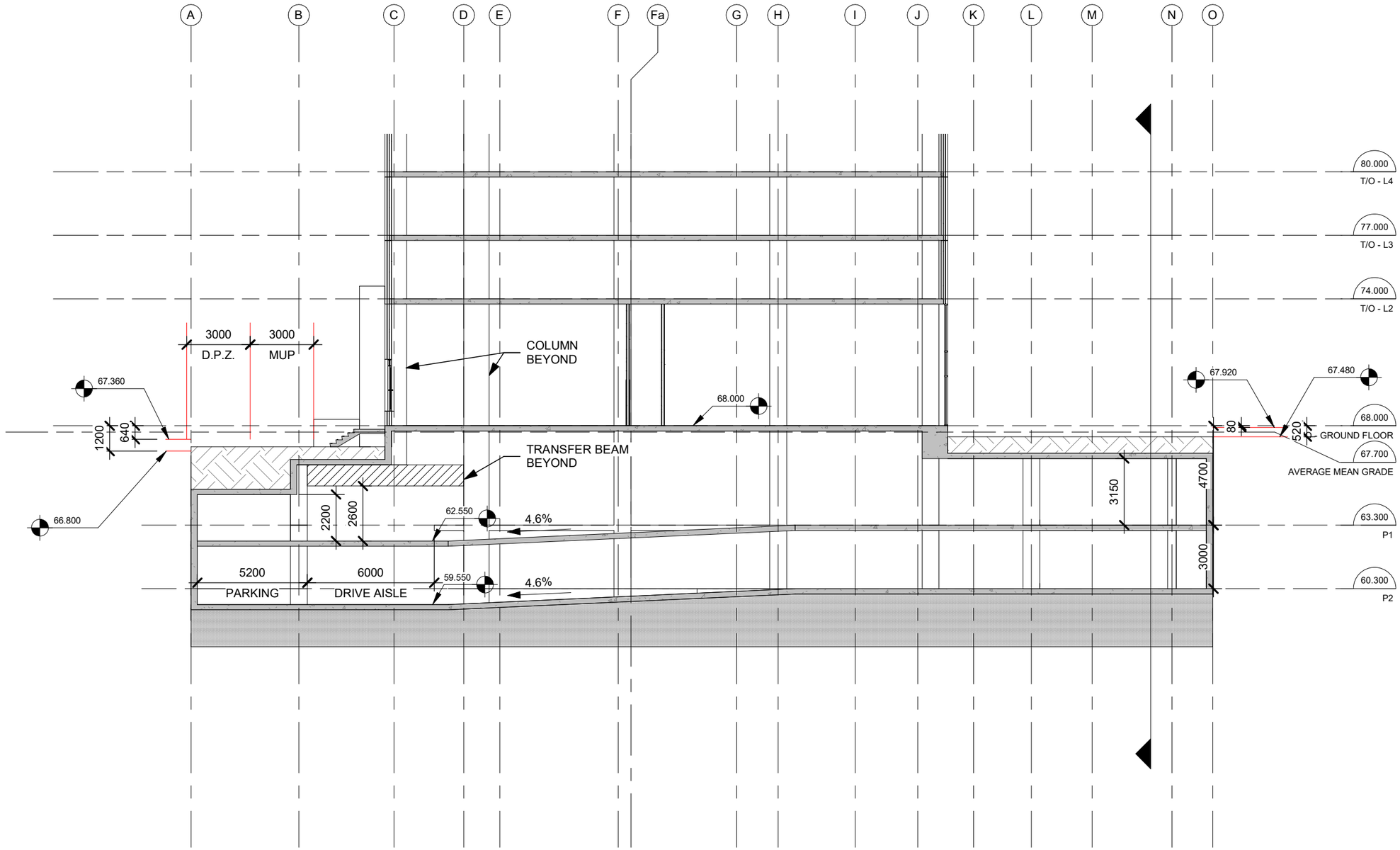

1 / D301 Section 3

1 : 200

rla/architecture

Parking & Podium Section

SCALE: 1 : 200

DATE: 2025-01-08

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY LJM

SHEET # D301

PROJ. No. 0001

PLOT DATE: 15/01/2025 12:46:11 PM

PLOT SCALE: 1:1

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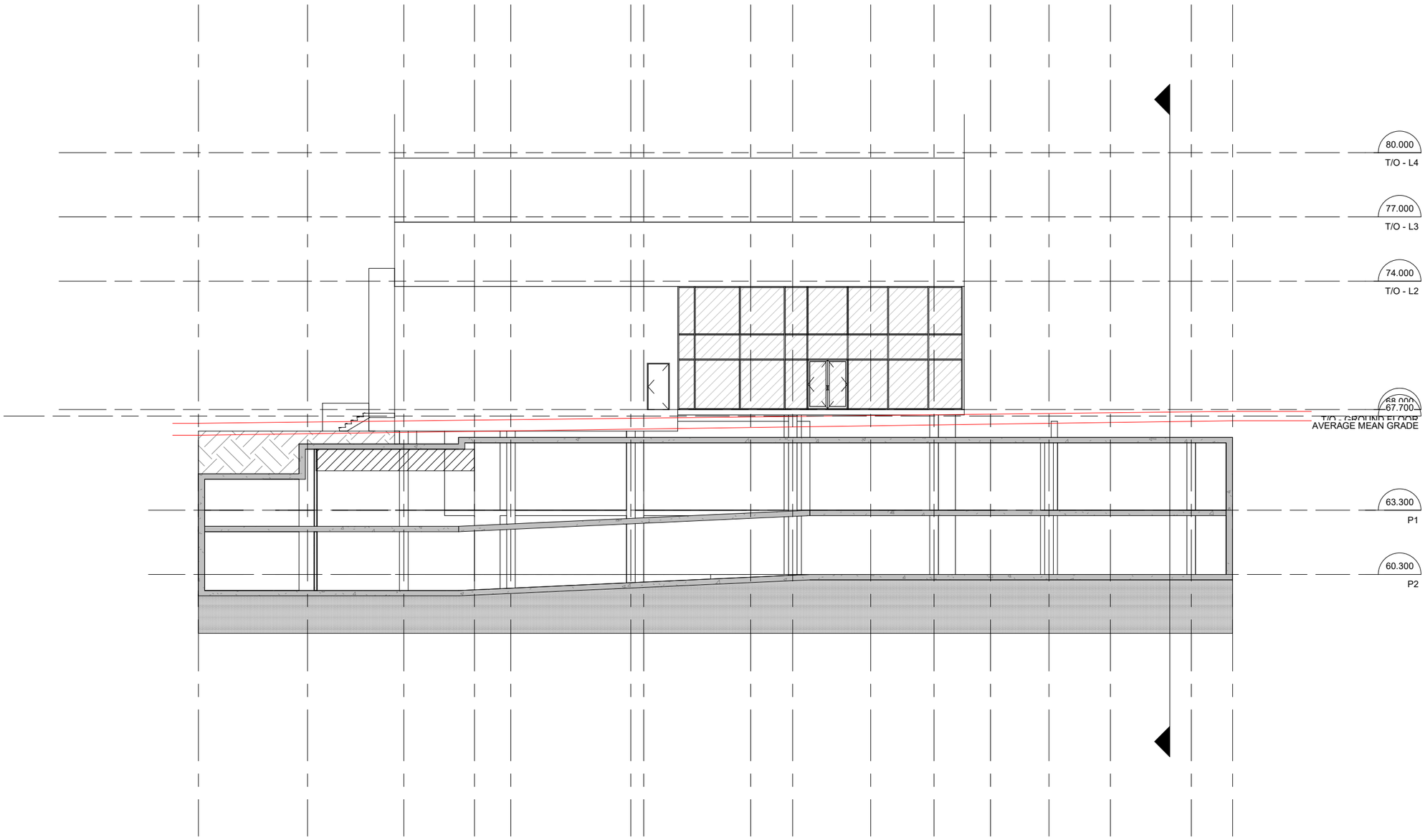


1 / D302 Section 5

1 : 200

rla/architecture

Parking & Podium Section

SCALE: 1 : 200

DATE: 2025-01-08

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY Author

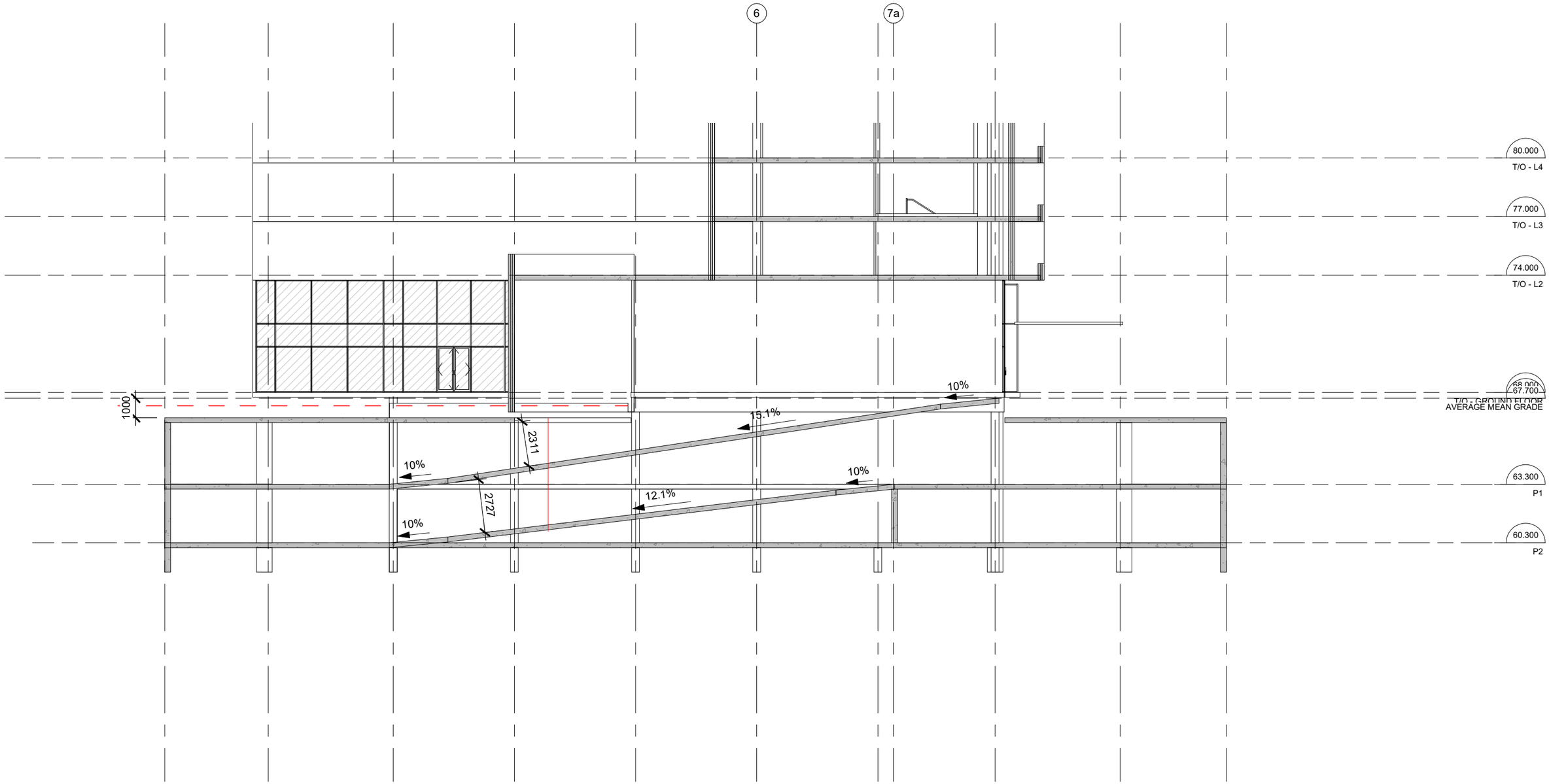
SHEET # D302

PROJ. No. 0001

PLOT DATE: 15/01/2025 12:46:12 PM

PLOT SCALE: 1:1

PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)



1 / D303 Section 6

1 : 200

rla/architecture

Parking Ramp Section

SCALE: 1 : 200

DATE: 2025-01-08

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY Author

SHEET # D303

PROJ. No. 0001

PLOT DATE: 15/01/2025 12:46:12 PM

PLOT SCALE: 1:1

PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)

APPENDIX B

Geotechnical Investigation: Prepared by EXP Services Inc., Project Number: OTT-23002437-B0, Dated July 22, 2025

Geotechnical Investigation Report
Proposed Residential Development
500 and 508 Edgeworth Avenue
Ottawa, Ontario

Client:
Edgeworth Development Lands Corp.
451 Daly Avenue, 2nd Floor
Ottawa, Ontario K1N 6H6
Attn: Ravi Shanghavi

Type of Document:
Draft Report

Project Number:
OTT-23002437-B0

Prepared By:
EXP Services Inc.
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Date Submitted:
July 22, 2025

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Executive Summary

Introduction

EXP Services Inc. (EXP) is pleased to present the results of the geotechnical investigation completed for the proposed residential development to be located at 500 and 508 Edgeworth Avenue, Ottawa, Ontario (Figure 1). The terms of reference for this geotechnical investigation were provided in our proposal dated May 7, 2025 (Proposal No. OTT-23002437-A0). Authorization to proceed with this geotechnical investigation was provided by Edgeworth Development Lands Corp.

Phase One and Two Environmental Site Assessments (ESAs) by EXP were undertaken concurrently with this geotechnical investigation and are provided in separate reports.

Proposed Development

Site plans completed by RLA Architecture and dated January 2025 indicate the proposed development will consist of a twenty-four (24) storey residential apartment building with one (1) and four (4) storey podiums and a two (2) level underground parking garage. The underground parking garage will occupy the majority of the site. The site plans indicate that the average design elevation for the final exterior grade of the site will be Elevation 67.70 m, the ground floor will be at design Elevation 68.00 m and the lowest floor of the parking garage will be at design elevation ranging from Elevation 59.55 m to Elevation 60.30 m.

Fieldwork Program

The borehole fieldwork was conducted on June 19 and 20, 2025 and consists of six (6) boreholes (Borehole Nos. 25-01 to 25-06) advanced to termination and auger refusal depths ranging from 3.3 m to 9.2 m depths below existing grade. The fieldwork was supervised on a full-time basis by a representative from EXP. The locations and geodetic elevations of the boreholes were determined on site by EXP. A 50 mm diameter PVC monitoring well with screened section was installed in four (4) boreholes (Borehole Nos. 25-01, 25-02, 25-03, and 25-06) for long-term monitoring of groundwater levels and for sampling the groundwater as part of the Phase Two ESA. The monitoring wells were installed in accordance with EXP standard practice and the installation configurations are documented on the respective borehole logs. The boreholes were backfilled upon completion of drilling and installation of the monitoring wells.

Subsurface Conditions

The boreholes revealed that the subsurface conditions beneath a surficial topsoil layer are underlain by fill, a buried topsoil layer, very loose to very dense glacial till contacted at 0.8 m to 1.7 m depths (Elevation 66.9 m to Elevation 65.2 m). Auger refusal was met in the boreholes at 3.3 m to 5.1 m depths (Elevation 62.8 m to Elevation 61.7 m) on inferred cobbles, boulders within the glacial till or on bedrock. Shale bedrock with frequent limestone seams and layers was confirmed in Borehole No. 25-04 at a 5.1 m depth (Elevation 62.1 m). The groundwater level was at 1.5 m to 3.4 m depths (Elevation 64.69 m to Elevation 64.17 m).

Geotechnical Engineering Comments and Recommendations

Site Classification

Based on a review of the borehole information and the design elevation of the lowest floor in the underground parking garage of Elevation 59.55 m to Elevation 60.30 m, it is considered feasible to support the proposed storey building with a two (2) level underground parking garage by strip and spread footings founded on the competent sound shale bedrock that is free of soil seams, weathered zones and loose material (soil and bedrock pieces).

For footings founded on sound shale bedrock and based on Table 4.1.8.4.-B of the 2024 Ontario Building Code (OBC), the site classification and designation for seismic design would be Site Class C and Site Designation X_c.

A higher site class and designation may be available if a seismic shear wave survey is conducted on the site and provided the underside of the footings recommended in this report to support the proposed building are founded on the sound shale bedrock.

Liquefaction Potential of Soils

Since the construction of the two (2) level underground parking garage would require the excavation and removal of all soils down to the bedrock, the determination as to whether or not the soils are liquefiable during a seismic event does not need to be considered in the design of the proposed development.

Site Grade Raise

The borehole information indicates that compressible clays do not exist at the site. Therefore, from a geotechnical perspective, there is no restriction to raising the grades at the site.

Foundation Considerations

Based on a review of the borehole information, the proposed apartment building may be supported by strip and spread footings founded directly on the shale bedrock below Elevation 60.30 m that is free of soil seams, weathered zones or loose material and designed for a factored geotechnical resistance at ultimate limit state (ULS) of 3000 kPa. The factored ULS value includes a geotechnical resistance factor of 0.5. The serviceability limit state (SLS) bearing pressure of the bedrock, required to produce 25 mm total settlement of the structure will be much larger than the recommended value for factored geotechnical resistance at ULS. Therefore, the factored geotechnical resistance at ULS will govern the design.

The 2023 Fifth Edition Canadian Foundation Engineering Manual (CFEM) indicates the unfactored coefficient of friction at ULS between the concrete of the underside of the footing and clean sound rock is 0.70. A geotechnical resistance factor of 0.8 should be applied to the unfactored ULS to determine the factored ULS value of 0.56.

Floor Slab and Drainage Requirements

The lowest floor of the parking garage may be designed as a slab-on-grade set on the competent sound bedrock subgrade and may be constructed as a concrete slab-on-grade or as a paved surface. The concrete and asphalt pavement structures indicated in the attached report are for light duty traffic only (cars). EXP can provide concrete and asphalt pavement structures for heavy duty traffic (cars and trucks), if required. The exposed bedrock surface should be examined by a geotechnician and any weathered zones, soil seams or loose material (soil and bedrock pieces) should be excavated and removed from the exposed bedrock subgrade within the floor area.

The lowest floor level for the parking garage is anticipated to be located below the groundwater level. Therefore, underfloor and perimeter drainage systems will be required for the proposed below grade parking garage.

Excavations and Dewatering Requirements

Excavation of the soils may be undertaken using heavy equipment capable of removing cobbles, boulders and debris within the soils and existing subsurface concrete footings, foundation walls and floor slabs from the demolition of the existing buildings.

All excavations must be undertaken in accordance with the Occupational Health and Safety Act (OHSA), Ontario Reg. 213/91. Based on the definitions provided in OHSA, the subsurface soils on site are considered to be Type 3 and as such must be cut back at 1H:1V from the bottom of the excavation. Within zones of persistent seepage and below the groundwater level in the soils, the excavation side slopes are expected to slough and eventually stabilize at a slope of 2H:1V to 3H:1V.

It is anticipated that due to the significant depth of the excavation for the proposed building and the proximity of the excavation to existing buildings, infrastructure and roadways, the excavations will likely have to be undertaken within the confines of a shoring system. The shoring system may consist of steel H soldier pile and timber lagging system, interlocking sheeting system and/or secant pile shoring system. The most appropriate type of showing will be best established once the final design plans are available.

The excavations are anticipated to extend into the bedrock. Excavations within the weathered zone of the bedrock and for shallow excavations into the competent sound bedrock may be excavated using a hoe ram for the removal of small quantities of the bedrock; however, this process is expected to be very slow. The excavation of the competent sound limestone bedrock to extensive depths below the bedrock surface will likely require line drilling and blasting techniques. Contractors bidding on this project should decide on their own the most preferred rock removal method; hoe ramming or line drilling and blasting.

The excavation side slopes in the weathered limestone bedrock may be cut back at a 1H:1V gradient from the bottom of the weathered bedrock zone. Excavations within the sound bedrock may be undertaken with near vertical sides subject to review by a geotechnical engineer. The rock face of the excavation may require support in the form of shotcreting, wire mesh and/or rock bolts. The need for and type of rock support is best determined during on-site examination of the bedrock during excavation operations.

Excavations above the groundwater may be dewatered by conventional sump pumping techniques. Excavations below the groundwater level and within the shored excavation, where seepage of water should still be anticipated, water may be removed by collecting the water at low points within the shored excavation and pumping from sumps. In areas of high infiltration, a higher seepage rate should be anticipated and high-capacity pumps may be required to keep the excavation dry.

Pipe Bedding Requirements

The pipe bedding including material specifications, thickness of cover material and compaction requirements should conform to the relevant OPSS or municipality specifications, drawings and special provisions. The bedding and cover material should be compacted to a minimum of 95 percent standard Proctor maximum dry density (SPMDD). It is recommended that the pipe bedding be a minimum 150 mm thick and consist of OPSS Granular A. The bedding material should be placed along the sides and on top of the pipe to provide a minimum cover thickness of 300 mm.

Backfilling Requirements

It is anticipated that the majority of the material required for backfilling purposes would have to be imported and should preferably conform to the recommendation provided in the attached geotechnical report.

Tree Planting Restrictions

Since sensitive compressible clays were not encountered at the site, there are no restrictions to tree planting from a geotechnical perspective.

Additional Studies

Since the presence of bedrock was confirmed in only one (1) borehole (Borehole No. 25-04), it is recommended that additional boreholes be undertaken to confirm the depth (elevation) and quality of the bedrock across the site. Based on the findings from the additional boreholes, the comments provided in this geotechnical report may need to be updated.

It is recommended that a hydrogeological assessment (study) be completed at the site as part of the detail design to establish the quantity of water to be removed from the site for water taking permit requirements as well as to determine the potential impact on the neighboring properties as the results of the dewatering activities. Based on the findings from the hydrogeological assessment (study), the comments provided in this geotechnical report may need to be updated.

Closure

The above and other related considerations are discussed in greater detail in the main body of the attached geotechnical report.

This executive summary is a brief synopsis of the report and should not be read in lieu of reading the attached geotechnical report in its entirety.

1. Introduction

EXP Services Inc. (EXP) is pleased to present the results of the geotechnical investigation completed for the proposed residential development to be located at 500 and 508 Edgeworth Avenue, Ottawa, Ontario (Figure 1). The terms of reference for this geotechnical investigation were provided in our proposal dated May 7, 2025 (Proposal No. OTT-23002437-A0). Authorization to proceed with this geotechnical investigation was provided by Edgeworth Development Lands Corp.

Phase One and Two Environmental Site Assessments (ESAs) by EXP were undertaken concurrently with this geotechnical investigation and are provided in separate reports.

At the time of this geotechnical report the site was occupied by two (2) single-detached residential dwellings that will have to be demolished as part of the proposed new residential development.

Site plans completed by RLA Architecture and dated January 2025 indicate the proposed development will consist of a twenty-four (24) storey residential apartment building with one (1) and four (4) storey podiums and a two (2) level underground parking garage. The underground parking garage will occupy the majority of the site. The site plans indicate that the average design elevation for the final exterior grade of the site will be Elevation 67.70 m, the ground floor will be at design Elevation 68.00 m and the lowest floor of the parking garage will be at design elevation ranging from Elevation 59.55 m to Elevation 60.30 m.

The geotechnical investigation was undertaken to:

a) Establish the subsurface soil and groundwater conditions at six (6) boreholes located on the site,

b) Provide the site classification and designation for seismic design in accordance with the requirements of the 2024 Ontario Building Code (OBC) and assess the potential for liquefaction of the subsurface soils during a seismic event,

c) Comment on grade-raise restrictions,

d) Make recommendations regarding the most suitable type of foundations, founding depth and bearing pressure at serviceability limit state (SLS) and factored geotechnical resistance at ultimate limit state (ULS) of the founding strata for the new residential building and comment on the anticipated total and differential settlements of the recommended foundation type,

e) Comment on slab-on-grade construction and the requirement for perimeter and underfloor drainage systems,

f) Provide lateral earth pressure parameters (static and seismic states) for the design of the subsurface basement walls,

g) Comment on excavation conditions and de-watering requirements during construction,

h) Provide pipe bedding requirements,

i) Discuss backfilling requirements and suitability of on-site soils for backfilling purposes; and

j) Comment on subsurface concrete requirements and corrosion potential of subsurface soils to buried metal structures/members.

The comments and recommendations given in this report are based on the assumption that the above-described design concepts will proceed into construction. If changes are made either in the design phase or during construction, this office must be retained to review these modifications. The result of this review may be a modification of our recommendations or it may require additional field or laboratory work to check whether the changes are acceptable from a geotechnical viewpoint.

2. Site Description

The site is located within a residential area of the city of Ottawa. The site is bounded by Edgeworth Avenue to the east, the City of Ottawa landscaped parkland and pathway to the west and residential properties to the north and south. The site is currently occupied by two (2) single-detached residential dwellings.

Based on the ground surface elevations indicated on a plan in the Surveyor's Real Property Report titled, Topographic Details Part 1 Showing Part of Lots 108 and 109 Registered Plan 305 City of Ottawa dated October 16, 2023 and prepared by J.D. Barnes Limited, the existing ground surface slopes gradually downwards from east to west with ground surface elevations ranging from Elevation 67.92 m at the southeast corner to Elevation 65.97 m at the northwest corner. A concrete retaining wall exists along the south property line to separate an elevation change of approximately 0.5 m to 0.8 m where the subject site is at lower elevation.

3. Geology of the Site

3.1 Surficial Geology Map

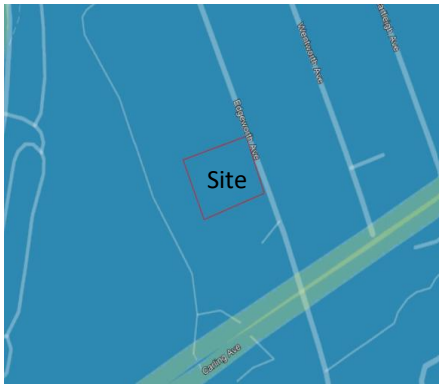
The surficial geology was reviewed via the Google Earth application using the map published by the Ontario Ministry of Energy, Northern Development and Mines available via www.mndm.gov.on.ca/en/mines-and-minerals/applications/ogsearth/surficial-geology and was last modified on May 23, 2017. The map indicates the site is underlain by stone-poor, sandy silt to silty sand-textured glacial till on Paleozoic terrain. The surficial deposits are shown in Image 1 below.

Stone-poor, sandy silt to silty sand-textured glacial till on Paleozoic terrain

Image 1 – Surficial Geology

3.2 Bedrock Geology Map

The bedrock geology was reviewed via the Google Earth application using the map published by the Ontario Ministry of Energy, Northern Development and Mines available via http://www.geologyontario.mndm.gov.on.ca/mines/data/google/MRD219/geology/doc.kml and published in 2007. The map indicates the site is underlain by sandstone, shale, limestone and dolostone of the Rockcliffe formation. The bedrock geology is shown in Image 2 below.



Sandstone, shale, limestone and dolostone of the Rockcliffe formation

Image 2 – Bedrock Geology

4. Procedure

The borehole fieldwork was conducted on June 19 and 20, 2025 and consists of six (6) boreholes (Borehole Nos. 25-01 to 25-06) advanced to termination and auger refusal depths ranging from 3.3 m to 9.2 m depths below existing grade. The fieldwork was supervised on a full-time basis by a representative from EXP.

The locations and geodetic elevations of the boreholes were determined on site by EXP and are shown on the Borehole Location Plan, Figure 2.

The borehole locations were cleared of private and public underground services prior to the start of the fieldwork.

The boreholes were advanced using a CME-55 LC rubber track mounted drill rig equipped with continuous flight hollow stem augers and conventional rock coring equipment. Standard penetration tests (SPTs) were performed in all the boreholes at 0.75 m depth intervals and soil samples retrieved by the split-barrel sampler. The bedrock was cored in one (1) borehole using the N-size core barrel and conventional rock coring techniques. A field record of wash water return, colour of wash water and any sudden drops of the core barrel were kept during the rock coring operations.

A 50 mm diameter PVC monitoring well with screened section was installed in four (4) boreholes (Borehole Nos. 25-01, 25-02, 25-03, and 25-06) for long-term monitoring of groundwater levels and for sampling the groundwater as part of the Phase Two ESA. The monitoring wells were installed in accordance with EXP standard practice and the installation configurations are documented on the respective borehole logs. The boreholes were backfilled upon completion of drilling and installation of the monitoring wells.

On completion of the borehole fieldwork, the soil samples and rock cores were transported to the EXP laboratory in Ottawa. The samples were reviewed by a geotechnical engineer and borehole logs prepared. The soils are classified by their main constituents in accordance with the Unified Soil Classification System (USCS) using the soil group name and symbol and by the modified Burmister soil classification method for the classification of the minor constituents of the soil using adjectives and modifiers such as trace and some.

The rock cores were visually examined by the geotechnical engineer and logged in general accordance with the 2023 Canadian Foundation Engineering Manual (CFEM) Fifth Edition. Photographs were taken of the bedrock cores.

The geotechnical laboratory testing program for the soil samples and rock cores is summarized in Table I.

Table I: Summary of Laboratory Testing Program

Type of Test	Number of Tests Completed
Soil Samples	
Natural Moisture Content Determination	39
Grain Size Analysis	3
Corrosion Analysis (pH, sulphate, chloride and resistivity)	1
Rock Cores	
Unconfined Compressive Strength and Natural Unit Weight Determination	3

5. Subsurface Conditions and Groundwater Levels

A detailed description of the subsurface conditions and groundwater levels from the boreholes are given on the attached Borehole Logs, Figure Nos. 3 to 8. The borehole logs and related information depict subsurface conditions only at the specific locations and times indicated. Subsurface conditions and water levels at other locations may differ from conditions at the locations where sampling was conducted. The passage of time also may result in changes in the conditions interpreted to exist at the locations where sampling was conducted.

Boreholes were drilled to provide representation of subsurface conditions as part of a geotechnical exploration program and are not intended to provide evidence of potential environmental conditions. Reference is made to the EXP Phase One and Two ESA reports regarding the environmental aspects of the soil and groundwater.

It should be noted that the soil and bedrock boundaries indicated on the borehole logs are inferred from non-continuous sampling and observations during drilling operations. These boundaries are intended to reflect approximate transition zones for the purpose of geotechnical design and should not be interpreted as exact planes of geological change. The "Notes on Sample Descriptions" preceding the borehole logs form an integral part of this report and should be read in conjunction with this report.

A review of the borehole logs indicates the following subsurface conditions with depth and groundwater level measurements.

5.1 Topsoil

A surficial topsoil layer was encountered in all boreholes with a thickness ranging from 75 mm to 124 mm thick.

5.2 Fill

Fill was encountered beneath the topsoil layer in all boreholes and extends to depths of 0.8 m to 1.5 m (Elevation 66.9 m to Elevation 65.2 m). The fill consists of sand and gravel to silty sand and gravel and contains brick fragments, topsoil inclusions, possible cobbles and boulders or large debris. The standard penetration test (SPT) N-values range from 3 to 23 indicating the fill is in a very loose to compact state. The moisture content of the fill ranges from 6 percent to 22 percent.

5.3 Buried Topsoil Layer

The fill layer in Borehole No. 25-04 is underlain by a 180 mm thick buried topsoil layer contacted at 1.5 m depth (Elevation 65.7 m).

5.4 Glacial Till

The topsoil and fill are underlain by glacial till in all boreholes and extends to a 5.1 m depth (Elevation 62.1 m) in Borehole No. 25-04. The glacial till consists of sandy silt with gravel and trace clay to silty sand with gravel and possible cobbles and boulders. The SPT N-values of the glacial till range from 2 to 92 indicating the glacial till is in a very loose to very dense state. The glacial till has localized zones of high SPT N-values for low sampler penetration depth likely resulting from the sampler contacting a cobble or boulder within the glacial till. The natural moisture content of the glacial till is 4 percent to 23 percent.

The results from the grain-size analysis conducted on three (3) samples of the glacial till is summarized in Table II. The grain-size distribution curves are shown in Figures 9 to 11.

Table II: Summary of Results from Grain-Size Analysis – Glacial Till						
Borehole No. (BH) – Sample No. (SS)	Depth (m)	Grain-Size Analysis (%)				
		Gravel	Sand	Silt	Clay	Soil Classification
BH25-01 – SS2	0.8 – 1.4	27	36	26	11	Silty Sand (SM): Gravelly, Some Clay
BH25-01 – SS6	3.8 – 4.2	31	48	16	5	Silty Sand (SM): Gravelly, Trace Clay
BH25-06 – SS3	1.5 – 2.1	12	42	34	12	Silty Sand (SM): Some Gravel and Clay

The results of the grain size analysis indicates the glacial till may be classified as a silty sand (SM) that is gravelly to containing some gravel trace to some clay.

5.5 Inferred Boulders or Bedrock

Auger refusal was met in all boreholes except Borehole No. 25-04 at 3.3 m to 5.1 m depths (Elevation 62.8 m to 61.7 m) on inferred cobbles or boulders within the glacial till or on inferred bedrock.

5.6 Shale Bedrock

Shale bedrock was contacted in Borehole No. 25-04 at a 5.1 m depth (Elevation 62.1 m). Photographs of the bedrock cores are shown in Figures 12 and 13.

Based on examination of the retrieved bedrock cores, the total core recovery (TCR) was determined to be 100 percent and the rock quality designation (RQD) was determined to be 63 percent to 97 percent indicating the bedrock has a fair to excellent quality.

Based on visual examination of the bedrock cores, the bedrock is considered to be shale bedrock with frequent limestone seams and layers. As previously indicated, the shale bedrock is of the Rockcliffe formation as indicated by the available bedrock geology maps including Generalized Bedrock Geology Ottawa - Hull, Ontario and Quebec; Geological Survey of Canada, Map 1508A (1979), and the online map published by the Ontario Ministry of Energy, Northern Development and Mines available via http://www.geologyontario.mndm.gov.on.ca/mines/data/google/MRD219/ geology/doc.kml and published in 2007.

The unconfined compressive strength and natural unit weight of the shale bedrock was determined and the results are given in Table III below.

Table III: Summary of Unconfined Compressive Strength and Unit Weight of Bedrock			
Borehole No. (BH) – Run No.	Depth (Elevation, m)	Unconfined Compressive Strength (MPa)	Natural Unit Weight (kN/m^3)
BH25-04 - Run 1	5.6 (61.59)	109.0	27.1
BH25-04 - Run 2	6.3 (60.89)	112.0	25.8
BH25-04 – Run 3	8.0 (59.19)	54.0	26.0

The bedrock is considered to be strong (R4) to very strong (R5) according to the 2023 Fifth Edition Canadian Foundation Engineering Manual.

5.7 Groundwater Level Measurements

A summary of the groundwater level measurements taken in the boreholes equipped with monitoring wells on July 4, 2025 is shown in Table IV.

Table IV: Summary of Groundwater Level Measurements

Borehole (BH)/ Monitoring Well (MW) No.	Ground Surface Elevation (m)	Date of Measurement (Elapsed Time in Days from Date of Installation)	Groundwater Depth Below Ground Surface (Elevation), m
BH/MW 25-01	67.61	July 4, 2025 (14 days)	3.0 (64.6)
BH/MW 25-02	67.69	July 4, 2025 (14 days)	3.0 (64.7)
BH/MW 25-03	67.57	July 4, 2025 (15 days)	3.4 (64.2)
BH/MW 25-06	66.11	July 4, 2025 (15 days)	1.5 (64.6)

Based on the July 4, 2025 set of measurements, the groundwater level is at 1.5 m to 3.4 m depths (Elevation 64.7 m to 64.2m).

The groundwater levels were determined in the boreholes at the time and under the conditions stated in the report. Note that fluctuations in the level of groundwater may occur due to a seasonal variation such as precipitation, snowmelt, rainfall activities, and other factors not evident at the time of measurement and therefore may be at a higher level during wet weather periods.

6. Site Classification and Designation and Liquefaction Potential of Soils for Seismic Design

6.1 Site Classification

Based on a review of the borehole information and the design elevation of the lowest floor in the underground parking garage of Elevation 59.55 m to Elevation 60.30 m, it is considered feasible to support the proposed storey building with a two (2) level underground parking garage by strip and spread footings founded on the competent sound shale bedrock that is free of soil seams, weathered zones and loose material (soil and bedrock pieces).

For footings founded on sound shale bedrock and based on Table 4.1.8.4.-B of the 2024 Ontario Building Code (OBC), the site classification and designation for seismic design would be Site Class C and Site Designation X_C.

A higher site class and designation may be available if a seismic shear wave survey is conducted on the site and provided the underside of the footings recommended in this report to support the proposed building are founded on the sound shale bedrock.

6.2 Liquefaction Potential of Subsurface Soils

Since the construction of the two (2) level underground parking garage would require the excavation and removal of all soils down to the bedrock, the determination as to whether or not the soils are liquefiable during a seismic event does not need to be considered in the design of the proposed development.

7. Grade Raise Restrictions

The borehole information indicates that compressible clays do not exist at the site. Therefore, from a geotechnical perspective, there is no restriction to raising the grades at the site.

8. Foundation Considerations

The set of drawings, Drawing Nos. SP-1 dated January 13, 2025 and D301 to D303, dated January 8, 2025 and prepared by RLA Architecture indicate the proposed development will consist of a twenty-four (24) storey apartment building with two (2) levels of underground parking with the lowest basement level being at Elevation 59.55 m to Elevation 60.30 m. Design elevations for the final exterior grade of the site will be at Elevation 66.80 m on the west side and Elevation 67.80 m on the east side and the finished floor elevation will be Elevation 68.00 m throughout.

Based on a review of the borehole information, the proposed apartment building may be supported by strip and spread footings founded directly on the shale bedrock below Elevation 60.30 m.

The proposed building may be supported by strip and spread footings founded on the competent sound shale bedrock that is free of soil seams, weathered zones or loose material and designed for a factored geotechnical resistance at ultimate limit state (ULS) of 3000 kPa. The factored ULS value includes a geotechnical resistance factor of 0.5. The serviceability limit state (SLS) bearing pressure of the bedrock, required to produce 25 mm total settlement of the structure will be much larger than the recommended value for factored geotechnical resistance at ULS. Therefore, the factored geotechnical resistance at ULS will govern the design.

Since the presence of bedrock was confirmed in one (1) borehole only (Borehole No. 25-04), it is recommended that additional boreholes be undertaken at the site to confirm the depth (elevation) and quality of the bedrock across the site. Based on the findings from the additional boreholes, the comments provided in this geotechnical report may need to be updated.

Footings founded at different elevations in the competent sound bedrock should be located such that the higher footing is located behind a line drawn up at 6V:1H from the bottom of the limit of the footing excavation of the lower footing.

The exposed bedrock subgrade for footings should be examined by a geotechnician to ensure the exposed bedrock subgrade is capable of supporting the recommended factored ULS value and that the footing beds have been properly prepared. Where weathered zones of the bedrock, soil seams and loose material (soil and bedrock pieces) are encountered at the founding surface of the exposed bedrock, these materials will require sub-excavation and removal down to the underlying competent sound bedrock. As previously indicated, the footing may be stepped down to the competent sound bedrock in these areas or the sub-excavated area may be backfilled using 20 MPa concrete (or compressive strength specified by the structural engineer) placed on the competent sound bedrock and backfilled to the design underside of footing elevation.

Footings founded on the competent sound shale bedrock below weathered zones, soft soil/rock seams and loose material do not require frost protection.

The recommended factored geotechnical resistance at ULS has been calculated by EXP from the borehole information for the design stage only. The investigation and comments are necessarily on-going as new information of underground conditions becomes available. For example, more specific information is available with respect to conditions between boreholes when foundation construction is underway. The interpretation between boreholes and the recommendations of this report must therefore be checked through field monitoring provided by an experienced geotechnical engineer to validate the information for use during the construction stage.

8.1 Sliding Resistance for Footings

The 2023 Fifth Edition Canadian Foundation Engineering Manual (CFEM) indicates the unfactored coefficient of friction at ULS between the concrete of the underside of the footing and clean sound rock is 0.70. A geotechnical resistance factor of 0.8 should be applied to the unfactored ULS to determine the factored ULS value of 0.56.

9. Floor Slab and Drainage Requirements

The lowest floor of the parking garage may be designed as a slab-on-grade set on the competent sound bedrock subgrade and may be constructed as a concrete slab-on-grade or as a paved surface. The concrete and asphalt pavement structures indicated below are for light duty traffic only (cars). EXP can provide concrete and asphalt pavement structures for heavy duty traffic (cars and trucks), if required. The exposed bedrock surface should be examined by a geotechnician and any weathered zones, soil seams or loose material (soil and bedrock pieces) should be excavated and removed from the exposed bedrock subgrade within the floor area.

The lowest floor level for the parking garage is anticipated to be located below the groundwater level. Therefore, underfloor and perimeter drainage systems will be required for the proposed below grade parking garage.

The underfloor drainage system may consist of 100 mm diameter perforated pipe or equivalent placed in parallel rows at 5 m to 6 m centres and at least 300 mm below the underside of the floor slab. The drains should be set on 100 mm thick bed of 19 mm sized clear stone covered on top and sides with 150 mm thick clear stone that is fully wrapped with an approved porous geotextile membrane, such as Terrafix 270R or equivalent. The perimeter drains may also consist of 100 mm diameter perforated pipe set on the footings and surrounded with 150 mm thick clear stone fully wrapped with a geotextile membrane. The perimeter and underfloor drains should be connected to separate sumps equipped with backup pumps and generators in case of mechanical failure and/or power outage, so that at least one system would be operational should the other fail.

The finished exterior grade around the building should be sloped away from the buildings to prevent ponding of surface water close to the exterior walls of the buildings.

9.1 Lowest Floor Level as a Concrete Surface

The subgrade is anticipated to consist of shale bedrock. The shale bedrock should be examined by EXP and any loose/soft zones of the bedrock should be excavated and removed.

Following approval of the bedrock subgrade, the concrete slab for light duty traffic (cars only) may be constructed as follows:

- 150 mm thick concrete with 32 MPa compressive strength and air content of 5 percent to 8 percent; over
- 150 mm thick layer of Ontario Provincial Standard Specification (OPSS) 1010 Granular A compacted to 100 percent standard Proctor maximum dry density (SPMDD); over
- 300 mm minimum thick layer of OPSS 1010 Granular B Type II compacted to 100 percent SMPDD.

The concrete slab should be reinforced and adequate saw cuts should be provided in the floor slab to control cracking. Once the final design elevation of the lowest floor level is available, the above comments may need to be updated.

9.2 Lowest Floor Level as a Paved Surface

The subgrade is anticipated to consist of shale bedrock. The shale bedrock should be examined by EXP and any loose/soft zones of the bedrock should be excavated and removed.

Following approval of the bedrock subgrade, the asphalt pavement structure for light duty traffic (cars only) may be constructed on the bedrock subgrade as follow:

- 65 mm thick layer of asphaltic concrete consisting of HL3/SP12.5 – The asphaltic concrete should be placed and compacted as per OPSS 310 and 313 and should be designed in accordance with OPSS 1150/1151; over
- 150 mm thick layer of OPSS Granular A compacted to 100 percent SPMDD; over
- 450 mm thick layer of OPSS Granular B Type II compacted to 100 percent SPMDD.

10. Lateral Earth Pressure Against Subsurface Walls

The subsurface basement walls of the proposed building will be subjected to lateral static earth pressure as well as lateral dynamic earth pressure during a seismic event. The lateral static earth pressure that the subsurface walls would be subjected to may be computed from equations (i) and (ii) and the lateral seismic (dynamic) earth force from equation (iii) given below. It is recommended that the basement walls be backfilled with free-draining material such as Ontario Provincial Standard Specification (OPSS) Granular B Type II material compacted to 95 percent standard Proctor maximum dry density (SPMDD) and the basement walls be equipped with a permanent perimeter drainage system.

The equations given below assume that the backfill against the subsurface walls will be free-draining granular material and that subsurface drains (perimeter drainage system) will be provided to prevent build-up of hydrostatic pressure behind the wall. Equation (i) will be applicable to the portion of the subsurface wall located within the overburden (soil). Equation (ii) will be applicable to the portion of the subsurface wall located in the bedrock where the earth pressure will be considerably reduced due to the narrow backfill between the subsurface wall and the rock face resulting in an arching effect (Spangler & Handy, 1984).

For design purposes, the lateral static earth pressure against the subsurface wall above the bedrock may be computed from the following equation:

$p = K_o(\gamma h + q)$ ---------- (i)

where p = lateral static earth pressure, kPa
K_0 = lateral earth pressure coefficient for 'at rest' condition = 0.50
γ = unit weight of free draining granular backfill; Granular B Type II = 22 kN/m^3
h = depth of point of interest below top of backfill, m
q = any surcharge acting at ground surface, kPa

Lateral static earth pressure (σ_n) at depth z from the top of the bedrock surface, due to narrow earth backfill between subsurface wall and rock at depth z, may be computed from the following equation:

$\sigma_n = \frac{\gamma B}{2\tan\delta}\left(1 - e^{-2Ko\frac{z}{B}\tan\delta}\right) + K_o q$ ---------- (ii)

where σ_n = lateral static earth pressure, kPa
γ = unit weight of free draining granular backfill; Granular B Type II = 22 kN/m^3
B = Backfill width (m)
z = depth from top of bedrock surface (m)
δ = friction angle between the backfill and wall and bedrock (assumed to be equal) = 17 degrees
K_0 = lateral earth pressure coefficient for 'at rest' condition = 0.50
q = surcharge pressure including pressures from overburden soil, traffic load at ground surface and foundations from existing adjacent buildings (kPa)

The lateral dynamic thrust may be computed from the equation given below:

$\Delta_{Pe} = \gamma H^2 \frac{a_h}{g} F_b$ ---------- (iii)

where Δ_{Pe} = dynamic thrust in kN/m of wall
H = height of wall, m
γ = unit weight of backfill material = 22 kN/m^3
$\frac{a_h}{g}$ = seismic coefficient = 0.342g (2020 National Building Code of Canada Seismic Hazard Tool)
F_b = thrust factor = 1.0

The dynamic thrust does not take into account the surcharge load. The resultant force of the dynamic thrust acts approximately at 0.63H above the base of the wall.

For basement walls cast directly against the bedrock, a vertical drainage membrane or board such as Terradrain 200 or equivalent should be installed on the face of the bedrock that leads to a solid discharge pipe connecting to a sump inside the building. The top of the drainage board should be covered with a fabric filter to prevent the loss of the overlying soil into the drainage board.

All subsurface walls should be properly waterproofed.

11. Excavation and De-Watering Requirements

11.1 Excess Soil Management

Ontario Regulation 406/19 specifies protocols that are required for the management and disposal of excess soils. As set forth in the regulation, specific analytical testing protocols need to be implemented and followed based on the volume of soil to be managed and the requirements of the receiving site. The testing protocols are specific as to whether the soils are stockpiled or in situ. In either scenario, the testing protocols are far more onerous than have been historically carried out as part of standard industry practices. These decisions should be factored in and accounted for prior to the initiation of the project-defined scope of work. EXP would be pleased to assist with the implementation of a soil management and testing program that would satisfy the requirements of Ontario Regulation 406/19.

Reference is made to the EXP Phase One and Two ESAs for additional comments regarding the environmental aspects of the soils.

11.2 Overburden Soil Excavation

Excavations for the construction of the footings for the proposed building are anticipated to extend to depths of 7 m to 9 m below existing grade. These excavations will be undertaken through the existing topsoil, fill, glacial till, and into the shale bedrock. The excavations will extend below the groundwater table.

Excavation of the soils may be undertaken using heavy equipment capable of removing cobbles, boulders and debris within the soils and existing subsurface concrete footings, foundation walls and floor slabs from the demolition of the existing buildings.

All excavations must be undertaken in accordance with the Occupational Health and Safety Act (OHSA), Ontario Reg. 213/91. Based on the definitions provided in OHSA, the subsurface soils on site are considered to be Type 3 and as such must be cut back at 1H:1V from the bottom of the excavation. Within zones of persistent seepage and below the groundwater level in the soils, the excavation side slopes are expected to slough and eventually stabilize at a slope of 2H:1V to 3H:1V.

It is anticipated that due to the significant depth of the excavation for the proposed building and the proximity of the excavation to existing buildings, infrastructure and roadways, the excavations will likely have to be undertaken within the confines of a shoring system. The shoring system may consist of steel H soldier pile and timber lagging system, interlocking sheeting system and/or secant pile shoring system. The most appropriate type of showing will be best established once the final design plans are available.

The type of shoring system required would depend on a number of factors including:

- Proximity of the excavation to existing structures and infrastructure,
- Type and location of foundations of the existing adjacent buildings and the difference in founding levels between the foundations of new buildings and existing adjacent buildings; and
- The subsurface soil, bedrock and groundwater conditions.

A conventional shoring system consisting of soldier pile and timber lagging is more flexible compared to the interlocking steel sheeting system and the secant pile shoring system. In areas where there is concern for lateral yielding of the soils and the potential of settlement of nearby structures and infrastructure, the use of a steel interlocking sheeting system or secant pile system can be considered. The shoring system will require lateral restraint provided by tiebacks consisting of rock anchors. Due to the presence of cobbles and boulders in the glacial till, pre-drilling may be required for the installation of the soldier piles. The presence of cobbles and boulders in the subsurface soils should also be taken into consideration for other contemplated shoring systems.

The need for a shoring system, the most appropriate type of shoring system and the design and installation of the shoring system should be determined by the contractors bidding on this project. The design of the shoring system should be undertaken by a professional engineer experienced in shoring design and the installation of the shoring system should be undertaken by a contractor experienced in the installation of shoring systems. The shoring system should be designed and installed in accordance with OHSA and the 2023 Fifth Edition CFEM (Canadian Foundation Engineering Manual).

Soldier Pile and Timber Lagging System

A conventional steel H soldier pile and timber lagging shoring system must be designed to support the lateral earth pressure given by the expression below:

P = k (γh + q)

where P = the pressure, at any depth, h, below the ground surface

k = applicable earth pressure coefficient; active lateral earth pressure coefficient = 0.33

'at rest' lateral earth pressure coefficient = 0.50

γ = unit weight of soil to be retained, estimated at 22 kN/m^3

h = the depth, in metres, at which pressure, P, is being computed

q = the equivalent surcharge acting on the ground surface adjacent to the shoring system

The pressure distribution assumes that drainage is permitted between the lagging boards and that no build-up of hydrostatic pressure may occur behind the shoring system.

The shoring should be designed using appropriate 'k' values depending on the location of any settlement-sensitive infrastructure (roadways and underground services) and building structures. The traffic loads on the streets should be considered as surcharge. Soldier piles will need to extend into the sound bedrock below the soils. For guidance, if there is room to permit at least a 1.0 m of rock ledge around the perimeter of the excavation, the soldier piles could be toed into the upper levels of the rock provided that a rock bolt and plate arrangement is installed on the rock face to support the toe. The rock bolt should be designed to take the full toe pressure.

The shoring system as well as adjacent settlement sensitive structures and infrastructure should be monitored for movement (deflection) on a periodic basis during construction operations. The shoring system will require lateral restraint by tiebacks in the form of grouted rock anchors.

Many geologic materials deteriorate rapidly upon exposure to meteorological elements. Unless otherwise specifically indicated in this report, walls and floors of excavations must be protected from moisture, desiccation, and frost action throughout the course of construction.

Secant Pile Shoring System

The secant pile shoring system should be designed to resist 'at rest' lateral earth thrust in addition to the hydrostatic thrust as given by the expression below:

$$P_0 = K_O\, q\, (h_1 + h_2) + \frac{1}{2} K_0\, \gamma\, h_1^2 + K_0\, \gamma\, h_1 h_2 + \frac{1}{2} K_0\, \gamma'\, h_2^2 + \frac{1}{2} \gamma_w\, {h_2}^2$$

where:

P_0 = at rest' earth and water thrusts acting against secant pile wall (kN/m)

K_0 = 'at rest' lateral earth pressure coefficient = 0.50

q = surcharge acting adjacent to the excavation (kPa)

h_1 = height of shoring from the ground surface to groundwater table (m)

h_2 = height of shoring from groundwater table to the bottom of excavation (m)

γ = unit weight of the soil = 22 kN/m^3

γ' = submerged unit weight of soil = 11.2 kN/m^3

γ_w = unit weight of water = 9.8 kN/m^3

Secant pile walls consist of overlapping concrete piles that form a strong watertight barrier. They can be constructed with conventional drilling methods. Secant pile walls typically include both reinforced primary and un-reinforced secondary piles. The

primary piles overlap the secondary piles, with secondary piles essentially acting as concrete lagging. The reinforcement in the primary piles generally consists of steel reinforcing bar cages or steel beams. The result is a continuous intersecting line of concrete piles that are placed before any excavation is performed.

The shoring system selected should be tied back by rock anchors grouted into the sound bedrock. The factored ULS grout to rock bond of 700 kPa may be used for design of the anchors and includes a geotechnical resistance factor of 0.3. This value assumes a grout with a minimum strength of 30 MPa is used and that the sides of the drilled holes are cleaned prior to the grouting operation. It is anticipated that the bedrock may contain near vertical seams and some horizontal fractures and therefore some grout loss when grouting anchors in the bedrock should be anticipated. The grout loss is expected to be higher in the fractured bedrock and lower in the sound bedrock.

If the rock anchors extend into adjacent properties, permission will be required from the adjacent property owners for the installation of the tiebacks. If permission is not granted, the shoring system may be braced by cross bracing or the use of rakers on the inside of the shored excavation.

Design anchors should be load tested to two times the design capacity. All anchors should be proof tested to 1.33 times the working load. The anchor should be locked off at working load plus an allowance for relaxation (usually 10 percent). When installing tie backs, casing would be required to advance through the fill and the native soil. The deflection of the shoring system should be carefully monitored during construction.

The shoring system as well as adjacent settlement sensitive structures and infrastructure should be monitored for movement (deflection) on a periodic basis during construction operations.

Many geologic materials deteriorate rapidly upon exposure to meteorological elements. Unless otherwise specifically indicated in this report, walls and floors of excavations must be protected from moisture, desiccation, and frost action throughout the course of construction.

11.3 Bedrock Excavation

The excavations are anticipated to extend into the bedrock. Excavations within the weathered zone of the bedrock and for shallow excavations into the competent sound bedrock may be excavated using a hoe ram for the removal of small quantities of the bedrock; however, this process is expected to be very slow. The excavation of the competent sound limestone bedrock to extensive depths below the bedrock surface will likely require line drilling and blasting techniques. Contractors bidding on this project should decide on their own the most preferred rock removal method; hoe ramming or line drilling and blasting.

The excavation side slopes in the weathered limestone bedrock may be cut back at a 1H:1V gradient from the bottom of the weathered bedrock zone.

Excavations within the sound bedrock may be undertaken with near vertical sides subject to review by a geotechnical engineer. The rock face of the excavation may require support in the form of shotcreting, wire mesh and/or rock bolts. The need for and type of rock support is best determined during on-site examination of the bedrock during excavation operations.

It is recommended that a pre-construction condition survey of the nearby buildings and the surrounding infrastructure located within the construction zone of influence be undertaken prior to any earth (soil) and rock excavation work as well as vibration monitoring during excavation, blasting and construction operations. Prior to the commencement of blasting, a detailed blast methodology should be submitted by the Contractor.

Vibration monitors should be installed in critical areas of adjacent buildings and infrastructure located within the construction zone of influence to monitor the vibration levels and set up to provide automated “alert” and “stop work” notifications if the permissible vibration levels are exceeded. The vibration limits should comply with City of Ottawa Special Provisions No. F-1201 (Use of Explosives) requirements.

Many geologic materials deteriorate rapidly upon exposure to meteorological elements. Unless otherwise specifically indicated in this report, walls and floors of excavations must be protected from moisture, desiccation, and frost action throughout the course of construction

11.4 De-Watering Requirements

Excavations above the groundwater may be dewatered by conventional sump pumping techniques. Excavations below the groundwater level and within the shored excavation, where seepage of water should still be anticipated, water may be removed by collecting the water at low points within the shored excavation and pumping from sumps. In areas of high infiltration, a higher seepage rate should be anticipated and high-capacity pumps may be required to keep the excavation dry.

It is recommended that a hydrogeological assessment (study) be completed at the site as part of the detail design to establish the quantity of water to be removed from the site for water taking permit requirements as well as to determine the potential impact on the neighboring properties as the results of the dewatering activities. Based on the findings from the hydrogeological assessment (study), the comments provided in this geotechnical report may need to be updated.

For construction dewatering, an Environmental Activity and Sector Registry (EASR) approval may be obtained for water takings greater than 50 m^3 and less than 400 m^3 per day. If more than 400 m^3 per day of groundwater are generated for dewatering purposes, then a Category 3 Permit to Take Water (PTTW) must be obtained from the Ministry of the Environment, Conservation and Parks (MECP). A Category 3 PTTW would require a complete hydrogeological assessment and would take at least 90 days for the MECP to process once the application is submitted.

Although this investigation has estimated the groundwater levels at the time of the fieldwork, and commented on dewatering and general construction problems, conditions may be present which are difficult to establish from standard boring and excavating techniques and which may affect the type and nature of dewatering procedures used by the contractor in practice. These conditions include local and seasonal fluctuations in the groundwater table, erratic changes in the soil profile, thin layers of soil with large or small permeabilities compared with the soil mass, etc. Only carefully controlled tests using pumped wells and observation wells will yield the quantitative data on groundwater volumes and pressures that are necessary to adequately engineer construction dewatering systems.

12. Pipe Bedding Requirements

It is anticipated that the subgrade for the proposed underground services will consist of fill, glacial till and shale bedrock.

The pipe bedding including material specifications, thickness of cover material and compaction requirements should conform to the relevant OPSS or municipality specifications, drawings and special provisions. The bedding and cover material should be compacted to a minimum of 95 percent standard Proctor maximum dry density (SPMDD). It is recommended that the pipe bedding be a minimum 150 mm thick and consist of OPSS Granular A. The bedding material should be placed along the sides and on top of the pipe to provide a minimum cover thickness of 300 mm.

The bedding thickness may be increased in areas where the subgrade is subject to disturbance. Trench base stabilization techniques, such as the removal of loose/soft material and placement of sub-bedding consisting of OPSS Granular B Type II material completely wrapped in a non-woven geotextile may be used, if trench base disturbance becomes a problem in soft/loose areas.

In areas where the subgrade consists of weathered bedrock with slabs or pieces of rock that may contain voids, it is recommended that the voids be filled with OPSS Granular A material and the surface of the filled in bedrock be covered with a separation membrane, such as Terrafix 270 R or equivalent, prior to the placement of the pipe bedding material.

To minimize the potential for bedding stresses within the pipe, a transition zone treatment should be provided in areas where the pipe subgrade changes from overburden to bedrock and vice versa. In areas where the surface of the bedrock slopes at a steeper gradient than 3H:1V, the bedrock should be excavated and additional bedding material placed to create a 3H:1V transition zone.

In areas where paved surfaces will be located over service trenches, it is recommended that the trench backfill material within the 1.8 m frost zone, should match the existing material exposed along the trench walls to minimize differential frost heaving of the subgrade. The trench backfill should be placed in 300 mm thick lifts and each lift should be compacted to 95 percent SPMDD. Alternatively, frost tapers may be used.

The underground services should be installed in short open trench sections that are excavated and backfilled the same day.

13. Backfilling Requirements and Suitability of On-Site Soils for Backfilling Purposes

The on-site soils to be excavated are anticipated to consist of surficial and buried topsoil, fill, glacial till, and shale bedrock with limestone seams and layers. Portions of the existing fill (free of debris, topsoil, cobbles and boulders) and native glacial till (free of cobbles and boulders) from above the groundwater table may be re-used as service trench backfill material or to raise the grades in areas away from the footprint of the proposed building subject to further geotechnical examination and testing during construction. These soils are susceptible to moisture absorption due to precipitation and therefore should be protected from the elements if stockpiled on site. The shale bedrock is not suitable for reuse as backfill material and should be discarded.

Subject to additional geotechnical examination and testing during construction, portions of the soils (free of debris, cobbles and boulders) below the groundwater level, may also be reused in areas away from the footprint of the proposed building as backfill in service trenches and subgrade fill in paved and landscaped areas, but they will likely require air-drying to reduce the moisture content to compact the materials to the specified degree of compaction. Air-drying may be problematic due to space restrictions on site and since air-drying is weather dependent, may take time and the soils are subject to moisture absorption from precipitation and must be protected at all times from the elements.

It is anticipated that the majority of the material required for backfilling purposes in the interior and exterior of the proposed new building and for trench backfill would have to be imported and should preferably conform to the following specifications:

- Engineered fill under the floor slab, including backfilling of service trenches inside the building - OPSS Granular B Type II placed in maximum 300 mm thick lifts and each lift compacted to 98 percent SPMDD,
- Backfill material against exterior side of foundation walls – OPSS Granular B Type II placed in 300 mm thick lifts and each lift compacted to 95 percent SPMDD,
- Trench backfill and subgrade fill should consist of OPSS Select Subgrade Material (SSM) for the driveways and access roads, placed in 300 mm thick lifts and each lift compacted to 95 percent SPMDD; and
- Fill for landscaped areas should be clean fill free of debris, topsoil (organic soil), cobbles and boulders, placed in 300 mm thick lifts and each lift compacted to 92 percent SPMDD.

14. Subsurface Concrete and Steel Requirements

Chemical tests limited to pH, sulphate, chloride and resistivity were undertaken on one (1) selected soil sample. A summary of the results is shown in Table V. The laboratory certificate of analysis report is shown in Appendix A.

Table V: Corrosion Test Results on Soil Samples

Borehole No. (BH) – Sample No. (SS)	Depth (m)	Soil Type	pH	Sulphate (%)	Chloride (%)	Resistivity (ohm-cm)
BH25-01 – SS5	3.0 - 3.6	Glacial Till	8.67	0.0167	0.0019	3300

Based on a review of the lab test results, the concentration of sulphate in the glacial till would have a negligible potential of sulphate attack on subsurface concrete. The concrete should be designed in accordance with CSA A23.1:24/CSA A23.2:24.

The resistivity test result indicates that the glacial till is mildly corrosive to bare steel as per the National Association of Corrosion Engineers (NACE). Appropriate measures should be taken to protect the bare buried steel from corrosion.

15. Tree Planting Restrictions

Since sensitive compressible clays were not encountered at the site, there are no restrictions to tree planting from a geotechnical perspective.

16. Additional Investigation and Assessment (Study)

Since the presence of bedrock was confirmed in only one (1) borehole (Borehole No. 25-04), it is recommended that additional boreholes be undertaken to confirm the depth (elevation) and quality of the bedrock across the site. Based on the findings from the additional boreholes, the comments provided in this geotechnical report may need to be updated.

It is recommended that a hydrogeological assessment (study) be completed at the site as part of the detail design to establish the quantity of water to be removed from the site for water taking permit requirements as well as to determine the potential impact on the neighboring properties as the results of the dewatering activities. Based on the findings from the hydrogeological assessment (study), the comments provided in this geotechnical report may need to be updated.

17. General Comments

The comments given in this report are intended only for the guidance of design engineers. The number of boreholes required to determine the localized underground conditions between boreholes affecting construction costs, techniques, sequencing, equipment, scheduling, etc., would be much greater than has been carried out for the design purposes. Contractors bidding on or undertaking the works should, in this light, decide on their own investigations, as well as their own interpretations of the factual borehole results, so that they may draw their own conclusions as to how the subsurface conditions may affect them.

The information contained in this report is not intended to reflect on environmental aspects of the soils. Reference is made to the EXP Phase One and Two ESA reports regarding environmental aspects of the soils and groundwater.

We trust that the information contained in this report will be satisfactory for your purposes. Should you have any questions, please do not hesitate to contact this office.

Sincerely,

DRAFT

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Earth and Environment

DRAFT

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Figures

LEGEND

APPROXIMATE PROPERTY BOUNDARY

0 50m 100m 200m

HORIZONTAL 1:5,000

EXP Services Inc. www.exp.com
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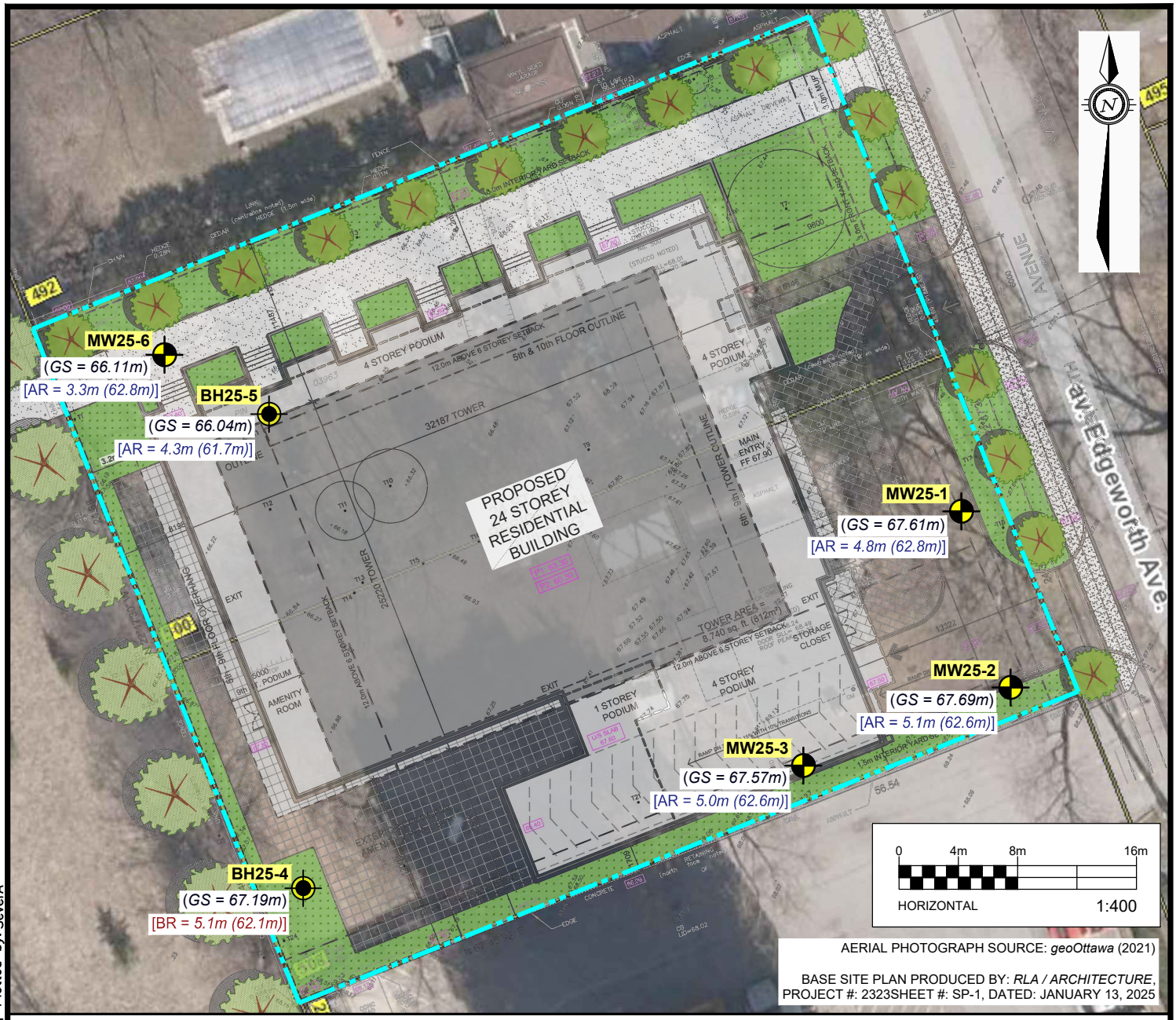
Ottawa, ON K2B 8H6, Canada

DATE: JULY 2025	PROJECT: GEOTECHNICAL INVESTIGATION 500 & 508 EDGEWORTH AVENUE, OTTAWA, ONTARIO		project no. OTT-23002437-B0
DESIGN: MZ / CHECKED: IT			scale 1:5,000
DRAWN BY: AS	TITLE: SITE LOCATION PLAN		FIG 1

Filename: E:\OTT\OTT-23002437-B0\60 Execution\65 Drawings\Geotechnical\OTT-23002437-B0_Geo_July-2025.dwg
Last Saved: Jul 11, 2025 3:09 PM Last Plotted: Jul 11, 2025 3:09 PM Plotted by: SeverA



AERIAL PHOTOGRAPH SOURCE: *geoOttawa* (2021)

BASE SITE PLAN PRODUCED BY: *RLA / ARCHITECTURE*, PROJECT #: 2323SHEET #: SP-1, DATED: JANUARY 13, 2025

LEGEND

- APPROXIMATE PROPERTY BOUNDARY
- MW25-1 — MONITORING WELL NUMBER AND LOCATION (2025)
- BH25-5 — BOREHOLE NUMBER AND LOCATION (2025)
- (GS = 67.61m) — GROUND SURFACE ELEVATION (m)
- [BR = 5.1m] — BEDROCK DEPTH (ELEVATION) (m)
- [AR = 4.8m] — AUGER REFUSAL DEPTH (ELEVATION) (m) ON INFERRED COBBLES, BOULDERS OR ROCK
- [P1: 68.90] [P2: 60.30] — PROPOSED DESIGN ELEVATIONS (m)

GENERAL NOTES:

1. THE BOUNDARIES, ROCK AND SOIL TYPES HAVE BEEN ESTABLISHED ONLY AT BOREHOLE LOCATIONS. BETWEEN BOREHOLES THEY ARE ASSUMED AND MAY BE SUBJECT TO CONSIDERABLE ERROR.
2. SOIL SAMPLES AND ROCK CORES WILL BE RETAINED IN STORAGE FOR THREE MONTHS AND THEN DESTROYED UNLESS THE CLIENT ADVISES THAT AN EXTENDED TIME PERIOD IS REQUIRED.
3. TOPSOIL QUANTITIES SHOULD NOT BE ESTABLISHED FROM THE INFORMATION PROVIDED AT THE BOREHOLE LOCATIONS.
4. BOREHOLE ELEVATIONS SHOULD NOT BE USED TO DESIGN BUILDING(S) OR FLOOR SLABS OR PARKING LOT(S) GRADES.
5. THIS DRAWING FORMS PART OF THE REPORT PROJECT NUMBER AS REFERENCED AND SHOULD BE USED ONLY IN CONJUNCTION WITH THIS REPORT.

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DATE: JULY 2025	PROJECT: GEOTECHNICAL INVESTIGATION 500 & 508 EDGEWORTH AVENUE, OTTAWA, ONTARIO	project no.: OTT-23002437-B0
DESIGN: SP / MZ; CHECKED: IT		scale: 1:400
DRAWN BY: AS	TITLE: BOREHOLE LOCATION PLAN	FIG 2

Filename: E:\OTT\OTT-23002437-B0\60 Execution\65 Drawings\Geotechnical\OTT-23002437-B0_Geo_July-2025.dwg
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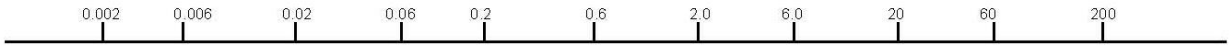
Notes On Sample Descriptions

1. All sample descriptions included in this report follow the Canadian Foundations Engineering Manual soil classification system. This system follows the standard proposed by the International Societv for Soil Mechanics and Foundation Engineering. Laboratory grain size analyses provided by **exp** Services Inc. also follow the same system. Different classification systems may be used by others; one such system is the Unified Soil Classification. Please note that, with the exception of those samples where a grain size analysis has been made, all samples are classified visually. Visual classification is not sufficiently accurate to provide exact grain sizing or precise differentiation between size classification systems.

ISSMFE SOIL CLASSIFICATION

CLAY	SILT			SAND			GRAVEL			COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	MEDIUM	COARSE	FINE	MEDIUM	COARSE		



EQUIVALENT GRAIN DIAMETER IN MILLIMETRES

CLAY (PLASTIC) TO	FINE	MEDIUM	CRS.	FINE	COARSE
SILT (NONPLASTIC)	SAND			GRAVEL	

UNIFIED SOIL CLASSIFICATION

2. Fill: Where fill is designated on the borehole log it is defined as indicated by the sample recovered during the boring process. The reader is cautioned that fills are heterogeneous in nature and variable in density or degree of compaction. The borehole description may therefore not be applicable as a general description of site fill materials. All fills should be expected to contain obstruction such as wood, large concrete pieces or subsurface basements, floors, tanks, etc., none of these may have been encountered in the boreholes. Since boreholes cannot accurately define the contents of the fill, test pits are recommended to provide supplementary information. Despite the use of test pits, the heterogeneous nature of fill will leave some ambiguity as to the exact composition of the fill. Most fills contain pockets, seams, or layers of organically contaminated soil. This organic material can result in the generation of methane gas and/or significant ongoing and future settlements. Fill at this site may have been monitored for the presence of methane gas and, if so, the results are given on the borehole logs. The monitoring process does not indicate the volume of gas that can be potentially generated nor does it pinpoint the source of the gas. These readings are to advise of the presence of gas only, and a detailed study is recommended for sites where any explosive gas/methane is detected. Some fill material may be contaminated by toxic/hazardous waste that renders it unacceptable for deposition in any but designated land fill sites; unless specifically stated the fill on this site has not been tested for contaminants that may be considered toxic or hazardous. This testing and a potential hazard study can be undertaken if requested. In most residential/commercial areas undergoing reconstruction, buried oil tanks are common and are generally not detected in a conventional geotechnical site investigation.

3. Till: The term till on the borehole logs indicates that the material originates from a geological process associated with glaciation. Because of this geological process the till must be considered heterogeneous in composition and as such may contain pockets and/or seams of material such as sand, gravel, silt or clay. Till often contains cobbles (60 to 200 mm) or boulders (over 200 mm). Contractors may therefore encounter cobbles and boulders during excavation, even if they are not indicated by the borings. It should be appreciated that normal sampling equipment cannot differentiate the size or type of any obstruction. Because of the horizontal and vertical variability of till, the sample description may be applicable to a very limited zone; caution is therefore essential when dealing with sensitive excavations or dewatering programs in till materials.

Log of Borehole BH25-01

Project No: OTT-23002437-B0

Project: Proposed Residential Development

Location: 500 and 508 Edgeworth Avenue, Ottawa, Ontario

Figure No. 3

Page. 1 of 1

Date Drilled: 'June 20, 2025

Drill Type: CME 55 LC - Track Mounted Drill Rig

Datum: Geodetic Elevation

Logged by: JE Checked by: MZ

Split Spoon Sample ⊠ | Auger Sample ◧ | SPT (N) Value ○ | Dynamic Cone Test —— | Shelby Tube ■ | Shear Strength by Vane Test +S

Combustible Vapour Reading □ | Natural Moisture Content × | Atterberg Limits ⊢○ | Undrained Triaxial at % Strain at Failure ⊕ | Shear Strength by Penetrometer Test ▲

GWL	SYMBOL	SOIL DESCRIPTION	Geodetic Elevation m	Depth	Standard Penetration Test N Value / Shear Strength kPa	Combustible Vapour Reading (ppm) / Natural Moisture Content % / Atterberg Limits (% Dry Weight)	SAMPLES	Natural Unit Wt. kN/m³
		TOPSOIL ~ 125 mm thick	67.61	0				
		FILL	67.5					
		Sand and gravel, brown, damp, no odours, no stains, (compact)	66.8					
		GLACIAL TILL						
		Silty sand, gravelly, trace to some clay, cobbles and boulders, brown to grey, moist, no odours, no stains (compact to very dense)		1	11		SS1	
					34		SS2	
				2	15		SS3	
					4, 12, 50 / 75 mm		SS4	
			64.61	3				
		grey below 3.3 m depth			49		SS5	
				4	18, 42, 50 / 125 mm		SS6	
			62.8		27, 50 / 50 mm		SS7	
		Auger Refusal at 4.8 m Depth						

NOTES:

1. Borehole data requires interpretation by EXP before use by others
2. A 50 mm diameter monitoring well was installed as shown.
3. Field work supervised by an EXP representative.
4. See Notes on Sample Descriptions
5. Log to be read with EXP Report OTT-23002437-B0

WATER LEVEL RECORDS

Date	Water Level (m)	Hole Open To (m)
July 4, 2025	3.0	

CORE DRILLING RECORD

Run No.	Depth (m)	% Rec.	RQD %

LOG OF BOREHOLE 500 EDGEWORTH LOGS - JULY 17, 2025.GPJ TROW OTTAWA.GDT 7/21/25

Log of Borehole BH25-02

Project No: OTT-23002437-B0

Project: Proposed Residential Development

Location: 500 and 508 Edgeworth Avenue, Ottawa, Ontario

Figure No. 4

Page. 1 of 1

Date Drilled: 'June 20, 2025

Drill Type: CME 55 LC - Track Mounted Drill Rig

Datum: Geodetic Elevation

Logged by: JE Checked by: MZ

Split Spoon Sample ⊠ | Auger Sample ◧ | SPT (N) Value ○ | Dynamic Cone Test —— | Shelby Tube ■ | Shear Strength by Vane Test +S

Combustible Vapour Reading □ | Natural Moisture Content × | Atterberg Limits ⊢○ | Undrained Triaxial at % Strain at Failure ⊕ | Shear Strength by Penetrometer Test ▲

GWL	SYMBOL	SOIL DESCRIPTION	Geodetic Elevation m	Depth
		TOPSOIL ~ 125 mm thick	67.69 / 67.6	0
		FILL Sand and gravel, brown, damp, no odours, no stains, (compact)	66.9	
		GLACIAL TILL Silty sand with gravel, cobbles and boulders, brown to grey, moist to wet, no odours, no stains (compact to very dense)		1
				2
			64.69	3
		grey below 3.3 m depth		
				4
			62.6	5
		Auger Refusal at 5.1 m Depth		

Standard Penetration Test N Value: 20 40 60 80

Shear Strength kPa: 50 100 150 200

Combustible Vapour Reading (ppm): 250 500 750

Natural Moisture Content % / Atterberg Limits (% Dry Weight): 20 40 60

SAMPLES	Natural Unit Wt. kN/m³	SPT / Shear Strength	Natural Moisture Content / Atterberg Limits
SS1		10	×
SS2		17	×
SS3		18	×
SS4		29	×
SS5		51	×
SS6		24, 50, 50 / 75 mm	⊕ ×
SS7		11, 31, 50 / 100 mm	×

NOTES:

1. Borehole data requires interpretation by EXP before use by others
2. A 50 mm diameter monitoring well was installed as shown.
3. Field work supervised by an EXP representative.
4. See Notes on Sample Descriptions
5. Log to be read with EXP Report OTT-23002437-B0

WATER LEVEL RECORDS

Date	Water Level (m)	Hole Open To (m)
July 4, 2025	3.0	

CORE DRILLING RECORD

Run No.	Depth (m)	% Rec.	RQD %

LOG OF BOREHOLE 500 EDGEWORTH LOGS - JULY 17, 2025.GPJ TROW OTTAWA.GDT 7/21/25

Log of Borehole BH25-03

Project No: OTT-23002437-B0

Project: Proposed Residential Development

Location: 500 and 508 Edgeworth Avenue, Ottawa, Ontario

Figure No. 5

Page. 1 of 1

Date Drilled: 'June 19, 2025

Drill Type: CME 55 LC - Track Mounted Drill Rig

Datum: Geodetic Elevation

Logged by: JE Checked by: MZ

Split Spoon Sample ⊠ | Auger Sample ◧ | SPT (N) Value ○ | Dynamic Cone Test —— | Shelby Tube ■ | Shear Strength by Vane Test +S

Combustible Vapour Reading □ | Natural Moisture Content × | Atterberg Limits ⊢○ | Undrained Triaxial at % Strain at Failure ⊕ | Shear Strength by Penetrometer Test ▲

GWL	SYMBOL	SOIL DESCRIPTION	Geodetic Elevation m	Depth	Standard Penetration Test N Value / Shear Strength kPa	Combustible Vapour Reading (ppm) / Natural Moisture Content % / Atterberg Limits (% Dry Weight)	SAMPLES	Natural Unit Wt. kN/m³
		TOPSOIL ~ 100 mm thick	67.57	0				
		FILL Silty sand and gravel, with topsoil inclusions, possible cobbles and boulders or large debris, brown, damp, no odours, no stains, (loose to compact)	67.5		7	×	SS1	
				1	18	×	SS2	
		GLACIAL TILL Sandy silt, trace clay, with gravel, brown, moist to wet, no odours, no stains (very loose to loose)	66.1		7	×	SS3	
				2	2	×	SS4	
		GLACIAL TILL Silty sand with gravel, possible cobbles and boulders, grey, moist, no odours, no stains, (very dense)	64.6	3	51	×	SS5	
			64.17	4	92	×	SS6	
					29, 50 / 75 mm	×	SS7	
		Auger Refusal at 5.0 m Depth	62.6	5				

NOTES:

1. Borehole data requires interpretation by EXP before use by others
2. A 50 mm diameter monitoring well was installed as shown.
3. Field work supervised by an EXP representative.
4. See Notes on Sample Descriptions
5. Log to be read with EXP Report OTT-23002437-B0

WATER LEVEL RECORDS

Date	Water Level (m)	Hole Open To (m)
July 4, 2025	3.4	

CORE DRILLING RECORD

Run No.	Depth (m)	% Rec.	RQD %

LOG OF BOREHOLE 500 EDGEWORTH LOGS - JULY 17, 2025.GPJ TROW OTTAWA.GDT 7/21/25

Log of Borehole BH25-04

Project No: OTT-23002437-B0

Project: Proposed Residential Development

Location: 500 and 508 Edgeworth Avenue, Ottawa, Ontario

Figure No. 6

Page. 1 of 1

Date Drilled: 'June 19, 2025

Drill Type: CME 55 LC - Track Mounted Drill Rig

Datum: Geodetic Elevation

Logged by: JE Checked by: MZ

Split Spoon Sample ⊠ | Auger Sample ◧ | SPT (N) Value ○ | Dynamic Cone Test —— | Shelby Tube ■ | Shear Strength by Vane Test +S

Combustible Vapour Reading □ | Natural Moisture Content × | Atterberg Limits ⊢○ | Undrained Triaxial at % Strain at Failure ⊕ | Shear Strength by Penetrometer Test ▲

GWL	SYMBOL	SOIL DESCRIPTION	Geodetic Elevation m	Depth	Standard Penetration Test N Value / Shear Strength kPa	Combustible Vapour Reading (ppm) / Natural Moisture Content % / Atterberg Limits (% Dry Weight)	SAMPLES	Natural Unit Wt. kN/m³
		TOPSOIL ~ 100 mm thick	67.19	0				
		FILL Sand and gravel, brown, moist, no odours, no stains, (compact)	67.1		23		SS1	
				1	12		SS2	
			65.7					
		TOPSOIL ~ 180 mm thick	65.5					
		GLACIAL TILL Sandy silt, trace clay, with gravel, brown, moist to wet, no odours, no stains (loose)	64.9	2	7		SS3	
		GLACIAL TILL Silty sand with gravel, possible cobbles and boulders, brown to grey, moist, no odours, no stains, (dense to very dense)		3	15		SS4	
		grey below 3 m depth			57		SS5	
				4	43		SS6	
					7, 25, 50 / 125 mm		SS7	
			62.1	5				
		SHALE BEDROCK With frequent limestone seams and layers, greenish grey, (fair to excellent quality)		6			Run 1	27.1
				7			Run 2	25.8
				8			Run 3	26.0
			58.0	9				
		Borehole Terminated at 9.2 m Depth						

LOG OF BOREHOLE 500 EDGEWORTH LOGS - JULY 17, 2025.GPJ TROW OTTAWA.GDT 7/21/25

NOTES:

1. Borehole data requires interpretation by EXP before use by others
2. Borehole backfilled upon completion of drilling.
3. Field work supervised by an EXP representative.
4. See Notes on Sample Descriptions
5. Log to be read with EXP Report OTT-23002437-B0

WATER LEVEL RECORDS

Date	Water Level (m)	Hole Open To (m)

CORE DRILLING RECORD

Run No.	Depth (m)	% Rec.	RQD %
1	5.1 - 6.2	100	63
2	6.2 - 7.7	100	66
3	7.7 - 9.2	100	97

Log of Borehole BH25-05

Project No: OTT-23002437-B0

Project: Proposed Residential Development

Location: 500 and 508 Edgeworth Avenue, Ottawa, Ontario

Figure No. 7

Page. 1 of 1

Date Drilled: 'June 19, 2025

Drill Type: CME 55 LC - Track Mounted Drill Rig

Datum: Geodetic Elevation

Logged by: JE Checked by: MZ

Split Spoon Sample ⊠ | Auger Sample ◧ | SPT (N) Value ○ | Dynamic Cone Test —— | Shelby Tube ■ | Shear Strength by Vane Test +S

Combustible Vapour Reading □ | Natural Moisture Content × | Atterberg Limits ⊢○ | Undrained Triaxial at % Strain at Failure ⊕ | Shear Strength by Penetrometer Test ▲

GWL	SYMBOL	SOIL DESCRIPTION	Geodetic Elevation m	Depth
		TOPSOIL ~ 100 mm thick	66.04	0
		FILL	65.9	
		Silty sand and gravel, brown, damp, no odours, no stains, (compact)	65.2	
		GLACIAL TILL		1
		Silty sand with gravel, cobbles and boulders, brown to grey, moist to wet, no odours, no stains (loose to very dense)		2
		grey below 2.3 m depth		3
		Auger Refusal at 4.3 m Depth	61.7	4

Standard Penetration Test N Value: 20 40 60 80

Shear Strength kPa: 50 100 150 200

Combustible Vapour Reading (ppm): 250 500 750

Natural Moisture Content % / Atterberg Limits (% Dry Weight): 20 40 60

SAMPLES	Natural Unit Wt. kN/m³	Standard Penetration Test N Value	Natural Moisture Content %
SS1		13	×
SS2		13	×
SS3		5	×
SS4		60	×
SS5		25, 24, 50 / 125 mm	×
SS6		28, 50 / 75 mm	×

NOTES:

1. Borehole data requires interpretation by EXP before use by others
2. Borehole backfilled upon completion of drilling.
3. Field work supervised by an EXP representative.
4. See Notes on Sample Descriptions
5. Log to be read with EXP Report OTT-23002437-B0

WATER LEVEL RECORDS		
Date	Water Level (m)	Hole Open To (m)

CORE DRILLING RECORD			
Run No.	Depth (m)	% Rec.	RQD %

LOG OF BOREHOLE 500 EDGEWORTH LOGS - JULY 17, 2025.GPJ TROW OTTAWA.GDT 7/21/25

Log of Borehole BH25-06

Project No: OTT-23002437-B0

Project: Proposed Residential Development

Location: 500 and 508 Edgeworth Avenue, Ottawa, Ontario

Figure No. 8

Page. 1 of 1

Date Drilled: 'June 19, 2025

Drill Type: CME 55 LC - Track Mounted Drill Rig

Datum: Geodetic Elevation

Logged by: JE Checked by: MZ

Split Spoon Sample ⊠ | Auger Sample ◧ | SPT (N) Value ○ | Dynamic Cone Test —— | Shelby Tube ■ | Shear Strength by Vane Test +S

Combustible Vapour Reading □ | Natural Moisture Content × | Atterberg Limits ⊢○ | Undrained Triaxial at % Strain at Failure ⊕ | Shear Strength by Penetrometer Test ▲

GWL	SYMBOL	SOIL DESCRIPTION	Geodetic Elevation m	Depth	Standard Penetration Test N Value / Shear Strength kPa	Combustible Vapour Reading (ppm) / Natural Moisture Content % / Atterberg Limits (% Dry Weight)	SAMPLES	Natural Unit Wt. kN/m³
		TOPSOIL ~ 75 mm thick	66.11	0	3		SS1	
		FILL Sand and gravel, with brick fragments, brown, moist, no odours, no stains, (very loose)	66.0 / 65.3					
		GLACIAL TILL Silty sand, some gravel and clay, cobbles and boulders, brown to grey, moist to wet, no odours, no stains (loose to very dense)	64.61	1	10		SS2	
				2	8		SS3	
		grey below 2.3 m depth			39		SS4	
				3	16, 50 / 125 mm		SS5	
		Auger Refusal at 3.3 m Depth	62.8					

Standard Penetration Test N Value: 20 40 60 80

Shear Strength kPa: 50 100 150 200

Combustible Vapour Reading (ppm): 250 500 750

Natural Moisture Content % / Atterberg Limits (% Dry Weight): 20 40 60

NOTES:

1. Borehole data requires interpretation by EXP before use by others
2. A 50 mm diameter monitoring well was installed as shown.
3. Field work supervised by an EXP representative.
4. See Notes on Sample Descriptions
5. Log to be read with EXP Report OTT-23002437-B0

WATER LEVEL RECORDS

Date	Water Level (m)	Hole Open To (m)
July 4, 2025	1.5	

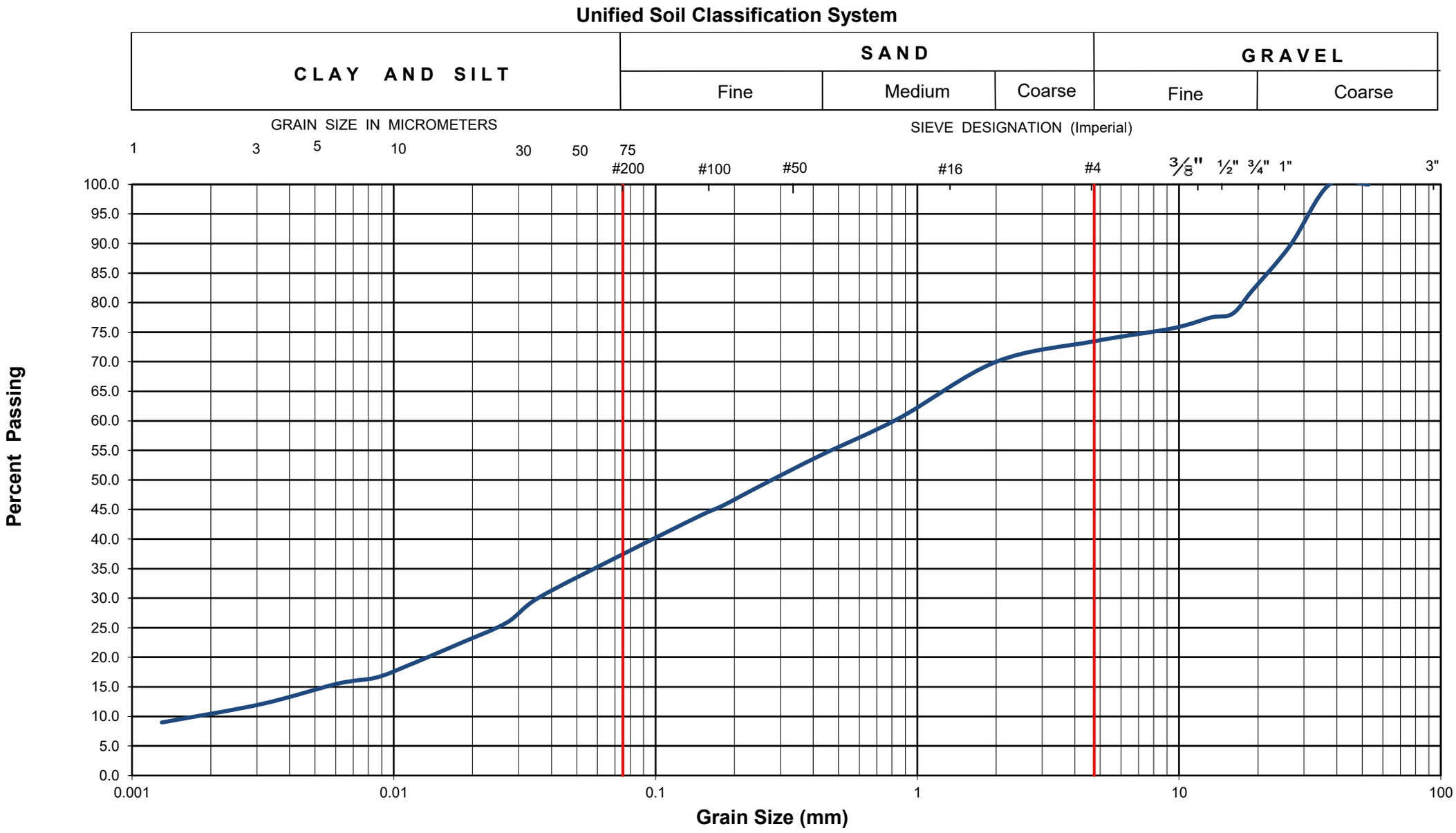
CORE DRILLING RECORD

Run No.	Depth (m)	% Rec.	RQD %

LOG OF BOREHOLE 500 EDGEWORTH LOGS - JULY 17, 2025.GPJ TROW OTTAWA.GDT 7/21/25

EXP Services Inc.
100-2650 Queensview Drive
Ottawa, ON K2B 8H6

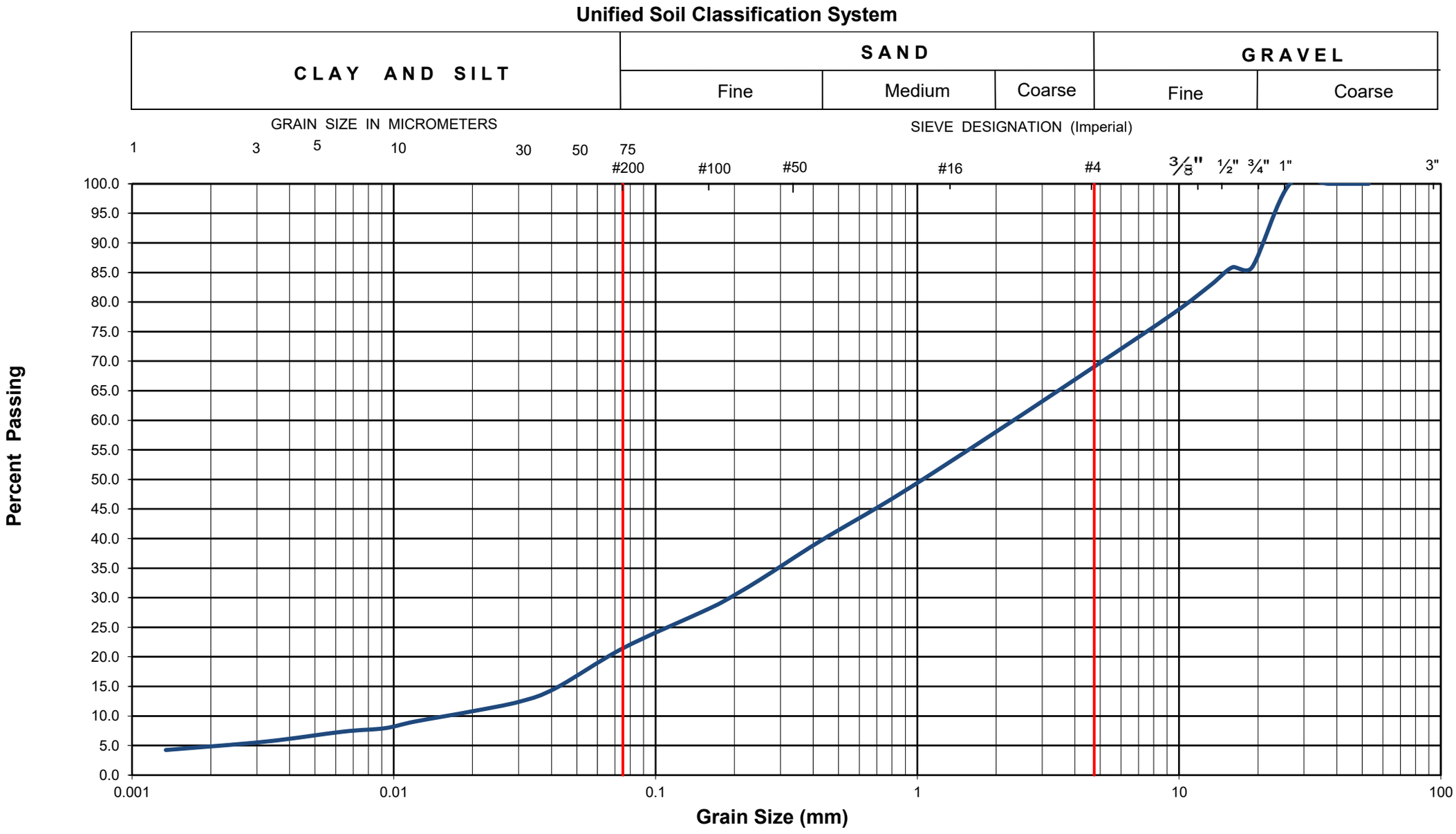
Grain-Size Distribution Curve
Method of Test For Particle Size Analysis of Soil
ASTM C-136/ASTM D422



EXP Project No.:	**OTT-23002437-B0**	**Project Name :**	**Proposed Residential Development**						
Client :	**Edgeworth Development Lands Corp.**	**Project Location :**	**500 and 508 Edgeworth Avenue, Ottawa, Ontario**						
Date Sampled :	**June 20, 2025**	**Borehole No:**	**BH25-1**		**Sample No.:**	**SS2**		**Depth (m) :**	**0.8 - 1.4**
Sample Description :		**% Silt and Clay**	**37**	**% Sand**	**36**	**% Gravel**	**27**	**Figure :**	**9**
Sample Description :	**GLACIAL TILL: Silty Sand (SM), Gravelly, Some Clay**								

EXP Services Inc.
100-2650 Queensview Drive
Ottawa, ON K2B 8H6

Grain-Size Distribution Curve
Method of Test For Particle Size Analysis of Soil
ASTM C-136/ASTM D422



EXP Project No.:	**OTT-23002437-B0**	**Project Name :**	**Proposed Residential Development**						
Client :	**Edgeworth Development Lands Corp.**	**Project Location :**	**500 and 508 Edgeworth Avenue, Ottawa, Ontario**						
Date Sampled :	**June 20, 2025**	**Borehole No:**	**BH25-1**		**Sample No.:**	**SS6**		**Depth (m) :**	**3.8 - 4.2**
Sample Description :		**% Silt and Clay**	**21**	**% Sand**	**48**	**% Gravel**	**31**	**Figure :**	**10**
Sample Description :	**GLACIAL TILL: Silty Sand (SM), Gravelly, Trace Clay**								

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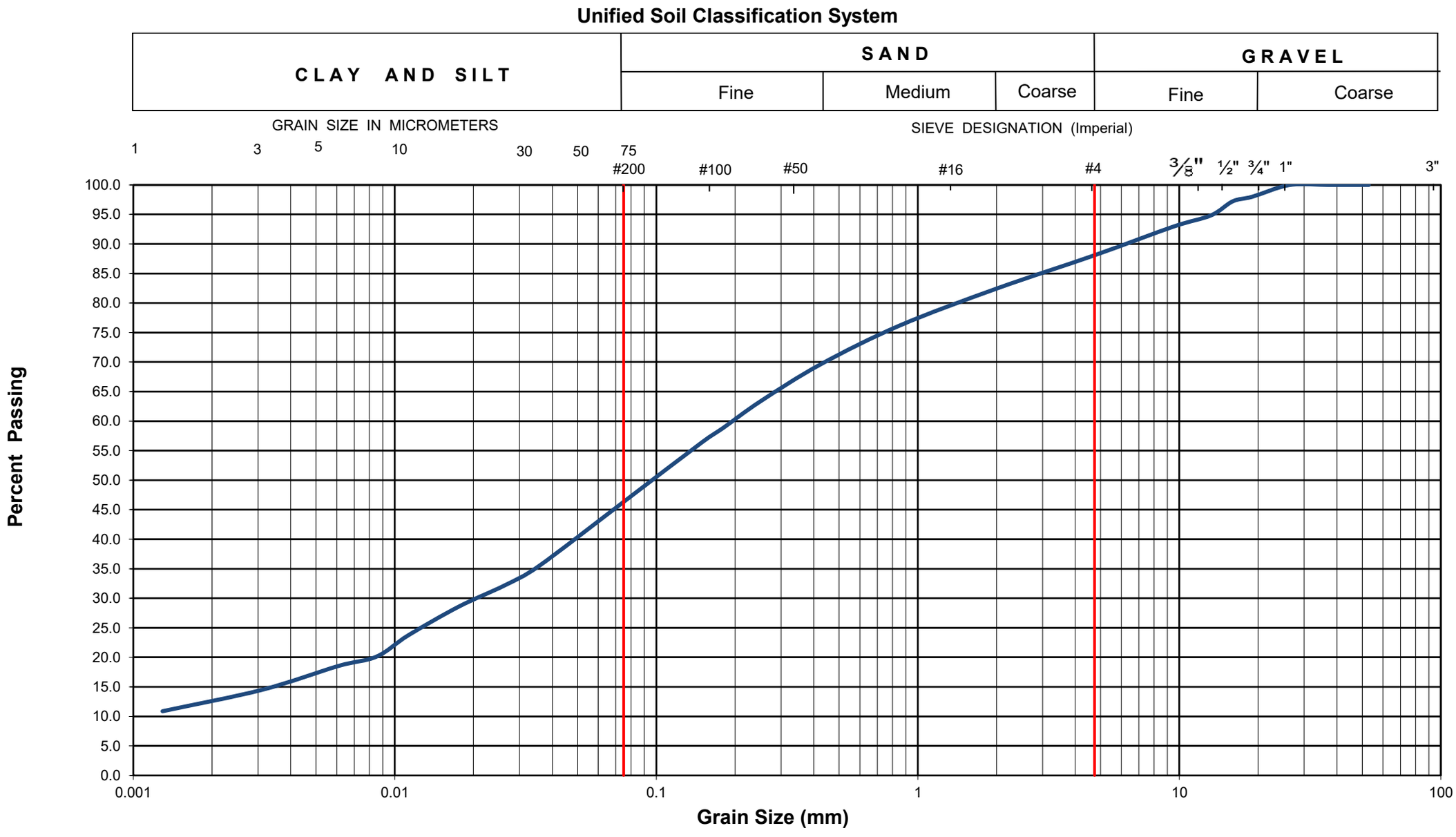
Ottawa, ON K2B 8H6

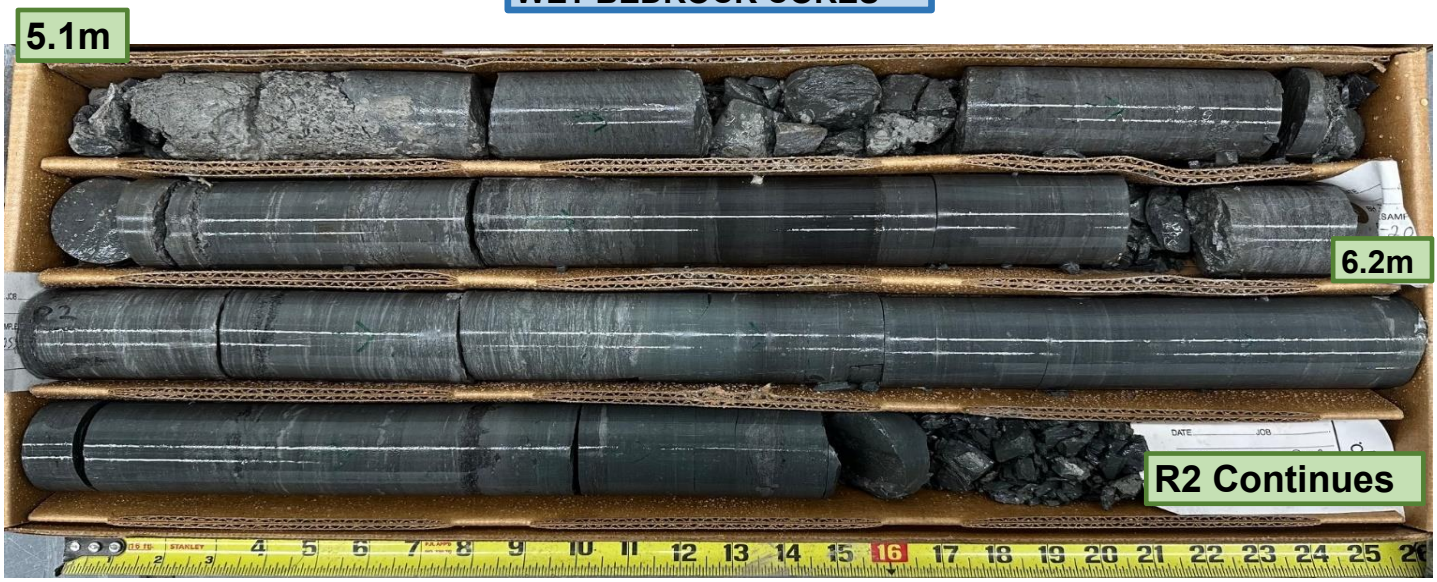
Grain-Size Distribution Curve
Method of Test For Particle Size Analysis of Soil
ASTM C-136/ASTM D422



EXP Project No.:	**OTT-23002437-B0**	**Project Name :**	**Proposed Residential Development**						
Client :	**Edgeworth Development Lands Corp.**	**Project Location :**	**500 and 508 Edgeworth Avenue, Ottawa, Ontario**						
Date Sampled :	**June 19, 2025**	**Borehole No:**	**BH25-6**		**Sample No.:**	**SS3**		**Depth (m) :**	**1.5 - 2.1**
Sample Description :		**% Silt and Clay**	**46**	**% Sand**	**42**	**% Gravel**	**12**	**Figure :**	**11**
Sample Description :	**GLACIAL TILL: Silty Sand (SM), Some Gravel, Some Clay**								

DRY BEDROCK CORES

WET BEDROCK CORES



exp Services Inc.
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borehole no.	core runs	PROJECT		project no.
BH25-4	Run 1: 5.1m - 6.2m Run 2: 6.2m - 7.7m		Proposed Residential Development 500 and 508 Edgeworth Avenue, Ottawa, Ontario	OTT-23002437-B0
date cored Jun 19, 2025			ROCK CORE PHOTOGRAPHS	FIG 12

DRY BEDROCK CORES

WET BEDROCK CORES

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borehole no.	core runs	PROJECT		project no.
BH25-4	Run 2: 6.2m - 7.7m Run 3: 7.7m - 9.2m End of Borehole		Proposed Residential Development 500 and 508 Edgeworth Avenue, Ottawa, Ontario	OTT-23002437-B0
date cored Jun 19, 2025			ROCK CORE PHOTOGRAPHS	FIG 13

Appendix A – Laboratory Certificate of Analysis Report by AGAT

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

CLIENT NAME: **EXP SERVICES INC**
2650 QUEENSVIEW DRIVE, UNIT 100
OTTAWA, ON K2B8H6
(613) 688-1899

ATTENTION TO: **Matthew Zammit**

PROJECT: **OTT-23002437-B0**

AGAT WORK ORDER: **25Z317035**

SOIL ANALYSIS REVIEWED BY: **Sukhwinder Randhawa, Inorganic Team Lead**

DATE REPORTED: **Jul 09, 2025**

PAGES (INCLUDING COVER): **5**

VERSION*: **1**

Should you require any information regarding this analysis please contact your client services representative at (905) 712-5100

Notes

Disclaimer:

- *All work conducted herein has been done using accepted standard protocols, and generally accepted practices and methods. AGAT test methods may incorporate modifications from the specified reference methods to improve performance.*
- *All samples will be disposed of within 30 days after receipt unless a Long Term Storage Agreement is signed and returned. Some specialty analysis may be exempt, please contact your Client Project Manager for details.*
- *AGAT's liability in connection with any delay, performance or non-performance of these services is only to the Client and does not extend to any other third party. Unless expressly agreed otherwise in writing, AGAT's liability is limited to the actual cost of the specific analysis or analyses included in the services.*
- *This Certificate shall not be reproduced except in full, without the written approval of the laboratory.*
- *The test results reported herewith relate only to the samples as received by the laboratory.*
- *Application of guidelines is provided "as is" without warranty of any kind, either expressed or implied, including, but not limited to, warranties of merchantability, fitness for a particular purpose, or non-infringement. AGAT assumes no responsibility for any errors or omissions in the guidelines contained in this document.*
- *All reportable information is available on request from AGAT Laboratories, in accordance with ISO/IEC 17025:2017, ISO/IEC 17025:2005 (Quebec), DR-12-PALA and/or NELAP Standards.*
- *This document is signed by an authorized signatory who meets the requirements of the MELCCFP, CALA, CCN and NELAP.*
- *For environmental samples in the Province of Quebec: The analysis is performed on and results apply to samples as received. A temperature above 6°C upon receipt, as indicated in the Sample Reception Notification (SRN), could indicate the integrity of the samples has been compromised if the delay between sampling and submission to the laboratory could not be minimized.*

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

Certificate of Analysis

AGAT WORK ORDER: 25Z317035

PROJECT: OTT-23002437-B0

CLIENT NAME: EXP SERVICES INC

ATTENTION TO: Matthew Zammit

SAMPLING SITE:508 Edgeworth

SAMPLED BY:EXP

(Soil) Inorganic Chemistry

DATE RECEIVED: 2025-07-02 **DATE REPORTED: 2025-07-09**

			SAMPLE DESCRIPTION:	BH25-1 SS5 10'-12'
			SAMPLE TYPE:	Soil
			DATE SAMPLED:	2025-06-20
Parameter	Unit	G / S	RDL	6862756
Chloride (2:1)	µg/g		2	19
Sulphate (2:1)	µg/g		2	167
pH (2:1)	pH Units		NA	8.67
Resistivity (2:1) (Calculated)	ohm.cm		1	3300

Comments: RDL - Reported Detection Limit; G / S - Guideline / Standard

6862756 EC, pH, Chloride and Sulphate were determined on the extract obtained from the 2:1 leaching procedure (2 parts DI water: 1 part soil). Resistivity is a calculated parameter.
Redox potential measured on as received sample. Due to the potential for rapid change in sample equilibrium chemistry with exposure to oxidative/reduction conditions laboratory results may differ from field measured results.
Redox potential measurement in soil is quite variable and non reproducible due in part, to the general heterogeneity of a given soil. It is also related to the introduction of increased oxygen into the sample after extraction. The interpretation of soil redox potential should be considered in terms of its general range rather than as an absolute measurement.

Analysis performed at AGAT Toronto (unless marked by *)

Certified By:

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

Quality Assurance

CLIENT NAME: EXP SERVICES INC

PROJECT: OTT-23002437-B0

SAMPLING SITE:508 Edgeworth

AGAT WORK ORDER: 25Z317035

ATTENTION TO: Matthew Zammit

SAMPLED BY:EXP

Soil Analysis

RPT Date: Jul 09, 2025			DUPLICATE				REFERENCE MATERIAL			METHOD BLANK SPIKE			MATRIX SPIKE		
PARAMETER	Batch	Sample Id	Dup #1	Dup #2	RPD	Method Blank	Measured Value	Acceptable Limits		Recovery	Acceptable Limits		Recovery	Acceptable Limits	
								Lower	Upper		Lower	Upper		Lower	Upper
(Soil) Inorganic Chemistry															
Chloride (2:1)	6861810		404	409	1.2%	< 2	98%	70%	130%	98%	80%	120%	95%	70%	130%
Sulphate (2:1)	6861810		37	38	2.7%	< 2	93%	70%	130%	98%	80%	120%	97%	70%	130%
pH (2:1)	6864745		8.46	8.18	3.4%	NA	93%	80%	120%						

Comments: NA signifies Not Applicable.
pH duplicates QA acceptance criteria was met relative as stated in Table 5-15 of Analytical Protocol document.

Duplicate NA: results are under 5X the RDL and will not be calculated.

Certified By:

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

Method Summary

CLIENT NAME: EXP SERVICES INC

AGAT WORK ORDER: 25Z317035

PROJECT: OTT-23002437-B0

ATTENTION TO: Matthew Zammit

SAMPLING SITE:508 Edgeworth

SAMPLED BY:EXP

PARAMETER	AGAT S.O.P	LITERATURE REFERENCE	ANALYTICAL TECHNIQUE
Soil Analysis			
Chloride (2:1)	INOR-93-6004	modified from SM 4110 B	ION CHROMATOGRAPH
Sulphate (2:1)	INOR-93-6004	modified from SM 4110 B	ION CHROMATOGRAPH
pH (2:1)	INOR 93-6031	modified from EPA 9045D and MCKEAGUE 3.11	PH METER
Resistivity (2:1) (Calculated)	INOR-93-6036	McKeague 4.12, SM 2510 B,SSA #5 Part 3	CALCULATION

AGAT Laboratories

Have feedback? Scan here for a quick survey!

5835 Coopers Avenue
Mississauga, Ontario L4Z 1Y2
Ph: 905.712.5100 Fax: 905.712.5122
webearth.agatlabs.com

Chain of Custody Record

If this is a Drinking Water sample, please use Drinking Water Chain of Custody Form (potable water consumed by humans)

Report Information:

Company: EXP Services Inc
Contact: Matthew Zammit
Address: 2650 Queensview Drive, Suite 100
Ottawa, Ontario, K2B 8H6
Phone: 613-688-1899 Fax:
Reports to be sent to:
1. Email: matthew.zammit@exp.com
2. Email: ryan.digiuseppe@exp.com

Project Information:

Project: OTT-23002437-B0
Site Location: 508 Edgeworth
Sampled By: EXP
AGAT Quote #: PO:
Please note: If quotation number is not provided, client will be billed full price for analysis.

Invoice Information:

Bill To Same: Yes ☑ No ☐
Company:
Contact:
Address:
Email:

Regulatory Requirements:

(Please check all applicable boxes)

☐ Regulation 153/04
Table (Indicate One) ☐ Ind/Com ☐ Res/Park ☐ Agriculture
Soil Texture (Check One) ☐ Coarse ☐ Fine

☐ Regulation 406
Table (Indicate One) ☐ Ind/Com ☐ Res/Park ☐ Agriculture

☐ Regulation 558
☐ CCME

☐ Sewer Use ☐ Sanitary ☐ Storm
Region
☐ Prov. Water Quality Objectives (PWQO)
☐ Other
Indicate One

Is this submission for a **Record of Site Condition (RSC)**? ☐ Yes ☐ No

Report Guideline on *Certificate of Analysis* ☐ Yes ☐ No

Legal Sample ☐

Sample Matrix Legend

GW	Ground Water	**SD**	Sediment
O	Oil	**SW**	Surface Water
P	Paint	**R**	Rock/Shale
S	Soil		

Laboratory Use Only

Work Order #: 25Z317035

Cooler Quantity: N/A
Arrival Temperatures: 29.9 | 30.0 | 29.6
~~Depot~~ Temperatures: MISS: 8.0 | | |
Custody Seal Intact: ☐ Yes ☐ No ☐ N/A
Notes: B 17

Turnaround Time (TAT) Required:

Regular TAT ☑ 5 to 7 Business Days

Rush TAT (Rush Surcharges Apply)

☐ 3 Business Days ☐ 2 Business Days ☐ Next Business Day

OR Date Required (Rush Surcharges May Apply):

Please provide prior notification for rush TAT
**TAT is exclusive of weekends and statutory holidays*

For 'Same Day' analysis, please contact your AGAT CSR

Sample Identification	Date Sampled	Time Sampled	# of Containers	Sample Matrix	Comments/ Special Instructions	Field Filtered - Metals, Hg, CrVI, DOC (Y/N)	O. Reg 153: Metals & Inorganics	O. Reg 153: Metals - ☐ CrVI, ☐ Hg, ☐ HWSB	O. Reg 153: BTEX, F1-F4 PHCs	VOC	PAHs	PCBs: Arocolors ☐	O. Reg 406: Regulation 406 Characterization Package pH, Metals, BTEX, F1-F4	O. Reg 406: EC, SAR	O. Reg 406: Regulation 406 SPLP Rainwater Leach mSPLP: ☐ Metals ☐ VOCs ☐ SVOCs ☐ OC	O. Reg 558: Landfill Disposal Characterization TCLP: ☐ M&I ☐ VOCs ☐ ABNs ☐ B(a)P ☐ PCBs TCLP:	Corrosivity: ☐ Moisture ☐ Sulphide	pH	Sulphates	Chlorides	Resistivity			Potentially Hazardous or High Concentration (Y/N)
1. BH25-1 SS5 10'-12'	June 20	AM/PM	1															☑	☑	☑	☑			
2.		AM/PM																						
3.		AM/PM																						
4.		AM/PM																						
5.		AM/PM																						
6.		AM/PM																						
7.		AM/PM																						
8.		AM/PM																						
9.		AM/PM																						
10.		AM/PM																						
11.		AM/PM																						

Samples Relinquished By (Print Name and Sign):	Date	Time	Samples Received By (Print Name and Sign):	Date	Time
			C. Griffith	07/02/25	14h55
CC. to Pick	07/03/25	15h00			

Page ____ of ____

N°:

Pink Copy - Client 1 Yellow Copy - AGAT 1 White Copy- AGAT

Date Issued: Jan 18, 2024

Legal Notification

This report was prepared by EXP Services for the account of Edgeworth Development Lands Corp.

Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. EXP Services Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this project.

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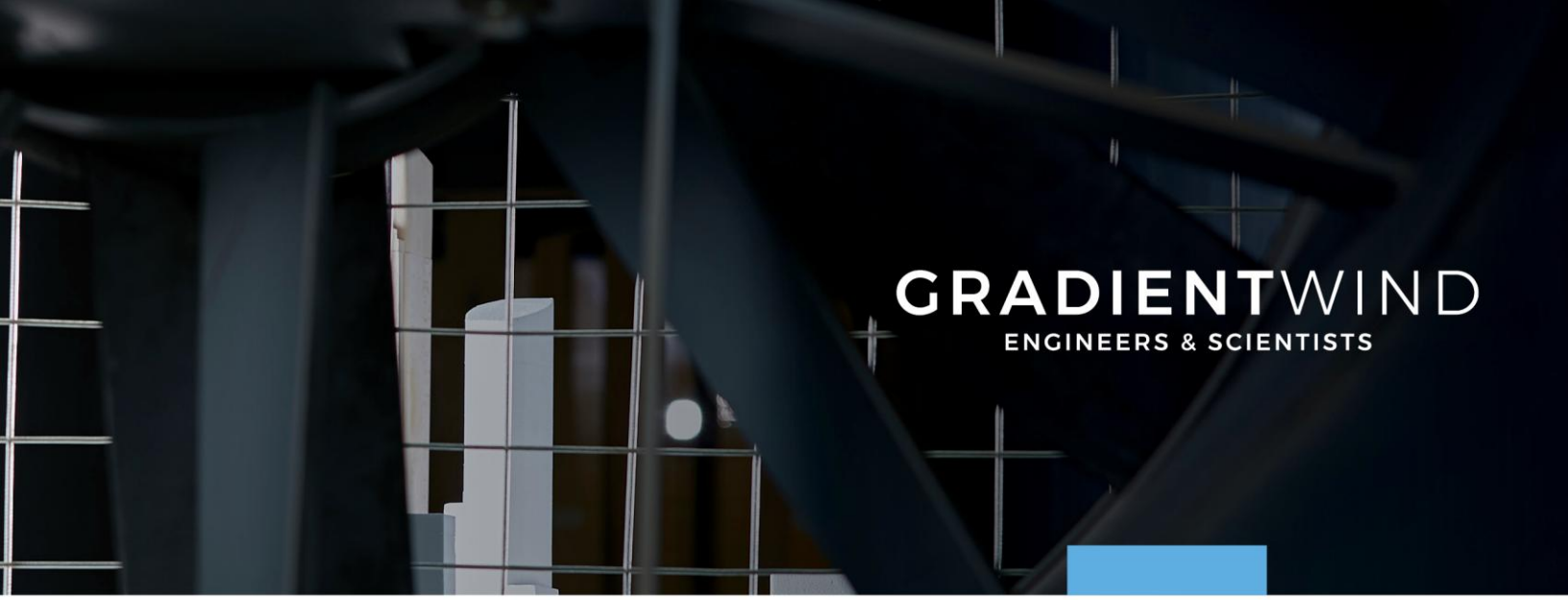
Report Distributed To:

Ravi Shanghavi, ravi@antillahomes.com

APPENDIX C

Environmental Noise and Vibration Assessment: Prepared by Gradient Wind Engineering Inc., Report Number: GWE25-101 - Noise & Vibration - DRAFT,

Dated June 17, 2025

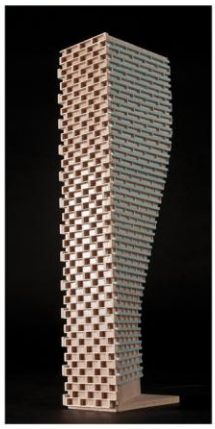


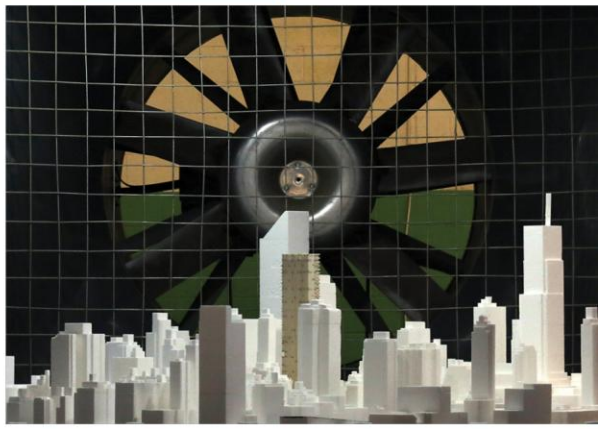
GRADIENTWIND
ENGINEERS & SCIENTISTS

ENVIRONMENTAL NOISE & VIBRATION ASSESSMENT

500 & 508 Edgeworth Avenue
Ottawa, Ontario

REPORT: GWE25-101 - Noise & Vibration





June 17, 2025

DRAFT

PREPARED FOR

Edgeworth Development Lands Corp
451 Daly Avenue, 2nd Floor
Ottawa, Ontario
K1N 6H6

PREPARED BY

Doryan Saavedra, B.Eng., Junior Acoustic Scientist
Joshua Foster, P.Eng., Lead Engineer

EXECUTIVE SUMMARY

This report describes a traffic noise and vibration assessment undertaken to satisfy Zoning By-Law Amendment application submission requirements for the proposed residential development located at 500 & 508 Edgeworth Avenue in Ottawa, Ontario (hereinafter referred to as "subject site" or "proposed development"). The proposed development comprises a 24-storey residential building with a rectangular planform and a four-storey podium. At grade, the development features a lobby, indoor amenities, an outdoor amenity, townhouse units, bicycle storage, and a ramp leading to two levels of below-grade parking. The remaining floors comprise residential units with floorplate changes at levels two, five, 10 and 22. Level 23 features an outdoor amenity, and the building is topped with a mechanical penthouse. The primary sources of traffic noise are Carling Avenue to the south, Kichi Zībī Mīkan Parkway to the west, and the future Confederation Line 1 Light Rail Transit (LRT) west extension to the west, currently under construction. As the site is in proximity to the future west extension of the Regional Transit Commission (OC Transpo) Light Rail Transit Confederation Line, a ground vibration impact assessment from the LRT system on the development was conducted following the procedures outlined in the Federal Transit Authorities (FTA) protocol. Figure 1 illustrates a complete site plan with surrounding context.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) NPC-300, Ministry of Transportation Ontario (MTO), and City of Ottawa Environmental Noise Control Guidelines (ENCG) guidelines; (ii) future vehicular traffic volumes corresponding to roadway classification, roadway traffic volumes obtained from the City of Ottawa, and LRT information from the Rail Implementation Office; (iii) architectural drawings provided by RLA Architecture in May 2025; and (iv) ground borne vibration criteria as specified by the Federal Transit Authority (FTA) Protocol.

The results of the current analysis indicate that noise levels will range between 58 and 63 dBA during the daytime period (07:00-23:00) and between 50 and 55 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 63 dBA) occurs at the west façade between levels 1 to 9, which are nearest and most exposed to Kichi Zībī Mīkan Parkway and the LRT Confederation Line west extension.

The results indicate that noise levels fall between 55 dBA and 65 dBA during the daytime period. As such, the development will required forced air heating systems with provisions for central air conditioning, as a

minimum requirement. If air conditioning is installed it will allow occupants to keep windows closed and maintain a comfortable living environment. Given the nature of the development, air conditioning is expected to be provided, therefore a type D Warning Clause will be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6. Standard building components will be sufficient to reduce indoor noise levels at or below the ENCG criterion for noise sensitive spaces.

As the development is adjacent to a future LRT line and station, the Rail Construction Program Office recommends a warning clause specific to light rail transit lines be included in all Lease, Purchase and Sale Agreements. All of which are summarized in Section 6.

The outdoor amenity provided on level 23 is expected to fall below 55 dBA in compliance with the ENCG criteria assuming the inclusion of a 1.2 m solid guard surrounding the OLA as is detailed in the architectural drawings. The guard or parapet wall will need to be constructed of solid materials and have a surface density of 20 kg/m^2.

Noise levels at the at-grade outdoor amenity extending from the southern side to the western side of the development is expected to exceed 55 dBA during the daytime period without a noise barrier. If this area is to be used as an outdoor living area, noise control measures are required to reduce noise levels as close as possible to 55 dBA where technically and administratively feasible. Further analysis investigated the use of adding noise barriers to the at-grade outdoor amenity as summarised in Section 5.3. A solid guard with a height of 2.0 m (above the walking surface) surrounding the at-grade OLA will be sufficient to reduce the noise level below 60 dBA. As the noise level continues to exceed the ENCG criteria with an included noise barrier, a Type B Warning Clause will be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

As the subject site is located further than 75 metres from the future OC Transpo LRT Confederation Line west extension, the development is outside of the LRT zone of influence and vibration levels are expected to be minimal.

A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. The dominant source of noise impacting the development is from transportation noise sources.

The development's own mechanical equipment has the potential to generate noise off-site at surrounding noise sensitive (residential) developments and on the development itself. Any potential impacts can be minimized by judicious selection of mechanical equipment and its location. It is preferable to locate large pieces of equipment, such as cooling towers and make up air units, on the roof of the towers or in mechanical penthouses. These systems will be designed to comply with the ENCG sound level limits. A review by a qualified acoustic consultant is recommended once the mechanical design of the building has developed.

TABLE OF CONTENTS

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Edgeworth Development Lands Corp to undertake a traffic noise and vibration assessment to satisfy Zoning By-Law Amendment application submission requirements for the proposed residential development located at 500 & 508 Edgeworth Avenue in Ottawa, Ontario. This report summarizes the methodology, results, and recommendations related to the assessment of exterior noise and vibration levels generated by local transportation traffic.

This assessment is based on theoretical noise calculation methods conforming to the Ministry of the Environment, Conservation and Parks (MECP) NPC-300[1], Ministry of Transportation Ontario (MTO)[2], and City of Ottawa Environmental Noise Control Guidelines (ENCG)[3] guideline. Noise calculations were based on architectural drawings provided by RLA Architecture in May 2025, with future traffic volumes corresponding to transit classification, roadway classification and theoretical roadway capacities, and recent satellite imagery.

2. TERMS OF REFERENCE

The focus of this transportation noise assessment is a proposed residential development located at 500 & 508 Edgeworth Avenue in Ottawa, Ontario. The subject site is located on a parcel of land located northwest of the intersection of Edgeworth Avenue and Carling Avenue.

The proposed development comprises a 24-storey residential building with a rectangular planform and a four-storey podium. At grade, the development features a lobby, indoor amenities, an outdoor amenity, townhouse units, bicycle storage, and a ramp leading to two levels of below-grade parking. The remaining floors comprise residential units with floorplate changes at levels two, five, 10 and 23. In addition to the outdoor amenity at grade, an outdoor living area (OLA) is provided on level 23. The building is topped with a mechanical penthouse (MPH).

[1] Ontario Ministry of the Environment and Climate Change – Environmental Noise Guidelines, Publication NPC-300, Queens Printer for Ontario, Toronto, 2013
[2] Ministry of Transportation Ontario, "*Environmental Guide for Noise*", August 2021
[3] City of Ottawa Environmental Noise Control Guidelines, January 2016

The site is surrounded by low-rise residential buildings to the north and east, a high-rise building to the south, and Edgeworth Avenue located directly east of the subject site. Additionally, the Ottawa-Carleton Regional Transit Commission (OC Transpo) Light Rail Transit (LRT) Confederation Line extension and the future Lincoln Fields Station are currently under construction approximately 118 m to the west of the subject site. The primary sources of traffic noise are Carling Avenue to the south, Kichi Zībī Mīkan Parkway to the west, and the upcoming Line 1 Light Rail Transit (LRT) west extension to the west. Figure 1 illustrates a complete site plan with surrounding context.

The primary source of ground borne vibration is the future OC Transpo LRT line located to the west of the subject site. As per the City of Ottawa's Official Plan, the LRT system is situated greater than 75 m from the nearest property line. As a result, ground vibration impact from the LRT system on the proposed development is expected to be minimal as the subject site is outside of the LRT zone of influence. Airborne noise transmission from the LRT onto the development was considered as part of the transportation noise as the LRT is located entirely aboveground.

With regard to stationary noise impacts, a stationary noise study is recommended for the site during the detailed design once mechanical plans become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed development onto surrounding noise sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below NPC-300 limits. As the mechanical equipment is expected to reside primarily in the mechanical level located on the high roof of the building, noise levels on the surrounding noise sensitive properties are expected to be negligible. In the event that noise levels exceed the ENCG criteria, noise impacts can generally be minimized by judicious selection and placement of the equipment.

3. OBJECTIVES

The principal objectives of this study are to (i) calculate the future noise levels on the study building produced by local transportation sources, (ii) predict vibration levels on the study building produced from the LRT system, and (iii) explore potential noise mitigation where required.

4. METHODOLOGY

4.1 Background

Noise can be defined as any obtrusive sound. It is created at a source, transmitted through a medium, such as air, and intercepted by a receiver. Noise may be characterized in terms of the power of the source or the sound pressure at a specific distance. While the power of a source is characteristic of that particular source, the sound pressure depends on the location of the receiver and the path that the noise takes to reach the receiver. Measurement of noise is based on the decibel unit, dBA, which is a logarithmic ratio referenced to a standard noise level (2×10^{-5} Pascals). The 'A' suffix refers to a weighting scale, which better represents how the noise is perceived by the human ear. With this scale, a doubling of power results in a 3 dBA increase in measured noise levels and is just perceptible to most people. An increase of 10 dBA is often perceived to be twice as loud.

4.2 Roadway and LRT Traffic Noise

4.2.1 Criteria for Roadway and LRT Traffic Noise

For surface roadway and LRT traffic noise, the equivalent sound energy level, L_{eq}, provides a measure of the time varying noise levels, which is well correlated with the annoyance of sound. It is defined as the continuous sound level, which has the same energy as a time varying noise level over a period of time. For roadways, the L_{eq} is commonly calculated on the basis of a 16-hour (L_{eq16}) daytime (07:00-23:00) / 8-hour (L_{eq8}) nighttime (23:00-07:00) split to assess its impact on residential buildings. NPC-300 specifies that the recommended indoor noise limit range (that is relevant to this study) is 45 and 40 dBA for living rooms, and sleeping quarters, respectively, as listed in Table 1.

TABLE 1: INDOOR SOUND LEVEL CRITERIA (ROAD) [4]

Type of Space	Time Period	L_{eq} (dBA)
General offices, reception areas, retail stores, etc.	07:00 – 23:00	50
Living/dining/den areas of **residences**, hospitals, schools, nursing/retirement homes, day-care centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, etc.	07:00 – 23:00	45
Sleeping quarters of hotels/motels	23:00 – 07:00	45
Sleeping quarters of **residences**, hospitals, nursing/retirement homes, etc.	23:00 – 07:00	40

Predicted noise levels at the plane of window (POW) dictate the action required to achieve the recommended sound levels. An open window is considered to provide a 10 dBA reduction in noise, while a standard closed window is capable of providing a minimum 20 dBA noise reduction[5]. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment[6]. Therefore, where noise levels exceed 55 dBA daytime and 50 dBA nighttime, the ventilation for the building should consider the need for having windows and doors closed, which triggers the need for forced air heating with provision for central air conditioning. Where noise levels exceed 65 dBA daytime and 60 dBA nighttime, air conditioning will be required and building components will require higher levels of sound attenuation[7].

The sound level criterion for outdoor living areas is 55 dBA, which applies during the daytime (07:00 to 23:00). When noise levels exceed 55 dBA, mitigation should be provided to reduce noise levels where technically and administratively feasible to acceptable levels at or below the criterion.

[4] MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Table C-9
[5] Burberry, P.B. (2014). Mitchell's Environment and Services. Routledge, Page 125
[6] MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.8
[7] MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3

4.2.2 Roadway and LRT Traffic Volumes

The ENCG dictates that noise calculations should consider future sound levels based on a roadway's classification at the mature state of development. Therefore, traffic volumes are based on the roadway classifications outlined in the City of Ottawa's Official Plan (OP) and Transportation Master Plan[8] which provide additional details on future roadway expansions. Average Annual Daily Traffic (AADT) volumes are then based on data in Table B1 of the ENCG for each roadway classification. Table 2 (below) summarizes the AADT values used for each roadway and LRT line included in this assessment.

TABLE 2: ROADWAY AND LRT TRAFFIC DATA

Segment	Roadway Class	Speed Limit (km/h)	Official Plan AADT
Carling Avenue	4-Lane Urban Arterial-Divided (4-UAD)	60	**35,000**
Kichi Zībī Mīkan Parkway	4-Lane Urban Arterial-Divided (4-UAD)	60	**35,000**
Confederation Line LRT	Light Rail Transit	70	**540/60***

4.2.3 Theoretical Roadway and LRT Traffic Noise Predictions

The impact of transportation noise sources on the development was determined by computer modelling. Transportation noise source modelling is based on the software program *CadnaA* which utilizes the United States Federal Highway Administration's Traffic Noise Model (TNM) to represent the roadway line sources. The TNM model is also being accepted in the updated Environmental Guide for Noise of Ontario, 2021 by the Ministry of Transportation (MTO)[9]. This computer program can represent three-dimensional surfaces and three orders of reflections of sound waves over a suitable spectrum for human hearing. A set of comparative calculations were performed in the current Ontario traffic noise prediction model STAMSON for comparisons to CadnaA simulation results. The STAMSON model is, however, older and requires each receptor to be calculated separately. STAMSON also does not accurately account for building reflections and multiple screening elements, and curved road geometry. A total of 12 receptor locations were identified around the site, as illustrated in Figure 2.

[8] City of Ottawa Transportation Master Plan, November 2013
[9] Ministry of Transportation Ontario, "*Environmental Guide for Noise*", August 2021, pg. 16

Roadway and LRT noise calculations were performed by treating each segment as separate line sources of noise, and by using existing and proposed building locations as noise barriers. In addition to the traffic volumes summarized in Table 2, theoretical noise predictions were based on the following parameters:

- Truck traffic on all roadways was taken to comprise 5% heavy trucks and 7% medium trucks, as per ENCG requirements for noise level predictions.
- The day/night split for all roads was taken to be 92% / 8%, respectively.
- Default ground surfaces were taken to be reflective due to the presence of hard (paved) ground.
- Topography was assumed to be a flat/gentle slope surrounding the study building.
- A solid guard with a height of 1.2 m (above the walking surface) surrounds the level 23 OLA as shown in the architectural drawings.
- Noise receptors were strategically placed at 12 locations around the study area (see Figure 2).

4.3 Indoor Noise Calculations

The difference between outdoor and indoor noise levels is the noise attenuation provided by the building envelope. According to common industry practice, complete walls and individual wall elements are rated according to the Sound Transmission Class (STC). The STC ratings of common residential walls built in conformance with the Ontario Building Code (2024) typically exceed STC 35, depending on exterior cladding, thickness and interior finish details. For example, brick veneer walls can achieve STC 50 or more. Standard commercially sided exterior metal stud walls have around STC 45. Standard good quality double-glazed non-operable windows can have STC ratings ranging from 25 to 40, depending on the window manufacturer, pane thickness and inter-pane spacing. As previously mentioned, the windows are the known weak point in a partition.

As per Section 4.2, when daytime noise levels from road sources at the plane of the window exceed 65 dBA, calculations must be performed to evaluate the sound transmission quality of the building components to ensure acceptable indoor noise levels. The calculation procedure[10] considers:

- Window type and total area as a percentage of total room floor area

[10] Building Practice Note: Controlling Sound Transmission into Buildings by J.D. Quirt, National Research Council of Canada, September 1985

- Exterior wall type and total area as a percentage of the total room floor area
- Acoustic absorption characteristics of the room
- Outdoor noise source type and approach geometry
- Indoor sound level criteria, which varies according to the intended use of a space

Based on published research[11], exterior walls possess specific sound attenuation characteristics that are used as a basis for calculating the required STC ratings of windows in the same partition. Due to the limited information available at the time of the study, which was prepared for site plan approval, detailed floor layouts and building elevations have not been finalized; therefore, detailed STC calculations could not be performed at this time. As a guideline, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = outdoor noise level – targeted indoor noise levels + safety factor).

5. RESULTS

5.1 Roadway Traffic Noise Levels

The results of the roadway and LRT traffic noise calculations are summarized in Table 3 below. The results of the current analysis indicate that noise levels will range between 58 and 63 dBA during the daytime period (07:00-23:00) and between 50 and 55 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 63 dBA) occurs at the west façade between levels 1 to 9, which are nearest and most exposed to Kichi Zībī Mīkan and the upcoming LRT Confederation Line. Figures 4 to 7 illustrate daytime and nighttime noise contours of the site 1.5 m and 73.8 m above grade. Additionally, Figures 8 to 11 illustrate the daytime and nighttime noise contours along all façades of the development.

The results indicate that noise levels fall between 55 dBA and 65 dBA during the daytime period. As such, the development will need forced air heating with provisions for central air conditioning, as a minimum requirement. These requirements will allow occupants to keep windows closed and maintain a comfortable living environment. A Warning Clause will also be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

[11] CMHC, Road & Rail Noise: Effects on Housing

The results also indicate that noise levels for the outdoor amenity at grade exceed 55 dBA. As noise levels are above the ENCG criteria, noise mitigation is required and detailed in Section 5.3. The noise level at the level 23 outdoor amenity is expected to be below 55 dBA with the included solid guard surrounding the OLA that is shown in the architectural drawings.

TABLE 3: EXTERIOR NOISE LEVELS DUE TO TRANSPORTATION SOURCES

Receptor Number	Receptor Height Above Grade/Roof (m)	Receptor Location	Roadway and LRT Noise Level (dBA)	
			Day	Night
R1	13.8	POW – Level 4 South Façade	60	53
R2	13.8	POW – Level 4 East Façade	58	50
R3	13.8	POW – Level 4 North Façade	60	52
R4	28.8	POW – Level 9 West Façade	63	55
R5	67.8	POW – Level 22 West Façade	59	52
R6	73.8	POW – Level 24 South Façade	61	53
R7	73.8	POW – Level 24 East Façade	58	50
R8	73.8	POW – Level 24 North Façade	59	51
R9	73.8	POW – Level 24 West Façade	61	53
R10	1.5	OLA- South Facing At-Grade Outdoor Amenity	60	N/A*
R11	1.5	OLA- West Facing At-Grade Outdoor Amenity	62	N/A*
R12	70.8	OLA – Level 23 Outdoor Amenity	53	N/A*

*Noise levels during the nighttime are not considered for OLAs

Table 4 shows a comparison in results between CadnaA and STAMSON. Noise levels calculated in STAMSON were found to have a good correlation with CadnaA and variability between the two programs was within an acceptable level of ±0-3 dBA. STAMSON inputs and output data are provided in Appendix A and Figures A1 to A3.

TABLE 4: RESULTS OF STAMSON/CADNAA CORRELATION

Receptor ID	Receptor Height (m)	Receptor Location	STAMSON 5.04 Noise Level (dBA)		CadnaA Noise Level (dBA)	
			Day	Night	Day	Night
R6	73.8	POW – Level 24 South Façade	63	56	61	53
R9	73.8	POW – Level 24 West Façade	63	56	61	53
R12	70.8	OLA – Level 23 Outdoor Amenity	55	48	53	45

5.2 Noise Control Measures

The noise levels predicted due to roadway traffic do not exceed the criteria listed in Section 4.2 for building components. Therefore, standard building components, compliant with the Ontario building Code will be sufficient to attenuate indoor sound levels to appropriate indoor criteria.

Results of the calculations also indicate that the development will require forced air heating with provisions for central air conditioning, as a minimum requirement. However, it is anticipated the building will have air conditioning as part of its design. If provided air conditioning would allow occupants to keep windows closed and maintain a comfortable and quite living environment, Warning Clauses will also be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

5.3 Noise Barrier Calculation

Noise levels all the at-grade outdoor amenity which extends from the southern side to the western side of the development is expected to exceed 55 dBA during the daytime period without a noise barrier. If this area is to be used as an outdoor living area, noise control measures are required to reduce noise levels as close as possible to 55 dBA where technically and administratively feasible. Further analysis investigated the noise mitigating impact of adding noise barriers to the at-grade outdoor amenity and is summarised in Table 5. A solid guard with a height of 2.0 m (above the walking surface) surrounding the at-grade OLA shown of Figure 3 will be sufficient to reduce the noise level below 60 dBA. As the noise level continues to exceed the ENCG criteria with an included noise barrier, a Type B Warning Clause will be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

The outdoor amenity provided on level 23 is expected to fall below 55 dBA with the inclusion of a 1.17 m solid guard surrounding the OLA that is detailed in the architectural drawings.

TABLE 5: RESULTS OF NOISE BARRIER INVESTIGATION

Receptor Number	Receptor Height Above Grade (m)	Receptor Location	Daytime L_{eq} Noise Levels (dBA)				
			No Barrier	With 1.1 m Barrier	With 1.5 m Barrier	With 2.0 m Barrier	With 2.6 m Barrier
R10	1.5	OLA- South Facing At-Grade Outdoor Amenity	60	60	57	53	50
R11	1.5	OLA- West Facing At-Grade Outdoor Amenity	62	62	60	**57**	55

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 58 and 63 dBA during the daytime period (07:00-23:00) and between 50 and 55 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 63 dBA) occurs at the west façade between levels 1 to 9, which are nearest and most exposed to Kichi Zībī Mīkan Parkway and the upcoming LRT Confederation Line.

The results indicate that noise levels fall between 55 dBA and 65 dBA during the daytime period. As such, the development will required forced air heating systems with provisions for central air conditioning, as a minimum requirement. If air conditioning is installed it will allow occupants to keep windows closed and maintain a comfortable living environment. Given the nature of the development, air conditioning is expected to be provided, therefore a type D Warning Clause will be required in all Lease, Purchase and Sale Agreements, as summarized below.

Type 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."*

As noise levels fall below 65 dBA, standard building components will be sufficient to reduce indoor noise levels at or below the ENCG criterion for noise sensitive spaces.

As the development is adjacent to a future LRT line and station, the Rail Construction Program Office recommends that the warning clause identified below be included in all Lease, Purchase and Sale Agreements.

"The Owner hereby acknowledges and agrees:

i) The proximity of the proposed development of the lands described in Schedule "A" hereto (the "Lands") to the City's existing and future transit operations, may result in noise, vibration, electromagnetic interferences, stray current transmissions, smoke and particulate matter (collectively referred to as "Interferences") to the development;

ii) *It has been advised by the City to apply reasonable attenuation measures with respect to the level of the Interferences on and within the Lands and the proposed development; and*

iii) *The Owner acknowledges and agrees all agreements of purchase and sale and lease agreements, and all information on all plans and documents used for marketing purposes, for the whole or any part of the subject lands, shall contain the following clauses which shall also be incorporated in all transfer/deeds and leases from the Owner so that the clauses shall be covenants running with the lands for the benefit of the owner of the adjacent road:*

'The Transferee/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that a public transit light-rail rapid transit system (LRT) is proposed to be located in proximity to the subject lands, and the construction, operation and maintenance of the LRT may result in environmental impacts including, but not limited to noise, vibration, electromagnetic interferences, stray current transmissions, smoke and particulate matter (collectively referred to as the Interferences) to the subject lands. The Transferee/Lessee acknowledges and

agrees that despite the inclusion of noise control features within the subject lands, Interferences may continue to be of concern, occasionally interfering with some activities of the occupants on the subject lands.

The Transferee covenants with the Transferor and the Lessee covenants with the Lessor that the above clauses verbatim shall be included in all subsequent lease agreements, agreements of purchase and sale and deeds conveying the lands described herein, which covenants shall run with the lands and are for the benefit of the owner of the adjacent road.'"

The outdoor amenity provided on level 23 is expected to fall below 55 dBA in compliance with the ENCG criteria assuming the inclusion of a 1.2 m solid guard surrounding the OLA that is detailed in the architectural drawings. The guard or parapet wall will need to be constructed of solid materials and have a surface density of 20 kg/m^2.

Noise levels all the at-grade outdoor amenity extending from the southern side to the western side of the development is expected to exceed 55 dBA during the daytime period without a noise barrier. If this area is to be used as an outdoor living area, noise control measures are required to reduce noise levels as close as possible to 55 dBA where technically and administratively feasible. Further analysis investigated the noise mitigating impact of adding noise barriers to the at-grade outdoor amenity and is summarised in Section 5.3. A solid guard with a height of 2.0 m (above the walking surface) surrounding the at-grade OLA shown on Figure 3 will be sufficient to reduce the noise level below 60 dBA. In addition to the solid guard, a Type B Warning Clause will be required in all Lease, Purchase and Sale Agreements, as summarized below.

Type B:

"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and LRT traffic may on occasions 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."

The guard must be constructed from materials having a minimum surface density of 20 kg/m^2 (STC rating of 30) and contain no gaps. Design of the guardrail will conform to the requirements outlined in Part 5 of the ENCG. The following information will be required by the City for review prior to installation of the barrier:

1. Shop drawings, signed and sealed by a qualified Professional Engineer licenced by the Professional Engineers of Ontario, showing the details of the acoustic barrier systems components, including material specifications.
2. Structural drawing(s), signed by a qualified Professional Engineer licenced by the Professional Engineers of Ontario, showing foundation details, and specifying design criteria, climatic design loads, as well as applicable geotechnical data used in the design.
3. Layout plan, and wall elevations, showing proposed colours and patterns.

As the subject site is located further than 75 metres from the future OC Transpo LRT Confederation Line west extension, the development is outside of the LRT zone of influence and vibration levels are expected to be minimal.

A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. The dominant source of noise impacting the development is from transportation noise sources.

The development's own mechanical equipment has the potential to generate noise off-site at surrounding noise sensitive (residential) developments and on the development itself. Any potential impacts can be minimized by judicious selection of mechanical equipment and its location. It is preferable to locate large pieces of equipment, such as cooling towers and make up air units, on the roof of the towers or in mechanical penthouses. These systems will be designed to comply with the ENCG sound level limits. A review by a qualified acoustic consultant is recommended once the mechanical design of the building has developed.

This concludes our traffic noise and vibration assessment and report. If you have any questions or wish to discuss our findings, please advise us. In the interim, we thank you for the opportunity to be of service.

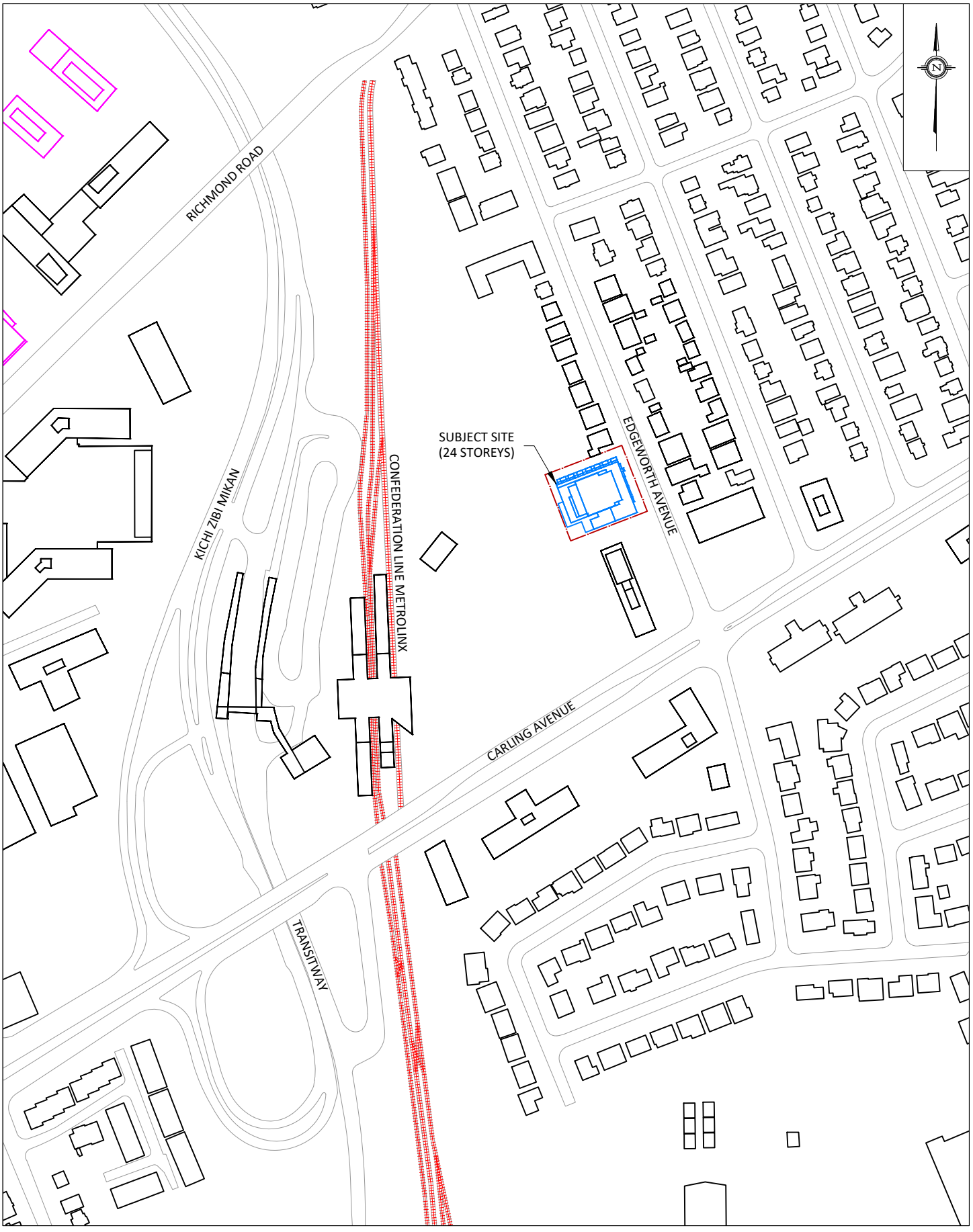
Sincerely,

Gradient Wind Engineering Inc.

Doryan Saavedra, B.Eng.
Junior Acoustic Scientist

Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File 25-101- Noise & Vibration



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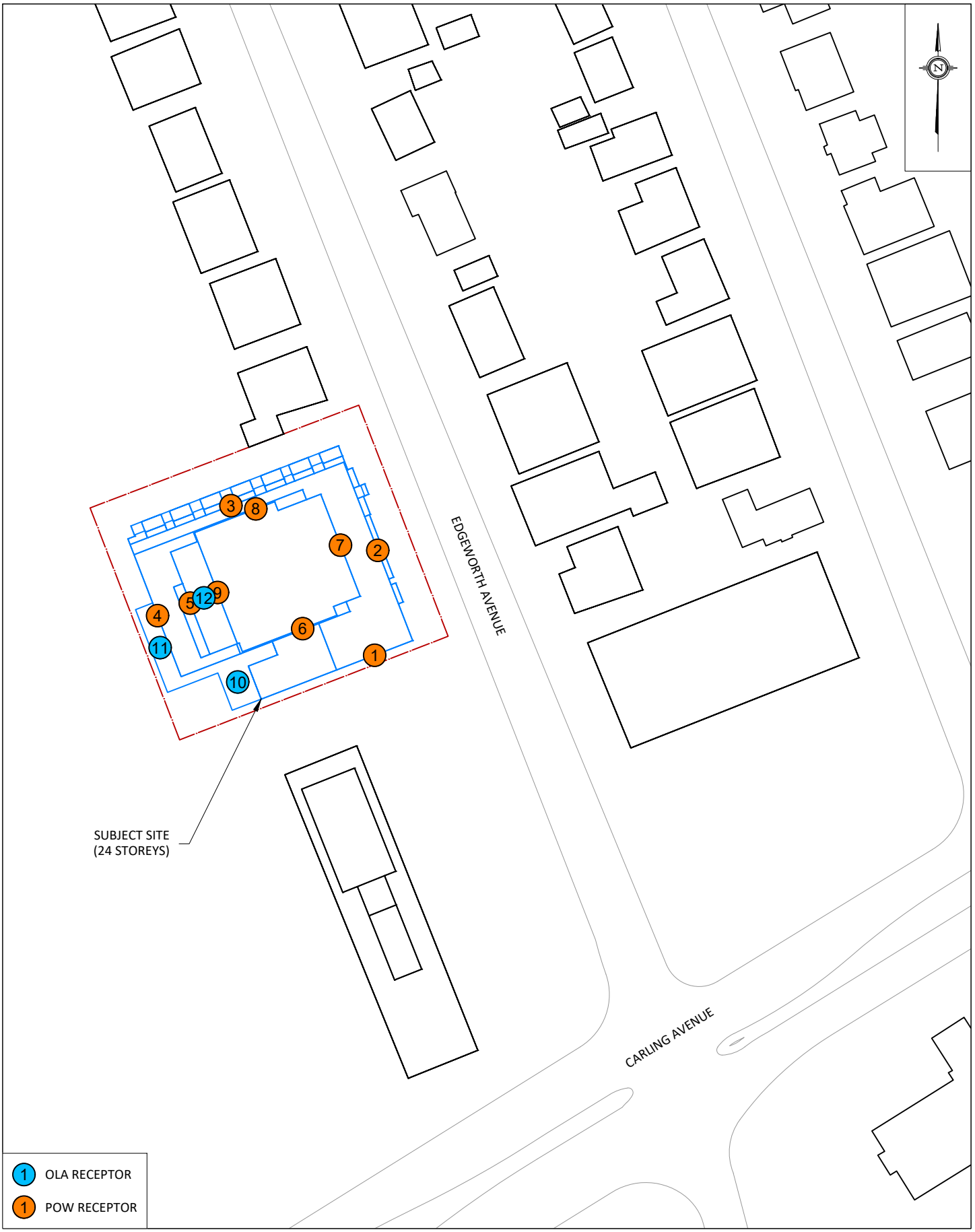
PROJECT	500 & 508 EDGEWORTH AVENUE, OTTAWA TRANSPORTATION NOISE AND VIBRATION STUDY		DESCRIPTION
SCALE	1:3500 (APPROX.)	DRAWING NO.	25-101-ANV-1
DATE	MAY 28, 2025	DRAWN BY	N.M.P.

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT



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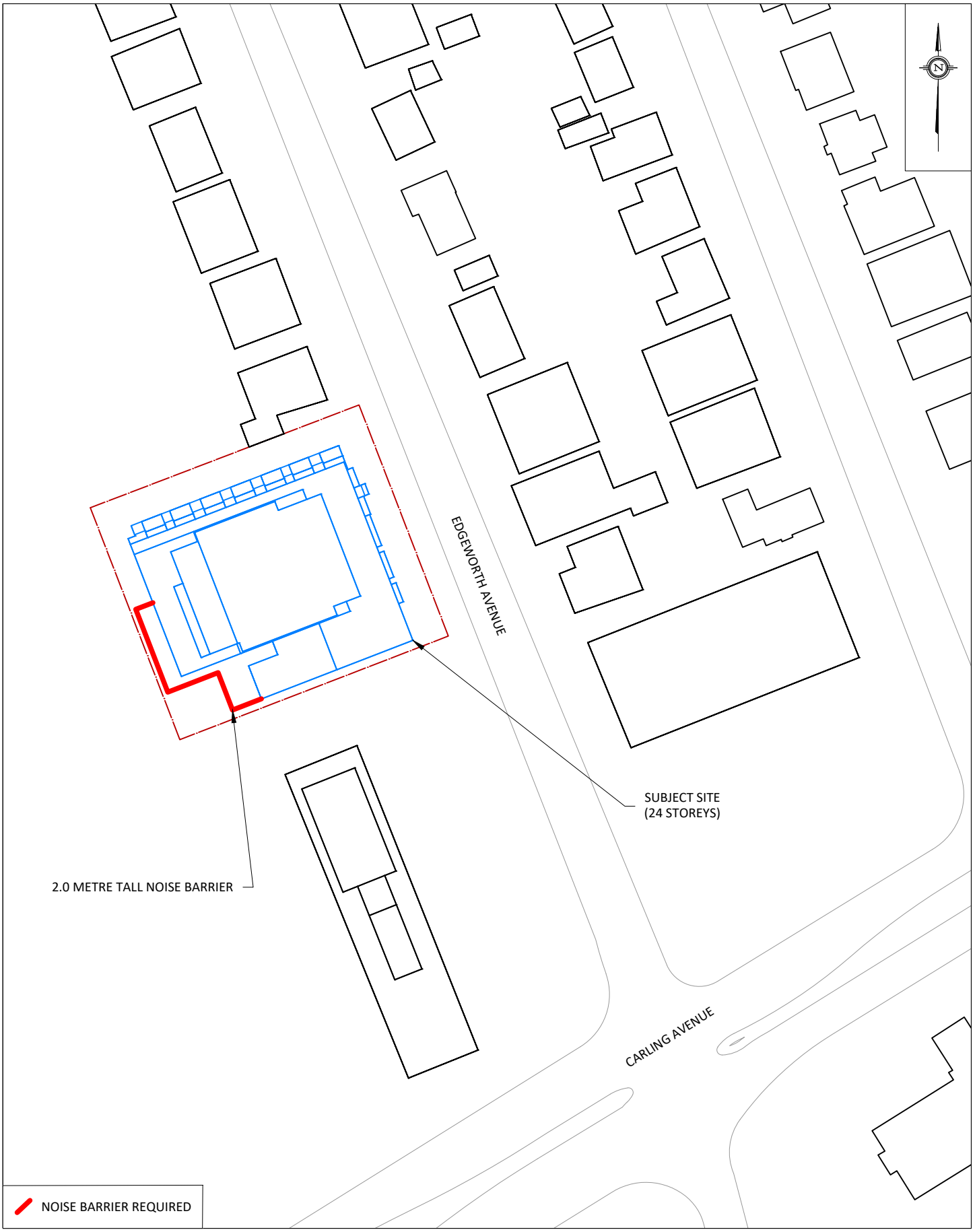
SCALE	1:1000 (APPROX.)	DRAWING NO.	25-101-ANV-2
DATE	MAY 28, 2025	DRAWN BY	N.M.P.

FIGURE 2:
RECEPTOR LOCATIONS



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PROJECT	500 & 508 EDGEWORTH AVENUE, OTTAWA TRANSPORTATION NOISE AND VIBRATION STUDY		DESCRIPTION
SCALE	1:1000 (APPROX.)	DRAWING NO. 25-101-ANV-3	FIGURE 3: NOISE BARRIER LOCATION
DATE	MAY 28, 2025	DRAWN BY N.M.P.	

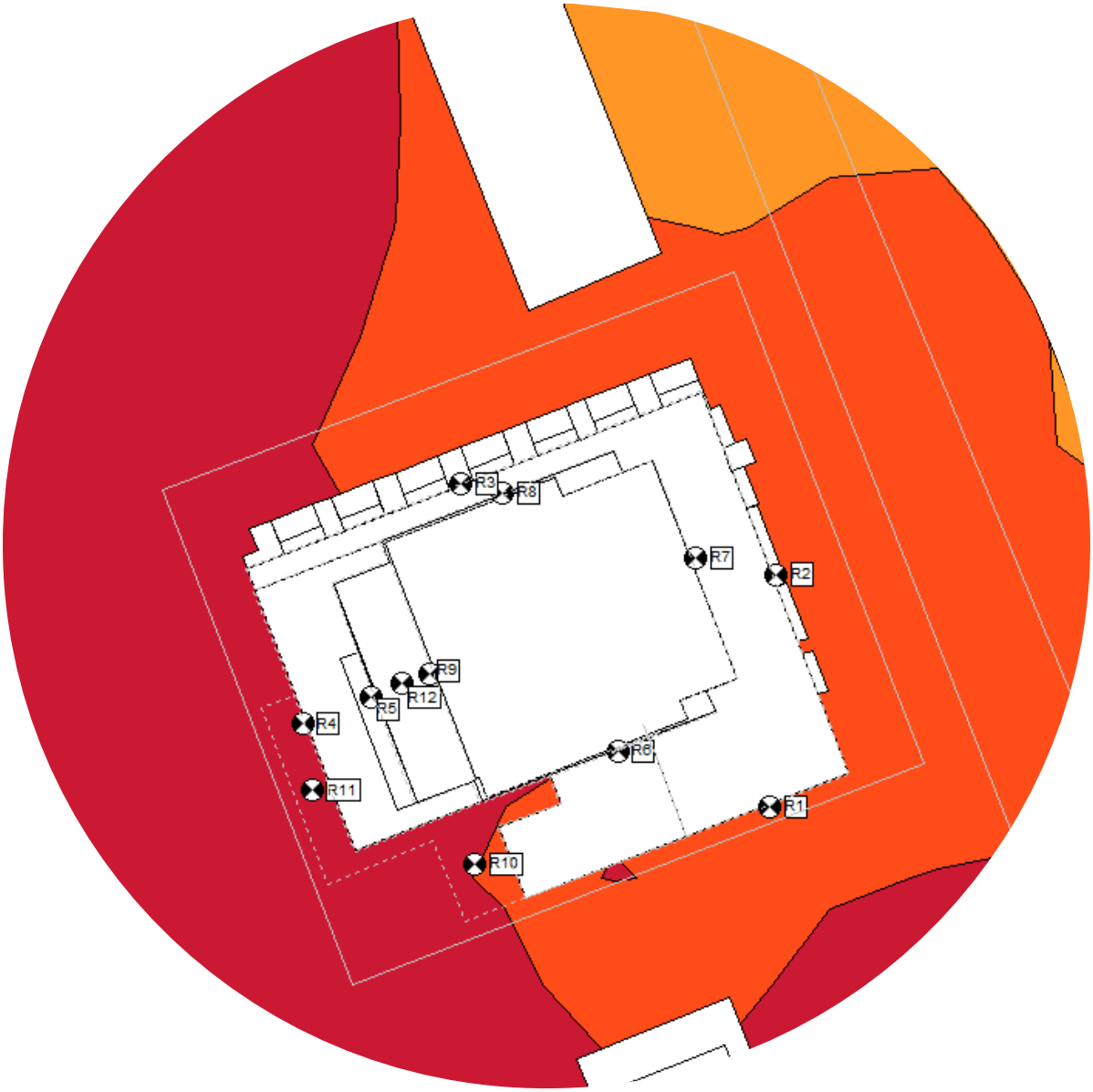


FIGURE 4: DAYTIME TRAFFIC NOISE CONTOUR (1.5 M ABOVE GRADE)

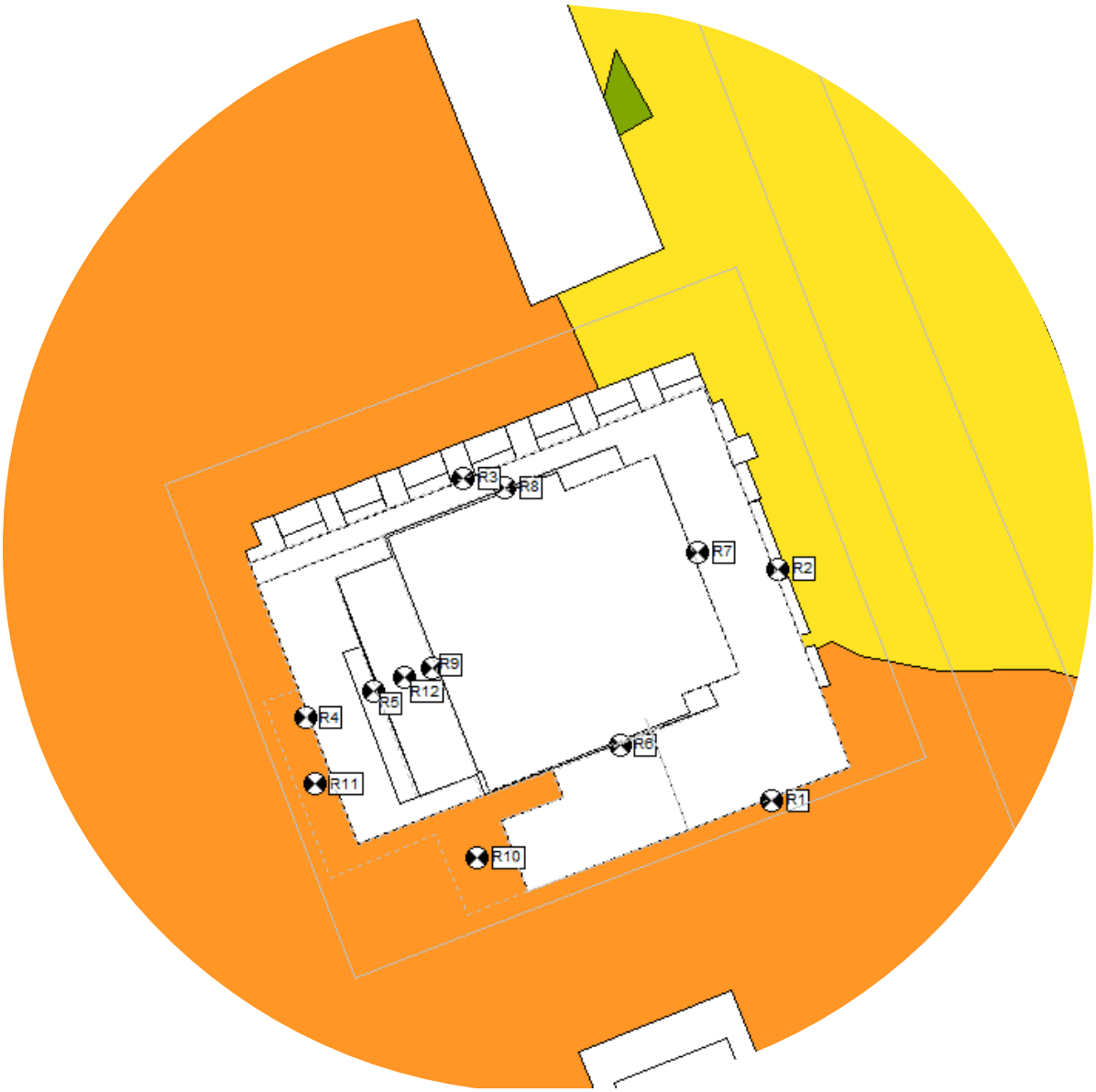


FIGURE 5: NIGHTTIME TRAFFIC NOISE CONTOUR (1.5 M ABOVE GRADE)

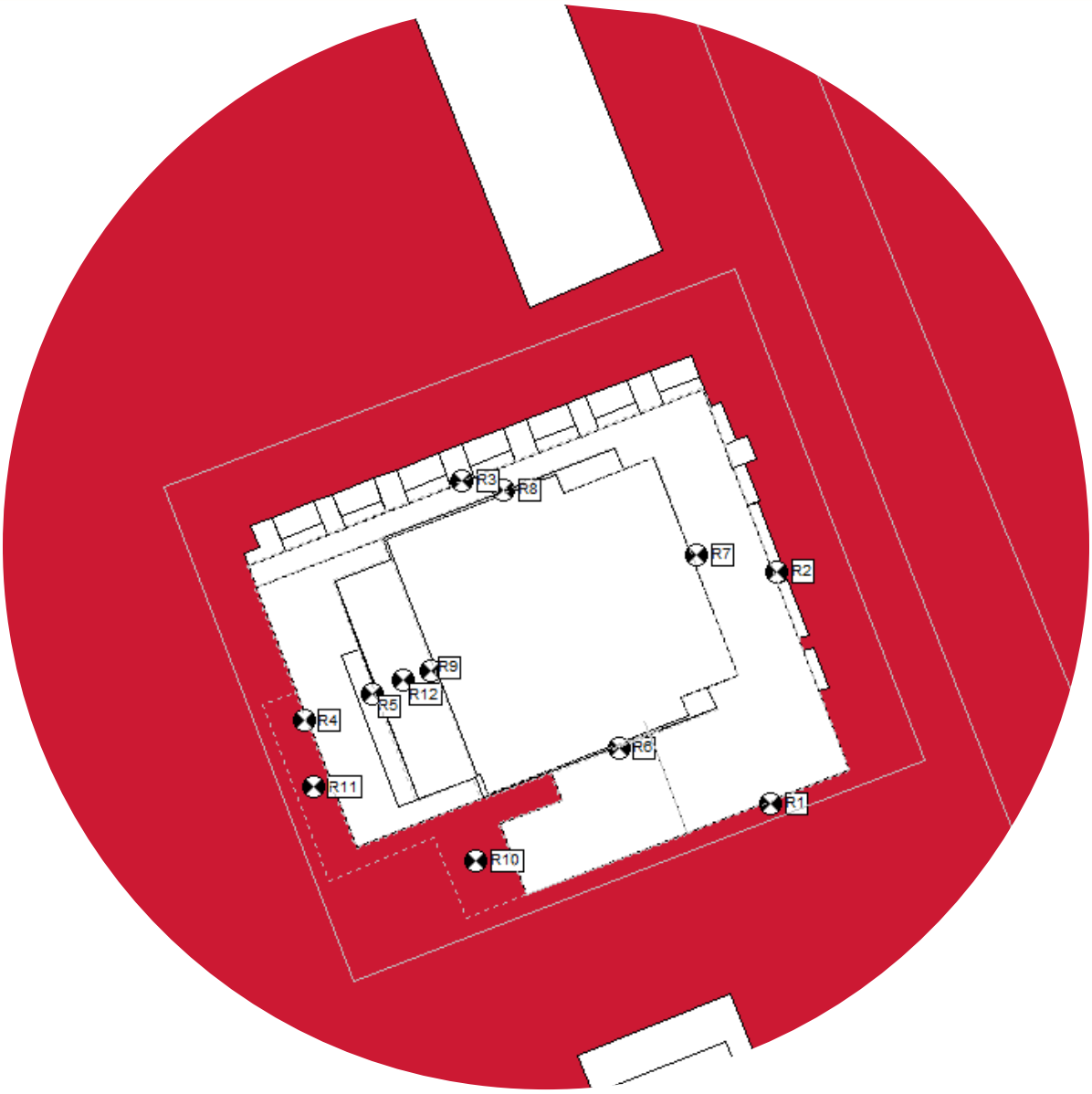


FIGURE 6: DAYTIME TRAFFIC NOISE CONTOUR (73.8 M ABOVE GRADE)

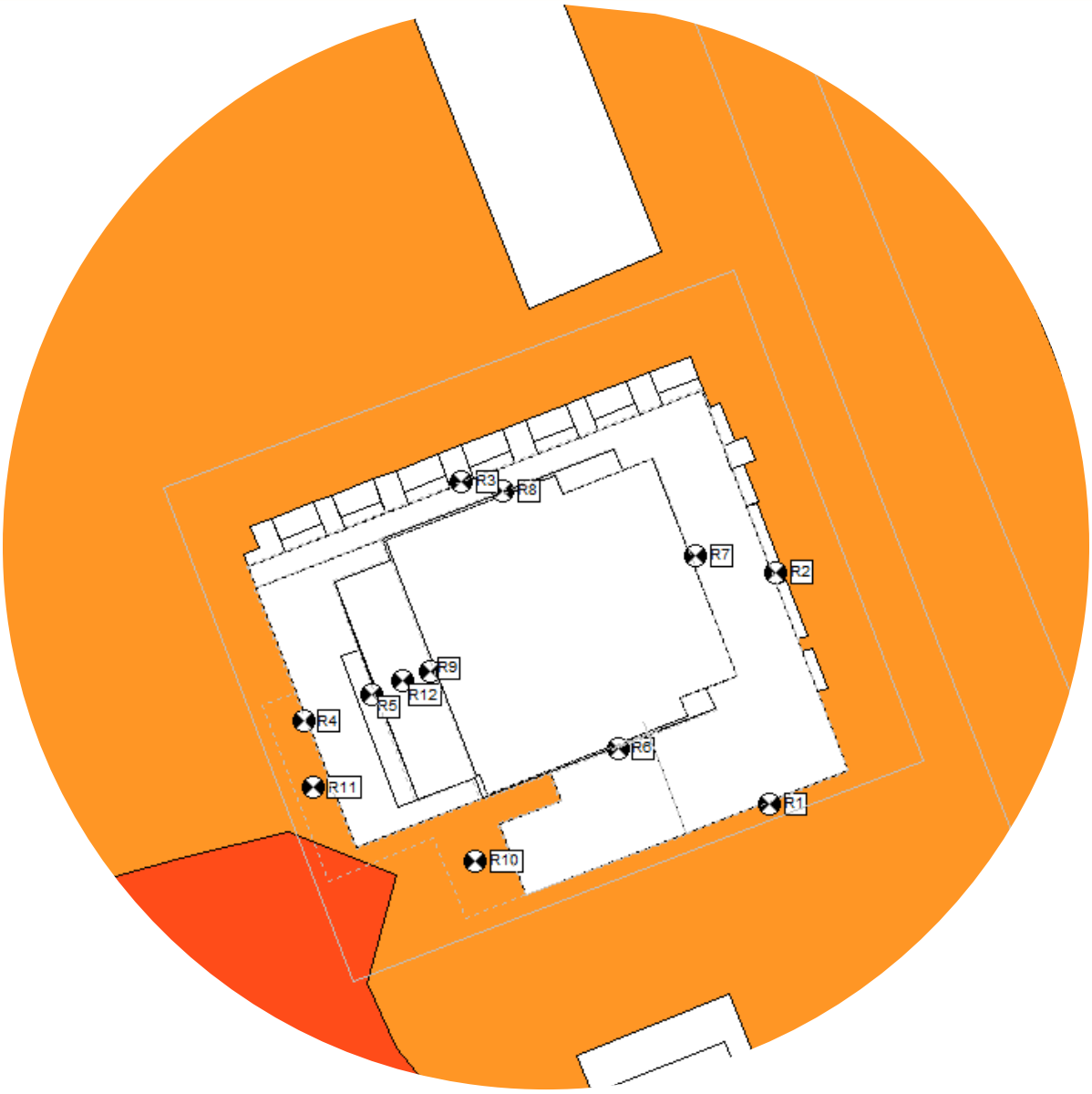


FIGURE 7: NIGHTTIME TRAFFIC NOISE CONTOUR (73.8 M ABOVE GRADE)

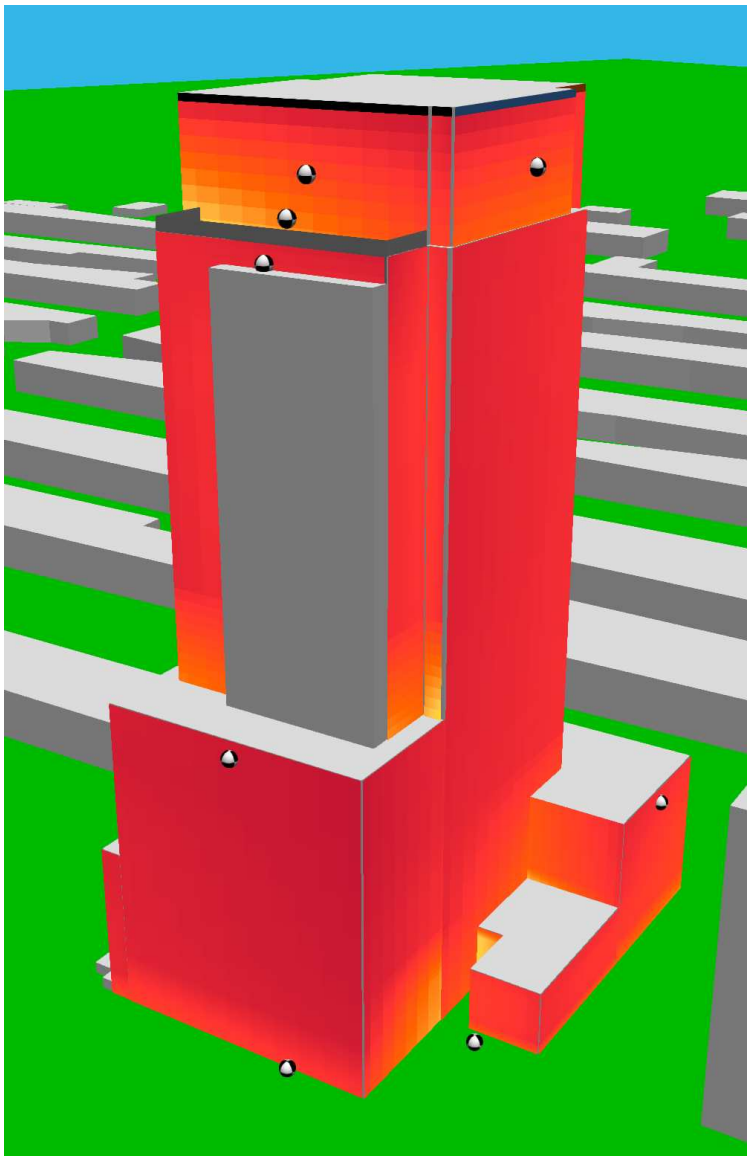
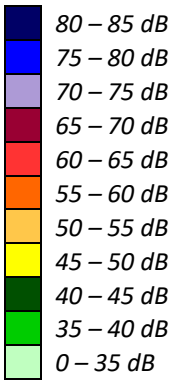


FIGURE 8: DAYTIME TRAFFIC NOISE CONTOUR (SOUTH AND WEST FAÇADES)



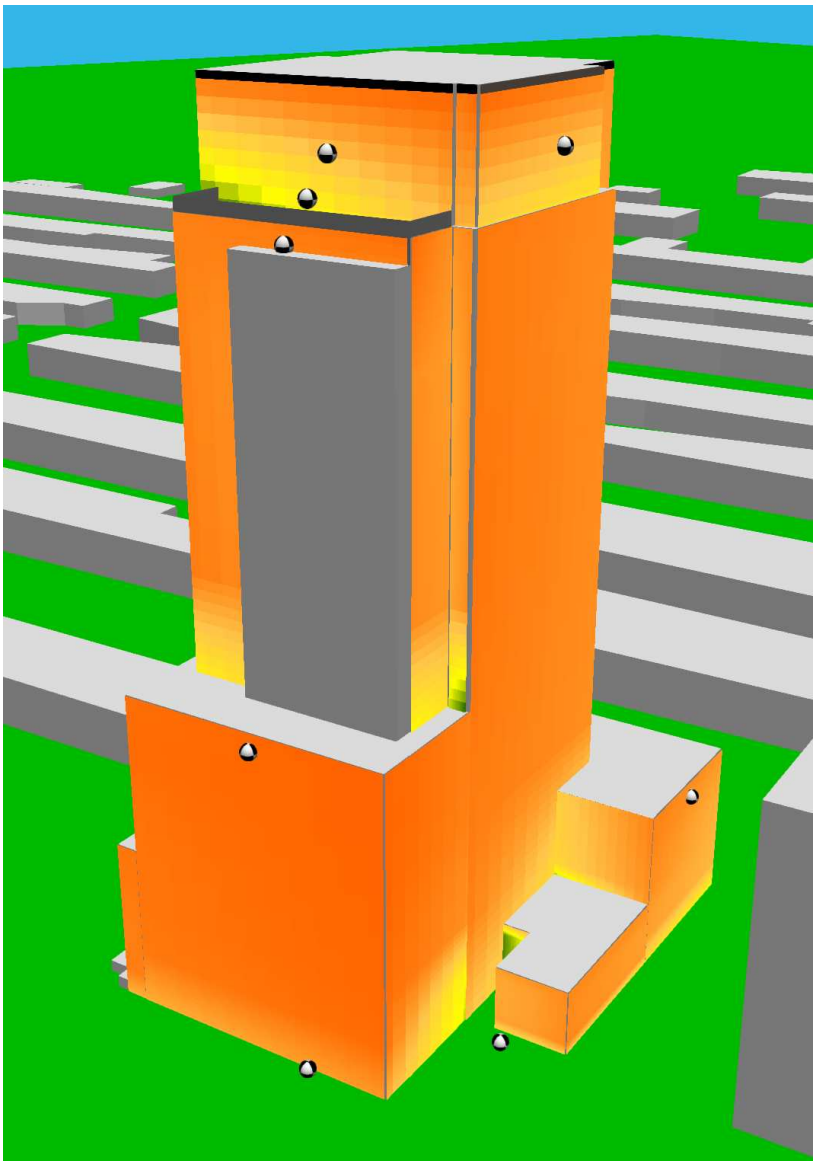


FIGURE 9: NIGHTTIME TRAFFIC NOISE CONTOUR (SOUTH AND WEST FAÇADES)

80 – 85 dB
75 – 80 dB
70 – 75 dB
65 – 70 dB
60 – 65 dB
55 – 60 dB
50 – 55 dB
45 – 50 dB
40 – 45 dB
35 – 40 dB
0 – 35 dB

FIGURE 10: DAYTIME TRAFFIC NOISE CONTOUR (NORTH AND EAST FAÇADES)

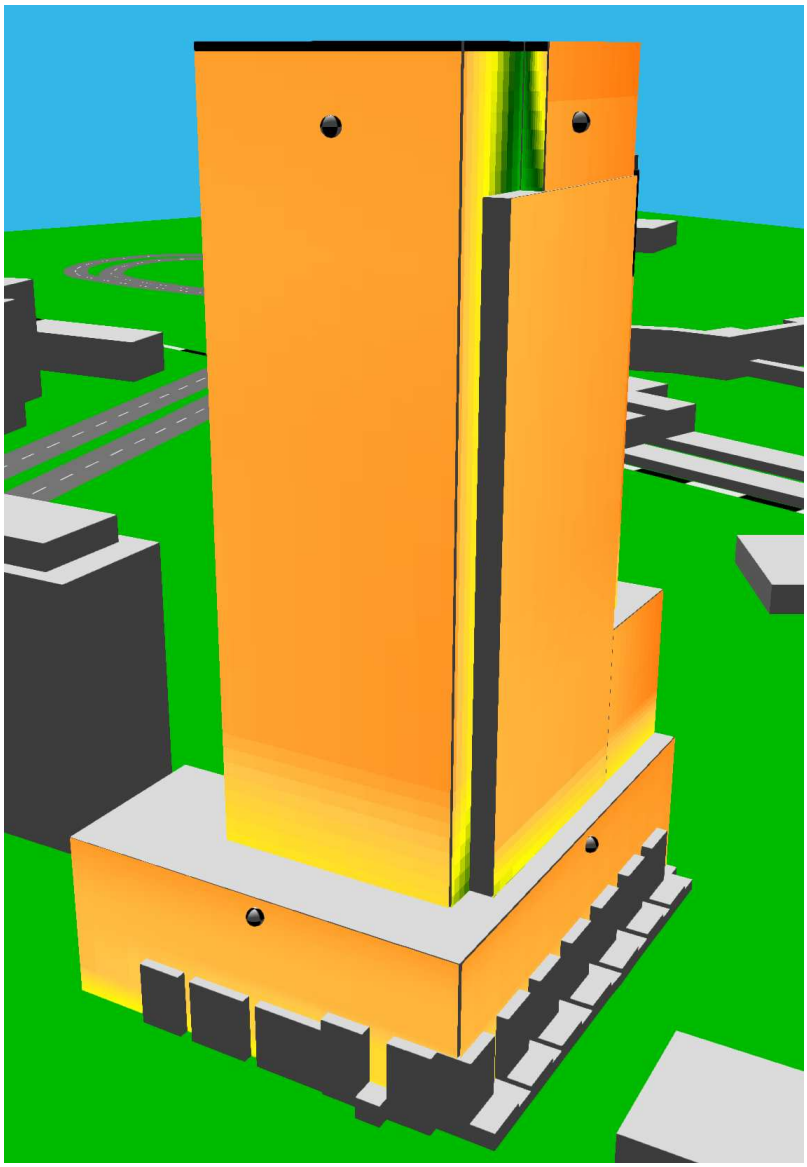


FIGURE 11: NIGHTTIME TRAFFIC NOISE CONTOUR (NORTH AND EAST FAÇADES)

APPENDIX A

STAMSON 5.04 – SAMPLE NOISE CALCULATIONS

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```
STAMSON 5.0        NORMAL REPORT        Date: 10-06-2025 11:29:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r6.te                Time Period: Day/Night 16/8 hours
Description: POW Level 24 South Facade


Road data, segment # 1: Carling East (day/night)
-----------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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: Carling East (day/night)
-----------------------------------------------
Angle1   Angle2           : -51.75 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 119.67 / 119.67 m
Receiver height           :  73.80 / 73.80  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   5.00 deg   Angle2 : 38.00 deg
Barrier height            :  30.00 m
Barrier receiver distance :  90.00 / 90.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Carling West (day/night)
------------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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: Carling West (day/night)
----------------------------------------------
Angle1   Angle2           : -53.03 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 104.84 / 104.84 m
Receiver height           :  73.80 / 73.80  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   7.00 deg   Angle2 : 40.00 deg
Barrier height            :  30.00 m
Barrier receiver distance :  90.00 / 90.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Carling East (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 !       73.80 !       19.42 !        19.42

ROAD (56.63 + 35.52 + 56.25) = 59.48 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -52      5   0.00  70.67   0.00  -9.02  -5.01   0.00   0.00   0.00  56.63
-------------------------------------------------------------------------------
     5     38   0.00  70.67   0.00  -9.02  -7.37   0.00   0.00 -18.75  35.52
-------------------------------------------------------------------------------
    38     90   0.00  70.67   0.00  -9.02  -5.39   0.00   0.00   0.00  56.25
-------------------------------------------------------------------------------

Segment Leq : 59.48 dBA

Results segment # 2: Carling West (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 !       73.80 !       11.73 !        11.73

ROAD (57.45 + 34.85 + 56.66) = 60.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -53      7   0.00  70.67   0.00  -8.44  -4.77   0.00   0.00   0.00  57.45
-------------------------------------------------------------------------------
     7     40   0.00  70.67   0.00  -8.44  -7.37   0.00   0.00 -20.00  34.85
-------------------------------------------------------------------------------
    40     90   0.00  70.67   0.00  -8.44  -5.56   0.00   0.00   0.00  56.66
-------------------------------------------------------------------------------

Segment Leq : 60.10 dBA

Total Leq All Segments: 62.81 dBA
```

```
Results segment # 1: Carling East (night)
----------------------------------------

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 !       73.80 !       19.42 !        19.42

ROAD (49.04 + 27.93 + 48.66) = 51.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -52      5   0.00  63.07   0.00  -9.02  -5.01   0.00   0.00   0.00  49.04
-------------------------------------------------------------------------------
     5     38   0.00  63.07   0.00  -9.02  -7.37   0.00   0.00 -18.75  27.93
-------------------------------------------------------------------------------
    38     90   0.00  63.07   0.00  -9.02  -5.39   0.00   0.00   0.00  48.66
-------------------------------------------------------------------------------

Segment Leq : 51.88 dBA

Results segment # 2: Carling West (night)
----------------------------------------

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 !       73.80 !       11.73 !        11.73

ROAD (49.86 + 27.26 + 49.06) = 52.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -53      7   0.00  63.07   0.00  -8.44  -4.77   0.00   0.00   0.00  49.86
-------------------------------------------------------------------------------
     7     40   0.00  63.07   0.00  -8.44  -7.37   0.00   0.00 -20.00  27.26
-------------------------------------------------------------------------------
    40     90   0.00  63.07   0.00  -8.44  -5.56   0.00   0.00   0.00  49.06
-------------------------------------------------------------------------------

Segment Leq : 52.50 dBA

Total Leq All Segments: 55.21 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
-----------------------------------------
1 - 6-car Subway:
Traffic volume    :   540/60    veh/TimePeriod
Speed             :    60 km/h

Data for Segment # 1: LRT (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   -18.24 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 151.30 / 151.30 m
Receiver height           :  73.80 / 73.80  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Results segment # 1: LRT (day)
------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 51.87 + 0.00) = 51.87 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90    -18   0.00  65.90 -10.04  -3.99   0.00   0.00   0.00  51.87
-------------------------------------------------------------------------

Segment Leq : 51.87 dBA

Total Leq All Segments: 51.87 dBA

Results segment # 1: LRT (night)
--------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 45.34 + 0.00) = 45.34 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90    -18   0.00  59.37 -10.04  -3.99   0.00   0.00   0.00  45.34
-------------------------------------------------------------------------

Segment Leq : 45.34 dBA

Total Leq All Segments: 45.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.15
                           (NIGHT): 55.64
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-06-2025 11:37:59
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r9.te                Time Period: Day/Night 16/8 hours
Description: POW Level 24 West Facade


Road data, segment # 1: Carling East (day/night)
-----------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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: Carling East (day/night)
-----------------------------------------------
Angle1   Angle2           :  11.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 134.63 / 134.63 m
Receiver height           :  73.80 / 73.80  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: Carling West (day/night)
------------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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: Carling West (day/night)
----------------------------------------------
Angle1   Angle2           :  10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 119.56 / 119.56 m
Receiver height           :  73.80 / 73.80  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 3: Kichi North (day/night)
-----------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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 # 3: Kichi North (day/night)
---------------------------------------------
Angle1   Angle2           : -28.89 deg   19.61 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 220.74 / 220.74 m
Receiver height           :  73.80 / 73.80  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 4: Kichi South (day/night)
-----------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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 # 4: Kichi South (day/night)
---------------------------------------------
Angle1   Angle2           : -27.33 deg   21.16 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 233.70 / 233.70 m
Receiver height           :  73.80 / 73.80  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Results segment # 1: Carling East (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    11     90   0.00  70.67   0.00  -9.53  -3.58   0.00   0.00   0.00  57.56
-------------------------------------------------------------------------------

Segment Leq : 57.56 dBA

Results segment # 2: Carling West (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.13 + 0.00) = 58.13 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    10     90   0.00  70.67   0.00  -9.01  -3.52   0.00   0.00   0.00  58.13
-------------------------------------------------------------------------------

Segment Leq : 58.13 dBA

Results segment # 3: Kichi North (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.29 + 0.00) = 53.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -29     20   0.00  70.67   0.00 -11.68  -5.70   0.00   0.00   0.00  53.29
-------------------------------------------------------------------------------

Segment Leq : 53.29 dBA

Results segment # 4: Kichi South (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.04 + 0.00) = 53.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -27     21   0.00  70.67   0.00 -11.93  -5.70   0.00   0.00   0.00  53.04
-------------------------------------------------------------------------------

Segment Leq : 53.04 dBA

Total Leq All Segments: 62.14 dBA
```

```
Results segment # 1: Carling East (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 49.96 + 0.00) = 49.96 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    11     90   0.00  63.07   0.00  -9.53  -3.58   0.00   0.00   0.00  49.96
-------------------------------------------------------------------------------

Segment Leq : 49.96 dBA

Results segment # 2: Carling West (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.53 + 0.00) = 50.53 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    10     90   0.00  63.07   0.00  -9.01  -3.52   0.00   0.00   0.00  50.53
-------------------------------------------------------------------------------

Segment Leq : 50.53 dBA

Results segment # 3: Kichi North (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -29     20   0.00  63.07   0.00 -11.68  -5.70   0.00   0.00   0.00  45.70
-------------------------------------------------------------------------------

Segment Leq : 45.70 dBA

Results segment # 4: Kichi South (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 45.45 + 0.00) = 45.45 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -27     21   0.00  63.07   0.00 -11.93  -5.70   0.00   0.00   0.00  45.45
-------------------------------------------------------------------------------

Segment Leq : 45.45 dBA

Total Leq All Segments: 54.54 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
-----------------------------------------
1 - 6-car Subway:
Traffic volume    :   540/60    veh/TimePeriod
Speed             :    60 km/h

Data for Segment # 1: LRT (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   71.76 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 134.95 / 134.95 m
Receiver height           :  73.80 / 73.80  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Results segment # 1: LRT (day)
------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 55.89 + 0.00) = 55.89 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     72   0.00  65.90  -9.54  -0.46   0.00   0.00   0.00  55.89
-------------------------------------------------------------------------

Segment Leq : 55.89 dBA

Total Leq All Segments: 55.89 dBA

Results segment # 1: LRT (night)
--------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 49.36 + 0.00) = 49.36 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     72   0.00  59.37  -9.54  -0.46   0.00   0.00   0.00  49.36
-------------------------------------------------------------------------

Segment Leq : 49.36 dBA

Total Leq All Segments: 49.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.06
                           (NIGHT): 55.69
```

```
STAMSON 5.0        NORMAL REPORT        Date: 12-06-2025 16:51:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12.te               Time Period: Day/Night 16/8 hours
Description: OLA Level 23


Road data, segment # 1: Carling East (day/night)
-----------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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: Carling East (day/night)
-----------------------------------------------
Angle1   Angle2           :  -4.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 135.17 / 135.17 m
Receiver height           :  70.80 / 70.80  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -4.00 deg   Angle2 : 90.00 deg
Barrier height            :  70.47 m
Barrier receiver distance :   2.88 / 2.88   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Carling West (day/night)
------------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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: Carling West (day/night)
----------------------------------------------
Angle1   Angle2           :  -3.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 120.04 / 120.04 m
Receiver height           :  70.80 / 70.80  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -3.00 deg   Angle2 : 90.00 deg
Barrier height            :  70.47 m
Barrier receiver distance :   2.88 / 2.88   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Kichi North (day/night)
-----------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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 # 3: Kichi North (day/night)
---------------------------------------------
Angle1   Angle2           : -26.21 deg   22.78 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 218.37 / 218.37 m
Receiver height           :  70.80 / 70.80  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -26.00 deg   Angle2 : 23.00 deg
Barrier height            :  70.47 m
Barrier receiver distance :   2.88 / 2.88   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: Kichi South (day/night)
-----------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    60 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):  17500
    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 # 4: Kichi South (day/night)
---------------------------------------------
Angle1   Angle2           : -27.66 deg   21.33 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 231.47 / 231.47 m
Receiver height           :  70.80 / 70.80  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -28.00 deg   Angle2 : 21.00 deg
Barrier height            :  70.47 m
Barrier receiver distance :   2.88 / 2.88   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Carling East (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 !       70.80 !       69.32 !        69.32

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -4     90   0.00  70.67   0.00  -9.55  -2.82   0.00   0.00  -8.82  49.48
-------------------------------------------------------------------------------

Segment Leq : 49.48 dBA

Results segment # 2: Carling West (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 !       70.80 !       69.14 !        69.14

ROAD (0.00 + 49.32 + 0.00) = 49.32 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -3     90   0.00  70.67   0.00  -9.03  -2.87   0.00   0.00  -9.44  49.32
-------------------------------------------------------------------------------

Segment Leq : 49.32 dBA
```

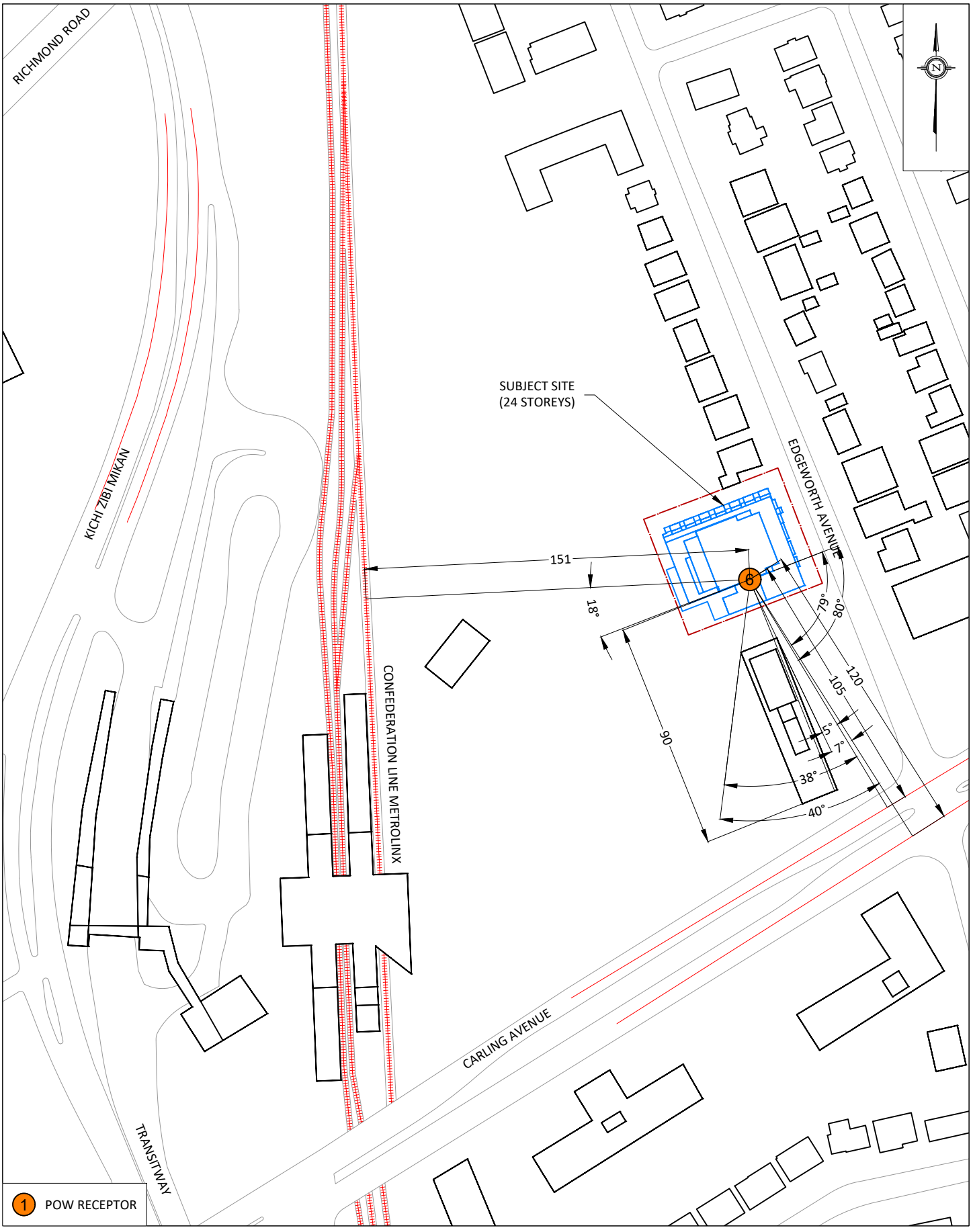
```
Results segment # 3: Kichi North (day)
---------------------------------------

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 !       70.80 !       69.89 !        69.89

ROAD (29.70 + 46.08 + 0.00) = 46.18 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -26    -26   0.00  70.67   0.00 -11.63 -29.33   0.00   0.00   0.00  29.70
-------------------------------------------------------------------------------
   -26     23   0.00  70.67   0.00 -11.63  -5.65   0.00   0.00  -7.31  46.08
-------------------------------------------------------------------------------

Segment Leq : 46.18 dBA

Results segment # 4: Kichi South (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 !       70.80 !       69.94 !        69.94

ROAD (0.00 + 46.15 + 31.41) = 46.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -28     21   0.00  70.67   0.00 -11.88  -5.65   0.00   0.00  -6.98  46.15
-------------------------------------------------------------------------------
    21     21   0.00  70.67   0.00 -11.88 -27.37   0.00   0.00   0.00  31.41
-------------------------------------------------------------------------------

Segment Leq : 46.29 dBA

Total Leq All Segments: 54.12 dBA
```

```
Results segment # 1: Carling East (night)
-----------------------------------------

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 !       70.80 !       69.32 !        69.32

ROAD (0.00 + 41.88 + 0.00) = 41.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -4     90   0.00  63.07   0.00  -9.55  -2.82   0.00   0.00  -8.82  41.88
-------------------------------------------------------------------------------

Segment Leq : 41.88 dBA

Results segment # 2: Carling West (night)
-----------------------------------------

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 !       70.80 !       69.14 !        69.14

ROAD (0.00 + 41.72 + 0.00) = 41.72 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -3     90   0.00  63.07   0.00  -9.03  -2.87   0.00   0.00  -9.44  41.72
-------------------------------------------------------------------------------

Segment Leq : 41.72 dBA
```

```
Results segment # 3: Kichi North (night)
----------------------------------------

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 !       70.80 !       69.89 !        69.89

ROAD (22.11 + 38.48 + 0.00) = 38.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -26    -26   0.00  63.07   0.00 -11.63 -29.33   0.00   0.00   0.00  22.11
-------------------------------------------------------------------------------
   -26     23   0.00  63.07   0.00 -11.63  -5.65   0.00   0.00  -7.31  38.48
-------------------------------------------------------------------------------

Segment Leq : 38.58 dBA

Results segment # 4: Kichi South (night)
----------------------------------------

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 !       70.80 !       69.94 !        69.94

ROAD (0.00 + 38.55 + 23.82) = 38.69 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -28     21   0.00  63.07   0.00 -11.88  -5.65   0.00   0.00  -6.98  38.55
-------------------------------------------------------------------------------
    21     21   0.00  63.07   0.00 -11.88 -27.37   0.00   0.00   0.00  23.82
-------------------------------------------------------------------------------

Segment Leq : 38.69 dBA

Total Leq All Segments: 46.52 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
-----------------------------------------
1 - 6-car Subway:
Traffic volume    :   540/60    veh/TimePeriod
Speed             :    60 km/h

Data for Segment # 1: LRT (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   84.62 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 132.22 / 132.22 m
Receiver height           :  70.80 / 70.80  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 85.00 deg
Barrier height            :  70.47 m
Barrier receiver distance :   2.88 / 2.88   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: LRT (day)
------------------------------

Source height = 0.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       0.50 !       70.80 !       69.27 !        69.27

RT/Custom (0.00 + 47.23 + 0.00) = 47.23 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     85   0.00  65.90  -9.45  -0.12   0.00   0.00  -9.10  47.23
-------------------------------------------------------------------------

Segment Leq : 47.23 dBA

Total Leq All Segments: 47.23 dBA

Results segment # 1: LRT (night)
--------------------------------

Source height = 0.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       0.50 !       70.80 !       69.27 !        69.27

RT/Custom (0.00 + 40.69 + 0.00) = 40.69 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     85   0.00  59.37  -9.45  -0.12   0.00   0.00  -9.10  40.69
-------------------------------------------------------------------------

Segment Leq : 40.69 dBA

Total Leq All Segments: 40.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.93
                           (NIGHT): 47.53
```



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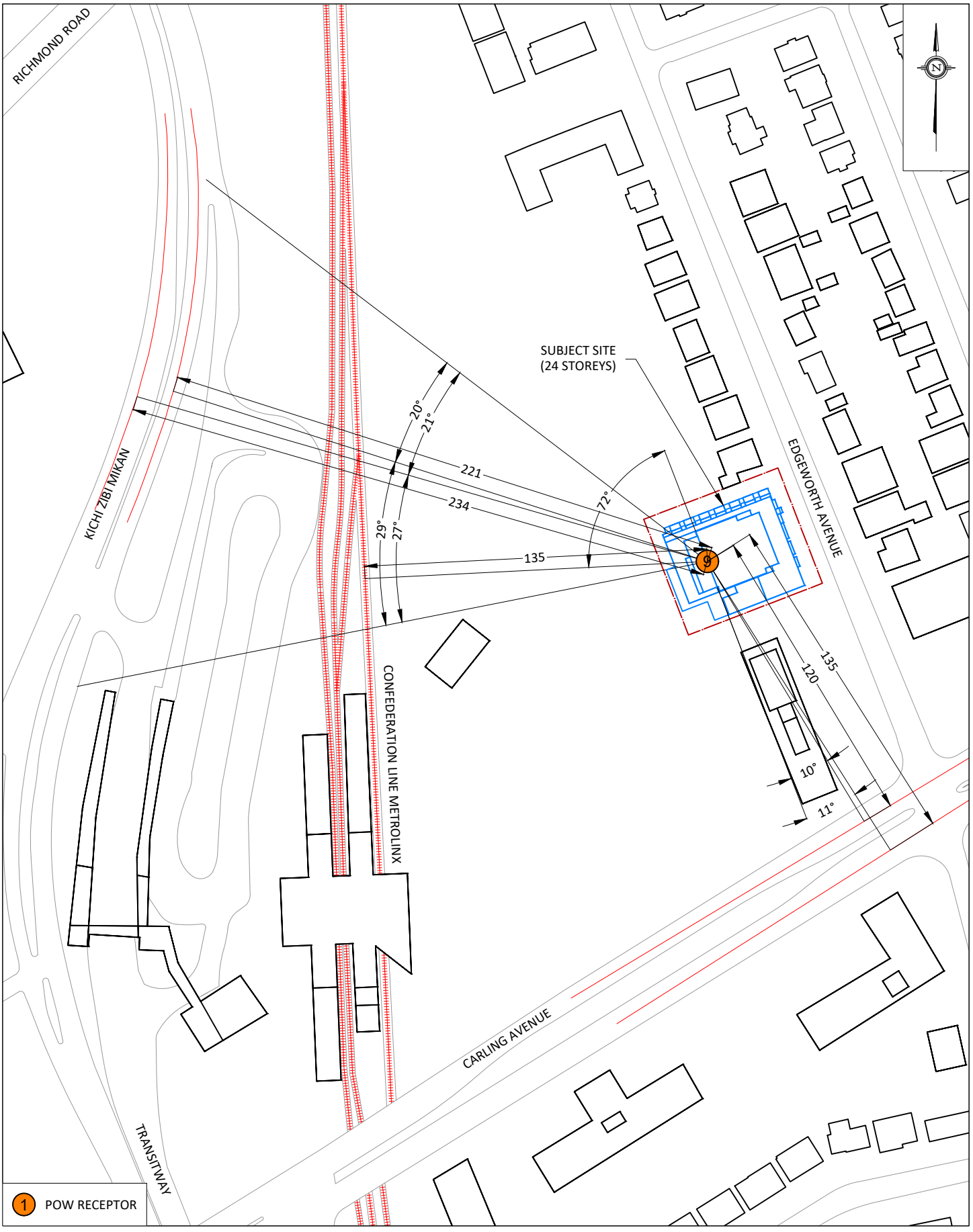
SCALE	1:2000 (APPROX.)	DRAWING NO.	25-101-ANV-A1
DATE	MAY 28, 2025	DRAWN BY	N.M.P.

DESCRIPTION

FIGURE A1:
STAMSON INPUT PARAMETERS
RECEPTOR 6



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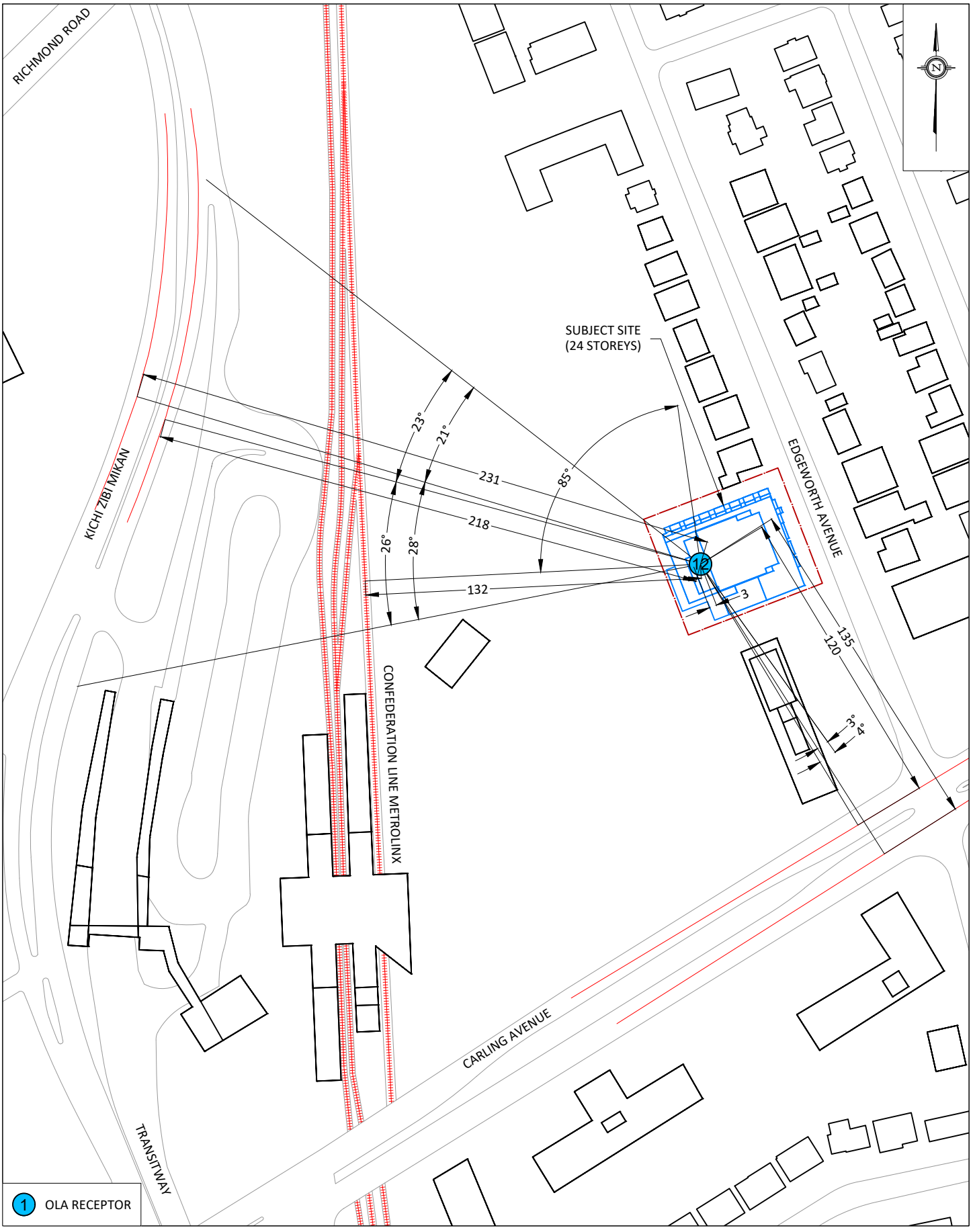
SCALE	1:2000 (APPROX.)	DRAWING NO.	25-101-ANV-A2
DATE	MAY 28, 2025	DRAWN BY	N.M.P.

DESCRIPTION

FIGURE A2:
STAMSON INPUT PARAMETERS
RECEPTOR 9



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SCALE	1:2000 (APPROX.)	DRAWING NO.	25-101-ANV-A3
DATE	MAY 28, 2025	DRAWN BY	N.M.P.

DESCRIPTION

FIGURE A3:
STAMSON INPUT PARAMETERS
RECEPTOR 12