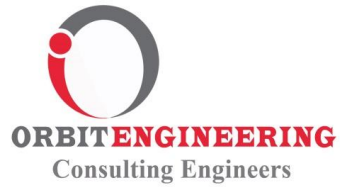


April 21, 2025



Geotechnical Investigation

Road Widening (Hurontario St)

Hwy 10, Hurontario St, Caledon, Ontario



Prepared for:
Kingdom Team

By:
Orbit Engineering Limited

Project No. OE241806AG

April 07, 2025



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C/o: Chirag Patel, P.Eng., PMP

RE:

**Geotechnical Investigation
Road Widening,
Hwy 10, Hurontario St, Caledon, Ontario**

Enclosed please find the Geotechnical Investigation report related to the above noted site.

For and on behalf of Orbit Engineering Limited,

A handwritten signature in blue ink, appearing to read "Hafiz Muneeb Ahmad". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Hafiz Muneeb Ahmad, M.Sc., M.Eng., P.Eng. QP_{ESA}
Senior Principal Engineer
E-mail: Hafiz.Ahmad@orbitengineering.ca



EXECUTIVE SUMMARY

A geotechnical investigation based on nine boreholes (BH1 to BH9) and two cores (CH1 and CH2) was carried out for the proposed road widening. The project site is located at Hwy 10, Hurontario St, Caledon, Ontario.

It is our understanding that the project will involve the construction of a right-turn lane and taper along the vacant property to the parking lot, as part of the road widening for the proposed development site.

A surficial layer of topsoil/asphalt was generally encountered at the borehole locations. The asphalt thickness ranged from 135 to 150mm (BH1, BH3, BH5, and BH7) underlain by a granular with the thickness varying from 375 to 400 mm, where as the thickness of the surficial topsoil at borehole locations (BH2, BH4, BH6, BH8, and BH9) varied from 100 to 150 mm. The topsoil/asphalt data provided above was measured only at the borehole locations and may vary between and beyond these locations.

Underneath the pavement/topsoil, fill material was encountered in all boreholes. The depth of fill generally varied from 1.5m to 2.1m measured below the existing ground surface (mbgs). The fill material generally consisted of moist, compact clayey silt, some sand with traces to topsoil and rootlets and gravel, and brown to grey in color.

The native soil deposits were encountered beneath the fill material in boreholes (BH1, BH3, BH5, and BH7) while boreholes (BH2, BH4, BH6, BH8, and BH9) were terminated at the maximum explored fill depth of 2.1 m (mbgs). The native deposits were encountered at a depth of 1.5 m (mbgs) and extended to the maximum explored borehole depth of 2.9 m (mbgs). These deposits generally consisted of moist, very stiff to hard clayey silt till with some sand and trace gravel, and brown in color.

Two (2) Core holes were drilled diagonally at the median of the road (i.e. North-South bound Hurontario St) for investigating the existing pavement thickness. The asphalt thickness was approximately about 150 mm.

During drilling and at completion of drilling, no ground water was found in all boreholes. A perched water condition can occur due to the accumulation of surface water at the interface of fill and native soils. It should be noted that groundwater levels vary and are subjected to seasonal fluctuations and can respond to major precipitation events. The depth of groundwater table can also be influenced by the presence of underground features such as utility trenches.

No major groundwater problems are anticipated for the construction of road widening sections to an approximate depth of 2.9 m (mbgs). Seepage from the water entrapped between fill and native cohesive deposits should be expected but likely water seepage (if any) should be controllable by the use of conventional pumping from collection sumps and ditches for proposed excavations. Contractors should be prepared to employ more elaborate dewatering procedures if the flow from sand seams or pockets (if encounters) becomes a problem.

All excavations must be carried out in accordance with the most recent Occupational Health and Safety Act (OHSA). In accordance with OHSA, the on-site fill can be classified as Type 3 soils. The native soils consisting of very stiff to hard above the water table can be classified as Type 2 soils. As a general rule, the excavations in Type 2 soils can be carried out without support using side slopes 1H: 1V, while the bottom 1.2m of the excavation can be cut vertically. The excavation in Type 3 soil can be carried out using minimum side slopes of 1 to 1.5H: 1V. These temporary slopes should only be utilized for a short duration.



The existing fill material on-site is not suitable to support the new pavement structure. To ensure long-term pavement performance, all unsuitable materials must be removed, and the subgrade should be proof rolled to achieve uniform bearing conditions. The subgrade should be compacted to 100% Standard Proctor Maximum Dry Density (SPMDD).

The underside of the granular base in the right-turn lane must align with the elevation of the adjoining existing granular layer in the Hurontario St roadways to ensure uninterrupted cross flow and drainage. The existing pavement consists of an average thickness of 142 mm asphalt layer overlying an average thickness of 385 mm granular fill. The recommended pavement design includes a 60 mm Superpave 12.5 surface course, a 100 mm (2 @ 50) Superpave 19.0 binder course, and a 600 mm granular base/sub-base, providing an 8–10-year design life.



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1 INTRODUCTION

Orbit Engineering Limited (Orbit) was retained by Kingdom Team to undertake a Geotechnical Investigation for the proposed development (road widening) located at Hwy 10, Hurontario St, Caledon, Ontario. The site plan and approximate borehole & core-hole locations are shown on **Drawings 1 and 1A**, respectively.

The purpose of this investigation was to assess the subsurface conditions at nine (9) boreholes locations (BH1 to BH9) and two (2) pavement cores from these field findings, to make geotechnical engineering recommendations for the preparation of the proposed development.

This report is provided on the basis of the terms of reference presented above and on the assumption that the design will be in accordance with the applicable codes and standards. If there are any changes in the design features relevant to the geotechnical analyses, or if any questions arise concerning the geotechnical aspects of the codes and standards, this office should be contacted to review the design. It may then be necessary to carry out additional borings and reporting before the recommendations of this office can be relied upon.

The site investigation and recommendations follow generally accepted practice for geotechnical consultants in Ontario. The format and contents are guided by client specific needs and economics and do not conform to generalized standards for services. Laboratory testing for most part follows ASTM or CSA Standards or modifications of these standards that have become standard practice.

This report has been prepared for Kingdom Team and its designers. Third party use of this report without Orbit consent is prohibited. The limitation conditions presented in **Appendix A** form an integral part of the report and they must be considered in conjunction with this report.

2 FIELD AND LABORATORY WORKS

Prior to drilling operations, underground utilities were cleared at the borehole locations by representatives of the public utilities company working with personnel from Orbit. A private locator firm was also engaged to confirm that the borehole locations were clear from the underground services.

For this geotechnical investigation, nine (9) boreholes were drilled on March 02, 2025 to an approximate depth of 2.9 m (mbgs) using solid stem auger by a drilling sub-contractor under a full supervision of Orbit personnel.

Samples were retrieved at regular intervals with a 50 mm O.D. split-barrel sampler driven with a hammer weighing 624 N (63.5 kg) and dropping 760 mm in accordance with the Standard Penetration Test (SPT) method (ASTM D1586). The number of blows of the hammer required to drive the sampler into the relatively undisturbed ground by a vertical distance of 300 mm (12 inches) was recorded as SPT 'N' value of the soil which indicated the consistency of cohesive soils or compactness of non-cohesive soils. The results of SPT are shown in the Record of Boreholes.

The samples were logged in the field and returned to the Orbit Engineering Limited laboratory for detailed examination by the project engineer and for laboratory testing. The approximate borehole and Core-hole locations are shown on **Drawing 1A**.

Water level observations were made during drilling and in the open boreholes at the completion of the drilling operations.



All soil samples retrieved from the boreholes were examined visually for soil classification and tested for natural moisture content.

The borehole elevations were interpreted by Orbit staff from the topographical survey provided by the client. Note, these elevations are approximate and only for the purpose of relating borehole soil stratigraphy and should not be used or relied on for other purposes.

3 RESULTS OF THE INVESTIGATION

The site was generally flat at the borehole locations. The site key plan and borehole/core-hole locations are presented on **Drawings 1 and 1A**. Notes on sample descriptions and the general features of fill material and native soils are presented on **Drawing 1B**. Detailed subsurface conditions are presented on borehole log sheets, attached as **Drawings 2 to 10**.

Details of the subsurface conditions encountered at the borehole locations are provided on the borehole logs following the text of this report. The borehole logs indicate the subsurface conditions only at the borehole locations. Note the material boundaries indicated on the attached sheets are approximate and based on visual observations. These boundaries typically represent a transition from one material type to another and should not be regarded as an exact plane of geological change. It should be pointed out that the subsurface conditions will vary across this site. The subsurface soil and groundwater conditions are summarized as follows.

3.1 Subsurface Conditions

In general, below the topsoil, the site is underlain by native soils. The subsurface conditions encountered in the boreholes are summarized as follows.

3.2 Pavement

A layer of asphalt was encountered generally at the borehole locations of BH1, BH3, BH5, and BH7. The asphalt thickness ranged from 135 to 150 mm, underlain by granular fill with thickness varying from 375 to 400 mm at borehole locations. Two (2) Core holes were drilled diagonally at the median of the road (i.e. North-South bound Hurontario St) for investigating the existing pavement thickness. The asphalt thickness was approximately about 150 mm. It is important to note that pavement structure data provided above was measured only at the borehole locations and may vary between and beyond these locations. This data may not be sufficient to estimate asphalt and granular quantities and associated costs of removal.

3.3 Topsoil

A surficial layer of topsoil was encountered generally at the borehole locations of BH2, BH4, BH6, BH8, and BH9 with thicknesses varied from 100 to 150 mm. The topsoil data provided above was measured only at the borehole locations and may vary between and beyond these points. This data may not be sufficient to estimate topsoil quantities and associated costs of removal.

3.4 Fill

Underneath the pavement/topsoil, fill was encountered in all boreholes. Fill materials in the boreholes extended to depths ranging from 1.5 to 2.1 m (mbgs). The explored fill at borehole locations generally consisted of clayey silt till, some sand, trace of gravel, traces of topsoil and rootlets, brown to grey, moist,



and in compact state. The compaction level of the fill materials varied depending on the depth and location within the project site.

The grain size distribution of selected soil samples (BH1-SS2 & BH7-SS2) from the fill deposit are presented on **Figure B1** in **Appendix B** and summarized as follows:

Gravel:	01-07%
Sand:	00-21%
Silt:	44-45%
Clay:	31-33%

3.5 Native Soil

3.5.1 Clayey Silt Till

The native soil deposits were encountered beneath the fill material in boreholes BH1, BH3, BH5, and BH7, while boreholes BH2, BH4, BH6, BH8, and BH9 were terminated at the maximum explored fill depth of 2.1m. The native deposits were encountered at a depth of 1.5 m and extended to the maximum explored borehole depth of 2.9 m (mbgs). These deposits generally consisted of moist, very stiff to hard clayey silt till with some sand and trace gravel, and brown in color.

The grain size distribution of selected soil samples (BH1-SS3, BH3-SS3, BH5-SS3 & BH7-SS3) from the native deposit are presented on **Figure B1** in **Appendix B** and summarized as follows:

Gravel:	02-05%
Sand:	21-22%
Silt:	42-45%
Clay:	31-34%

3.6 Groundwater Conditions

During drilling and at completion of drilling, no ground water was found in all Boreholes. A perched water condition can occur due to the accumulation of surface water at the interface of fill and native soils. It should be noted that groundwater levels vary and are subjected to seasonal fluctuations and can respond to major precipitation events. The depth of groundwater table can also be influenced by the presence of underground features such as utility trenches.

No major groundwater problems are anticipated for the installation of foundations to an approximate depth of 3.0 m (mbgs). Seepage from the water entrapped between fill and native cohesive deposits should be expected but in all likelihood water seepage should be controllable by the use of conventional pumping from collection sumps and ditches for proposed excavations. Contractors should be prepared to employ more elaborate dewatering procedures if the flow from sand seams or pockets (if encounters) becomes a problem.

4 PAVEMENT DATA

4.1 Existing Pavement Structure

The ground surface at all boreholes was covered by a pavement structure consisting of approximately 40 mm asphaltic concrete layer (average thickness of 142 mm) which was underlain by approximately 375 to 400 mm of granular fill layer.



Two (2) Core holes were drilled diagonally at the median of the road (i.e. North-South bound Hurontario St) for investigating the existing pavement thickness. The asphalt thickness was approximately about 150mm.

A summary of the encountered pavement structure is provided below in Table 4.1.

Table 4.1: Summary of Existing Layer Pavement Thickness from Boreholes and Core data

Station No.	Boreholes/ Core-holes	Direction	Thickness of Pavement layer (mm)			Remarks
			Asphalt	Granular Base/Sub- base	Total	
10+060	BH1	NBS	150	400	550	Edge of Pavement
10+150	BH3	NBS	135	375	510	Edge of Pavement
10+165	BH5	NBS	140	375	515	Edge of Pavement
10+185	BH7	NBS	140	390	530	Edge of Pavement
10+080	CH1	NBL	150	-	-	
10+220	CH2	NBL	150	-	-	
Average			31	294	325	Excluding CH1 & CH2
Maximum			40	300	340	
Minimum			25	285	310	

Sieve analyses were conducted on selected representative sample of the encountered pavement granular fill from boreholes (BH1-AS1, BH3-AS1, BH5-AS1 & BH7-AS1). The grain size distribution of the granular materials from the selected samples encountered under the asphaltic concrete is given on Figure A1 in **Appendix A** and can be summarised as follows:

Gravel:	07-42%
Sand:	52-59%
Silt & Clay:	06-36%



Based on the results of this analysis, the existing granular materials does not meet the gradation requirements for Ontario Provincial Standard Specification (OPSS) Granular A and Granular 'B' Type 1 material requirements.

5 DISCUSSION AND RECOMMENDATIONS

It is our understanding that the project will involve the construction of a right-turn lane and taper along the vacant property to the parking lot, as part of the road widening located at Hwy 10, Hurontario St, Caledon, Ontario. The following section of the report provides our interpretation of the factual geotechnical data obtained during our field evaluation and is intended for the guidance of the design engineer only. Where comments are made on aspects of construction, they are provided only to highlight those aspects which could affect the design of the project. Contractors bidding on or undertaking the work should make their own interpretation of the subsurface information provided as it affects their proposed construction methods, equipment selection, scheduling, safety, and the like.

5.1 Pavement Design

The recommended pavement structures provided in Table 5.1 are based upon an estimate of the subgrade soil properties determined from visual examination and textural classification of the soil samples. The values may need to be adjusted based on the standards of Town of Caledon (i.e. for fire routes). Consequently, the recommended pavement structures should be considered for preliminary design purposes only. A functional design life of eight to ten years has been used to establish the pavement recommendations. This represents the number of years to the first rehabilitation, assuming regular maintained is carried out. If required, a more refined pavement structure design can be performed based on specific traffic data (load and volume) and design life requirements and will involve specific laboratory tests to determine frost susceptibility and strength characteristic of the subgrade soils, as well as the specific data input from the client.

Table 5.1: Recommended Pavement Structure Thickness

Pavement Layer	Required Level of Compaction	Pavement Layer Thickness
Asphaltic Concrete Surface Course	minimum 92.0 % MRD*	60 mm /Superpave 12.5 Surface Course
Asphaltic Concrete Binder Course	minimum 92.0 % MRD*	100 mm (2 @ 50 mm) Superpave 19.0 Binder Course
OPSS 1010 Granular A (Granular Base)	100 % SPMDD**	150 mm
OPSS 1010 Granular B (Granular Sub Base)	100 % SPMDD**	400 mm

* Maximum Relative Density, ASTM-D6752-03e1

** Standard Proctor Maximum Dry Density, ASTM-D698



The underside of the granular base in the right turn lane must be matched to the same elevation as the adjoining existing granular in the roadways on Hurontario St to ensure continued cross flow and drainage of the granular.

5.2 Materials, Construction and Source Compliance

The new granular base should consist of a minimum thickness of 150 mm of OPSS Granular 'A' compacted to 100% of Standard Proctor Max. Dry Density (SPMDD), overlying the required remaining thickness of OPSS Granular 'B' (to match-in with existing) compacted to 100% of SPMDD.

Granular A material should be used as base material and Granular B is recommended as subbase material. Both the Granular A and the Granular B materials should meet the OPSS.MUNI 1010 specifications.

The Superpave 12.5 surface asphalt and top lift of Superpave 19.0 asphalt layer shall use Performance Graded Asphalt Cement (PGAC) 64-28. The lower lift of Superpave 19.0 asphalt may use PGAC 58-28, however, Superpave 12.5 and Superpave 19.0 hot mix asphalt types should be designed in accordance OPSS MUNI 1151.

Adequate compaction of granular and HMA is essential to ensure an acceptable level of pavement performance. Compaction of granular materials should be carried out in conformance with the procedures outlined in OPSS.PROV 501, November 2014, and compaction of HMA should be carried out in conformance with the procedures outlined in OPSS.PROV 313, November 2016.

The subgrade must be compacted to 100% SPMDD for at least the upper 1.5 m unless accepted by Orbit.

The long-term performance of the pavement structure is highly dependent upon the subgrade support and drainage conditions. Stringent construction control procedures should be maintained to ensure that uniform subgrade moisture and density conditions are achieved. The finished pavement surface and underlying subgrade should be free of depressions and should be sloped (preferably at a minimum grade of 2%) to provide effective surface drainage toward catch basins or ditches. Surface water should not be allowed to pond adjacent to the outside edges of pavement areas. Subdrains should be installed to intercept excess subsurface moisture and prevent subgrade softening. This is particularly important in heavy-duty pavement areas.

It is recommended that Orbit be retained to review the final pavement structure designs and drainage plans prior to construction to ensure that they are consistent with the recommendations.

5.3 Superpave Mix Category and Performance Graded Asphalt Cement (PGAC)

If using Superpave mixes, then following hot-mix asphalt categories are proposed for this project, based upon the 20-year ESAL requirement as per AASHTO specifications:

SP 12.5	Category B
SP 19.0	Category B

The following Performance Graded Asphalt Cement (PGAC) Grades are proposed for this project, based upon the 20-year ESAL requirement and should be in accordance with OPSS 1101 requirements:

SP 12.5	PG 64-28
SP 19.0	PG 58-28



It is recommended that all construction joints at the ends of the pavement be cleaned with stiff bristle brooms and compressed air to remove all dust, dirt and other foreign matter. A tack coat should be applied to all construction joints prior to the placement of asphalt concrete to ensure an adequate bond between the old and new pavements.

5.4 Drainage

The provision of adequate subsurface and surface drainage is critical to the structural performance of pavements and to mitigate frost-related movements and minimize seasonal loss of subgrade support (subgrade softening in spring). The use of properly constructed ditches leading to a positive outlet should be considered for this section of roadway.

On this rural roadway section, the existing shallow ditches should be deepened on both sides such that the bottom of the ditch is at least 0.3 m below the top of subgrade, and the vegetation should be removed. New ditches should be constructed on sections that currently have no ditches. It is recommended that drainage improvements should be completed prior to starting other rehabilitation work. In addition, the shoulders should be properly graded to provide a 6 percent slope towards the ditches. The surface of the completed pavement should also be provided with a minimum centre-to-edge crossfall of 2 percent.

5.1 Overall Design Review, Material Testing and Inspection

We recommend that Orbit should be retained to review all final services and pavement structure designs and related specifications prior to construction to ensure that they are consistent with the recommendations of this report. It is also suggested that Orbit be provided the opportunity to carry out field inspection and material testing during construction to ensure that the construction procedures comply with the design recommendations.

6 GENERAL COMMENTS

The recommended bearing capacities and the corresponding founding elevations would need to be confirmed by the representative of Orbit during construction. It should be noted that the recommended bearing capacities have been calculated by Orbit from the borehole information for the design stage only. The investigation and comments are necessarily on-going as new information of the 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 inspections provided by Orbit to validate the information for use during the construction.

In this regard, Orbit should be retained for a general review of the final design and specifications to verify that this report has been properly interpreted and implemented. If not accorded the privilege of making this review, Orbit will assume no responsibility for interpretation of the recommendations in the report.

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 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 in this report in no way reflects on the environmental aspects of the soil condition at the site and has not been specifically addressed in this report, since this aspect was beyond the scope and terms of reference. Should specific information be required, additional testing may be required.



7 CLOSURE

We trust that this information is satisfactory for your present requirements. Should you have any questions or require additional information, please do not hesitate to contact this office.

For and Behalf of Orbit Engineering Limited,

Handwritten signature of Aly Ahmed in black ink.

Aly Ahmed, Ph.D., P.Eng.,

Senior Engineer

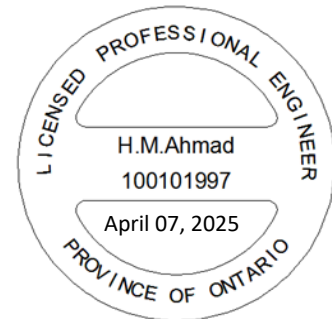


Reviewed by:

Handwritten signature of Hafiz Muneeb Ahmad in blue ink.

Hafiz Muneeb Ahmad, M.Sc., M.Eng., P.Eng., QPESA

Principal Engineer



Drawings

Drawing 1B: 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 Society for Soil Mechanics and Foundation Engineering. Laboratory grain size analyses provided by Orbit Engineering Limited 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		
	0.002	0.006	0.02	0.06	0.2	0.6	2.0	6.0	20	60	200
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 advice 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.

PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hwy 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)	DRILLING DATA Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025 PROJECT NO.: OE241806AG DRAWING NO.: 2
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SOIL PROFILE			SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT				PLASTIC LIMIT W _p	NATURAL MOISTURE CONTENT w	LIQUID LIMIT W _L	POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%)			
(m) ELEV DEPTH	DESCRIPTION	STRATA PLOT	NUMBER	TYPE	"N" BLOWS 0.3 m			20	40	60	80							100	20	40
289.9	Asphalt: 150mm Granular: 400mm	[Hatched Pattern]																		
289.6	Fill: clayey silt, some sand, trace gravel, greyish brown, moist, compact	[Diagonal Pattern]	1	AS								o								
288.4	Clayey Silt Till: some sand, trace gravel, brown, moist, very stiff	[Dotted Pattern]	3	SS	22							o	—	—						1 21 45 33
287.0	End of Borehole Notes: (i) Open (ii) Dry	[Vertical Line]	4	SS	39							o								2 20 45 33
	hard below 2.3m	[Vertical Line]																		

GROUNDWATER ELEVATIONS
 Measurement 1st 2nd 3rd 4th

GRAPH NOTES + 3, x 3: Numbers refer to Sensitivity o = 3% Strain at Failure

<p>PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hyw 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)</p>	<p>DRILLING DATA Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025</p> <p style="text-align: right;">PROJECT NO.: OE241806AG DRAWING NO.: 3</p>
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SOIL PROFILE		SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT					PLASTIC NATURAL LIQUID LIMIT			POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%)	
(m) ELEV DEPTH	DESCRIPTION	STRATA PLOT	NUMBER	TYPE			"N" BLOWS 0.3 m	20	40	60	80	100	W _p	w				W _L
289.1																		
0.0 289.0	Topsoil: 100mm																	
0.1	Fill: clayey silt, some sand, trace topsoil and rootlets, trace gravel, brown, moist, compact		1	SS	13						○							
1																		
2			2	SS	25						○							
2																		
2			3	SS	28						○							
287.0																		
2.1	End of Borehole Notes: (i) Open (ii) Dry																	

GROUNDWATER ELEVATIONS
 Measurement

GRAPH NOTES +³, ×³: Numbers refer to Sensitivity ○ ●=3% Strain at Failure

PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hyw 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)	DRILLING DATA Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025 PROJECT NO.: OE241806AG DRAWING NO.: 4
---	---

SOIL PROFILE		SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT				PLASTIC LIMIT W _p	NATURAL MOISTURE CONTENT w	LIQUID LIMIT W _L	POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%) GR SA SI CL
(m) ELEV DEPTH	DESCRIPTION	STRATA PLOT	NUMBER	TYPE			"N" BLOWS 0.3 m	SHEAR STRENGTH (kPa)								
289.6 0.0	Asphalt: 135mm Granular: 375mm															
289.3 0.3	Fill: clayey silt, some sand, trace gravel, brown to grey, moist, compact		1	AS												
288.1 1.5	Clayey Silt Till: some sand, trace gravel, brown, moist, very stiff		3	SS	19										2	21 44 33
286.7 2.9	End of Borehole Notes: (i) Open (ii) Dry		4	SS	34											

GROUNDWATER ELEVATIONS
 Measurement

GRAPH NOTES + 3, x 3: Numbers refer to Sensitivity ○ ●=3% Strain at Failure

PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hyw 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)	DRILLING DATA Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025 PROJECT NO.: OE241806AG DRAWING NO.: 5
---	---

SOIL PROFILE			SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT					POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%)			
(m) ELEV DEPTH	DESCRIPTION	STRATA PLOT	NUMBER	TYPE	"N" BLOWS 0.3 m			20	40	60	80	100				PLASTIC LIMIT W _p	NATURAL MOISTURE CONTENT W	LIQUID LIMIT W _L
289.4	0.0	Topsoil: 120mm																
289.3	0.1	Fill: clayey silt, some sand, trace topsoil and rootlets, trace gravel, brown, moist, compact	1	SS	19						○							
			2	SS	21							○						
			3	SS	25							○						
287.3	2.1	End of Borehole Notes: (i) Open (ii) Dry																

GROUNDWATER ELEVATIONS
 Measurement

GRAPH NOTES +³, ×³: Numbers refer to Sensitivity ○ ●=3% Strain at Failure

PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hyw 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)	DRILLING DATA Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025 PROJECT NO.: OE241806AG DRAWING NO.: 6
---	---

SOIL PROFILE		SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT				PLASTIC NATURAL LIQUID LIMIT MOISTURE CONTENT			POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%)			
(m) ELEV DEPTH	DESCRIPTION	STRATA PLOT	NUMBER	TYPE			"N" BLOWS 0.3 m	SHEAR STRENGTH (kPa)				W _p	w				W _L	GR	SA
289.7	Asphalt: 140mm Granular: 375mm																		
289.4	Fill: clayey silt, some sand, trace gravel, brown to grey, moist, compact		1	AS															
288.2	Clayey Silt Till: some sand, trace gravel, brown, moist, very stiff		3	SS	23											5	22	42	31
286.8	End of Borehole Notes: (i) Open (ii) Dry		4	SS	32														

GROUNDWATER ELEVATIONS
 Measurement

GRAPH NOTES + 3, x 3: Numbers refer to Sensitivity ○ ●=3% Strain at Failure

PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hyw 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)	DRILLING DATA Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025 PROJECT NO.: OE241806AG DRAWING NO.: 7
---	---

SOIL PROFILE		SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT					PLASTIC NATURAL LIQUID LIMIT			POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%)
(m) ELEV DEPTH	DESCRIPTION	NUMBER	TYPE	"N" BLOWS 0.3 m			20	40	60	80	100	W _p	w	W _L			
289.7	Topsoil: 100mm																
0.0 289.6	Fill: clayey silt, some sand and gravel, brown, moist, compact	1	SS	10													
0.1		2	SS	22													
1		3	SS	29													
2																	
287.6	End of Borehole																
2.1	Notes: (i) Open (ii) Dry																

GROUNDWATER ELEVATIONS
 Measurement

GRAPH NOTES + 3, × 3: Numbers refer to Sensitivity ○ ●=3% Strain at Failure

PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hyw 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)	DRILLING DATA Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025 PROJECT NO.: OE241806AG DRAWING NO.: 9
---	---

SOIL PROFILE			SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT					POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%)
(m) ELEV DEPTH	DESCRIPTION	STRATA PLOT	NUMBER	TYPE	"N" BLOWS 0.3 m			20	40	60	80	100			
289.8	Topsoil: 150mm														
0.0															
289.7	Fill: clayey silt, some sand and gravel, brown, moist, compact		1	SS	13										
0.2															
			2	SS	19										
			3	SS	28										
287.7	End of Borehole Notes: (i) Open (ii) Dry														
2.1															

GROUNDWATER ELEVATIONS
 Measurement

GRAPH NOTES + 3, x 3: Numbers refer to Sensitivity ○ ●=3% Strain at Failure

<p>PROJECT: Geotechnical Investigation CLIENT: FLORA DESIGNS INC PROJECT LOCATION: Hyw 10, Hurontario St, Caledon, ON DATUM: Local BH LOCATION: Refer to Borehole Location Plan (Drawing 1A)</p>	<p style="text-align: center;">DRILLING DATA</p> <p>Method: Solid Stem Auger Diameter: 150mm Date: Mar-02-2025</p> <p style="text-align: right;">PROJECT NO.: OE241806AG DRAWING NO.: 10</p>
--	--

SOIL PROFILE			SAMPLES			GROUND WATER CONDITIONS	ELEVATION	DYNAMIC CONE PENETRATION RESISTANCE PLOT					POCKET PEN. (Cu) (kPa)	NATURAL UNIT WT (kN/m ³)	REMARKS AND GRAIN SIZE DISTRIBUTION (%)		
(m) ELEV DEPTH	DESCRIPTION	STRATA PLOT	NUMBER	TYPE	"N" BLOWS 0.3 m			20	40	60	80	100				W _p	w
289.7	Topsoil: 150mm																
289.6	Fill: clayey silt, some sand, trace topsoil and rootlets, trace gravel, brown, moist, compact		1	SS	15						○						
0.2																	
1					2	SS	25						○				
2																	
287.6	End of Borehole Notes: (i) Open (ii) Dry		3	SS	27						○						

GROUNDWATER ELEVATIONS

Measurement

GRAPH NOTES + 3, × 3: Numbers refer to Sensitivity ○ ●=3% Strain at Failure

Appendix A
Limitations of Report

LIMITATIONS OF REPORT

This report is intended solely for the Client named. The material in it reflects our best judgment in light of the information available to Orbit Engineering Limited at the time of preparation. Unless otherwise agreed in writing by Orbit Engineering Limited, it shall not be used to express or imply warranty as to the fitness of the property for a particular purpose. No portion of this report may be used as a separate entity, it is written to be read in its entirety.

The conclusions and recommendations given in this report are based on information determined at the testhole locations. The information contained herein in no way reflects on the environment aspects of the project, unless otherwise stated. Subsurface and groundwater conditions between and beyond the testholes may differ from those encountered at the testhole locations, and conditions may become apparent during construction, which could not be detected or anticipated at the time of the site investigation. The benchmark and elevations used in this report are primarily to establish relative elevation differences between the testhole locations and should not be used for other purposes, such as grading, excavating, planning, development, etc.

The design recommendations given in this report are applicable only to the project described in the text and then only if constructed substantially in accordance with the details stated in this report.

The comments made in this report on potential construction problems and possible methods are intended only for the guidance of the designer. The number of testholes may not be sufficient to determine all the factors that may affect construction methods and costs. For example, the thickness of surficial topsoil or fill layers may vary markedly and unpredictably. The contractors bidding on this project or undertaking the construction should, therefore, make their own interpretation of the factual information presented and draw their own conclusions as to how the subsurface conditions may affect their work. This work has been undertaken in accordance with normally accepted geotechnical engineering practices.

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. Orbit Engineering Limited accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

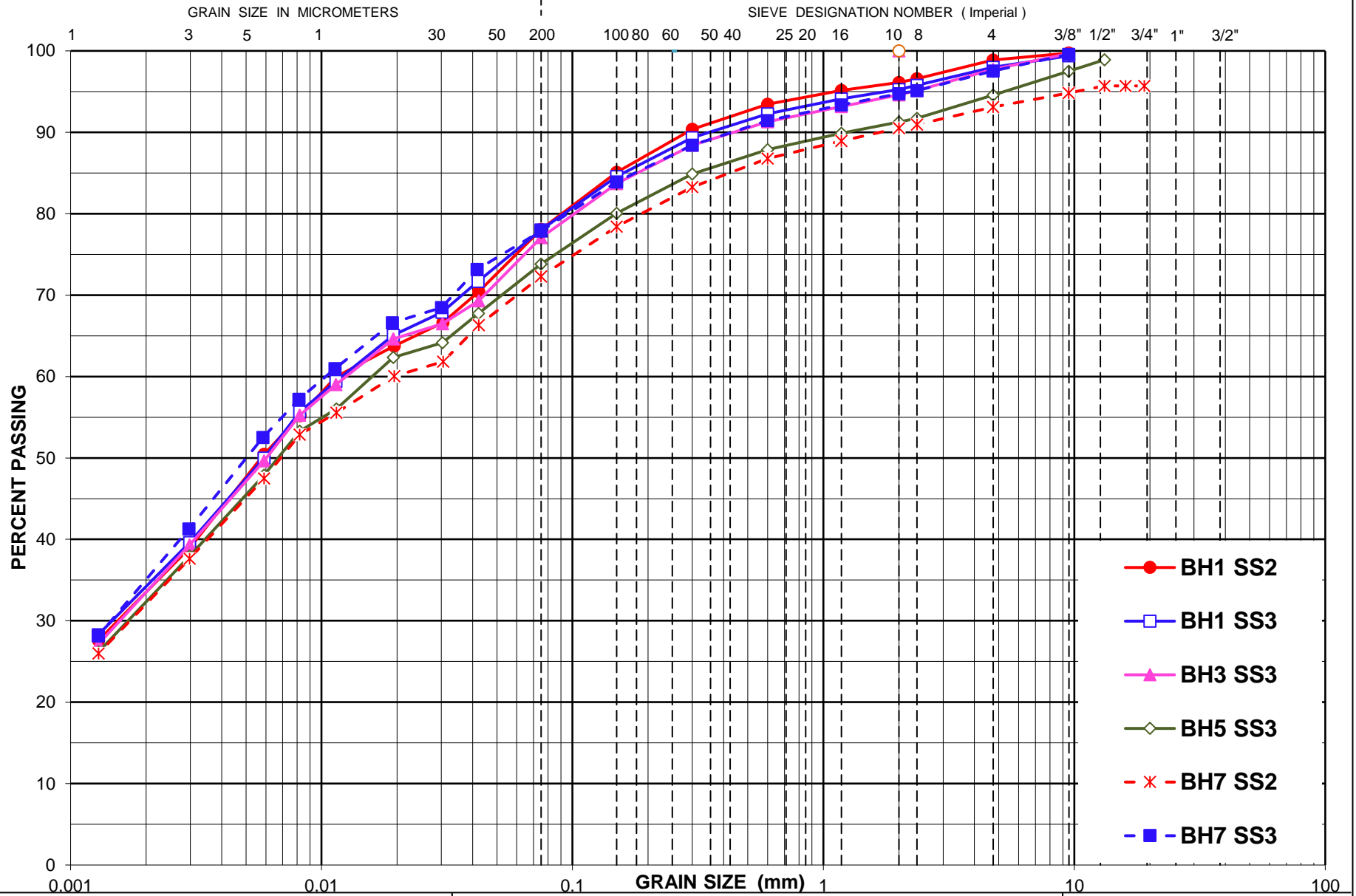
We accept no responsibility for any decisions made or actions taken as a result of this report unless we are specifically advised of and participate in such action, in which case our responsibility will be as agreed to at that time. Any user of this report specifically denies any right to claims against the Consultant, Sub-Consultants, their officers, agents and employees in excess of the fee paid for professional services.

Appendix B
Geotechnical Laboratory Test Results

UNIFIED SOIL CLASSIFICATION SYSTEM

LS 702/D 422

CLAY AND SILT	SAND			GRAVEL	
	Fine	Medium	Coarse	Fine	Coarse



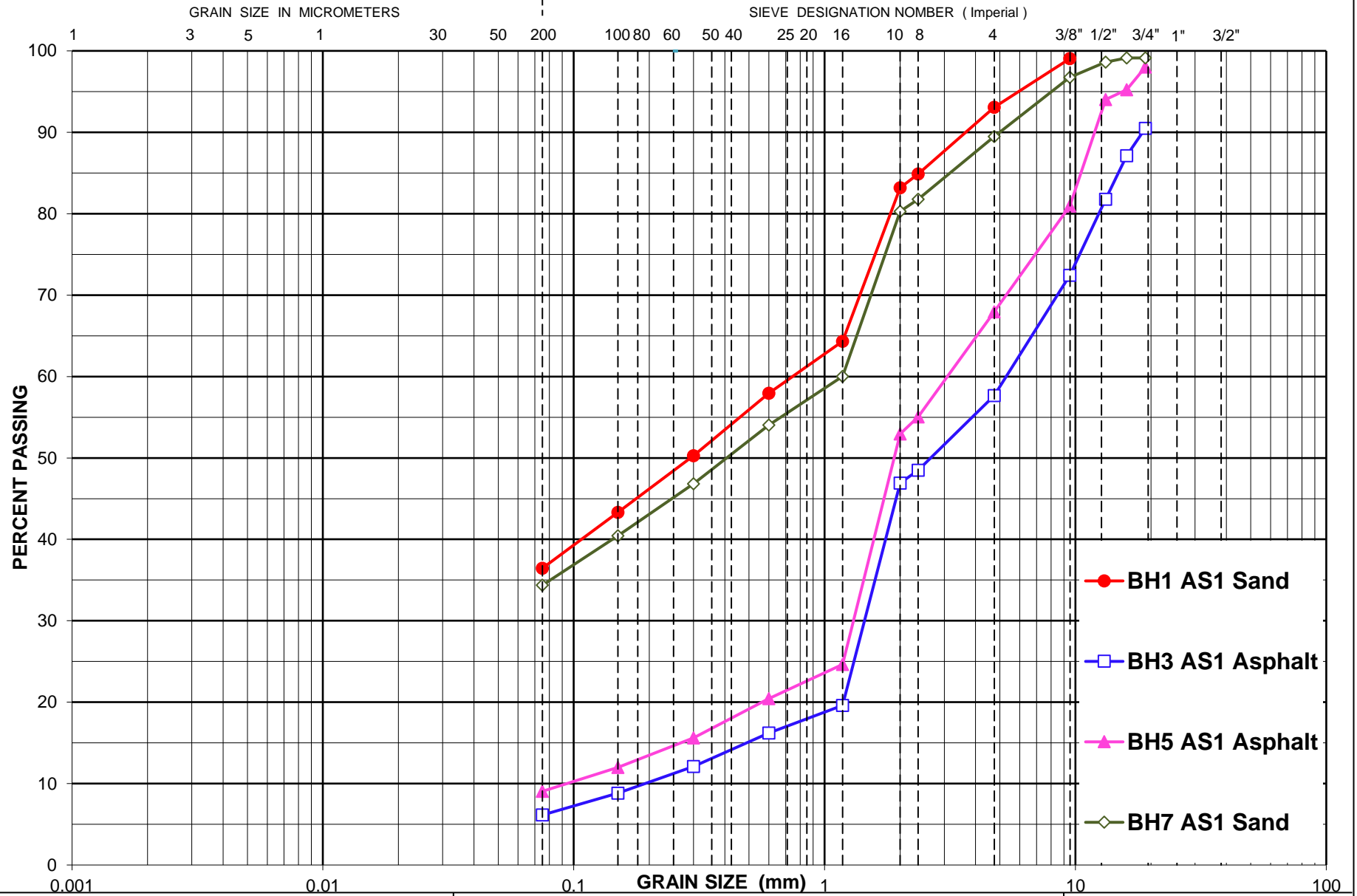
GRAIN SIZE DISTRIBUTION

Figure No.:	B1
PROJECT No.:	OE241806AG
DATE:	March 06, 2024

UNIFIED SOIL CLASSIFICATION SYSTEM

LS 702/D 422

CLAY AND SILT	SAND			GRAVEL	
	Fine	Medium	Coarse	Fine	Coarse



GRAIN SIZE DISTRIBUTION

Figure No.:	B2
PROJECT No. :	OE241806AG
DATE :	March 05, 2024

Appendix C
Client Documents

METRIC
 DIMENSIONS ARE IN METRES
 AND/OR MILLIMETRES
 UNLESS OTHERWISE SHOWN

PLATE No

CONT -
 WP -

NEW CONSTRUCTION
HURONTARIO STREET
 STA 10+040 TO STA 10+245

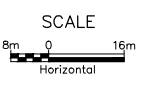
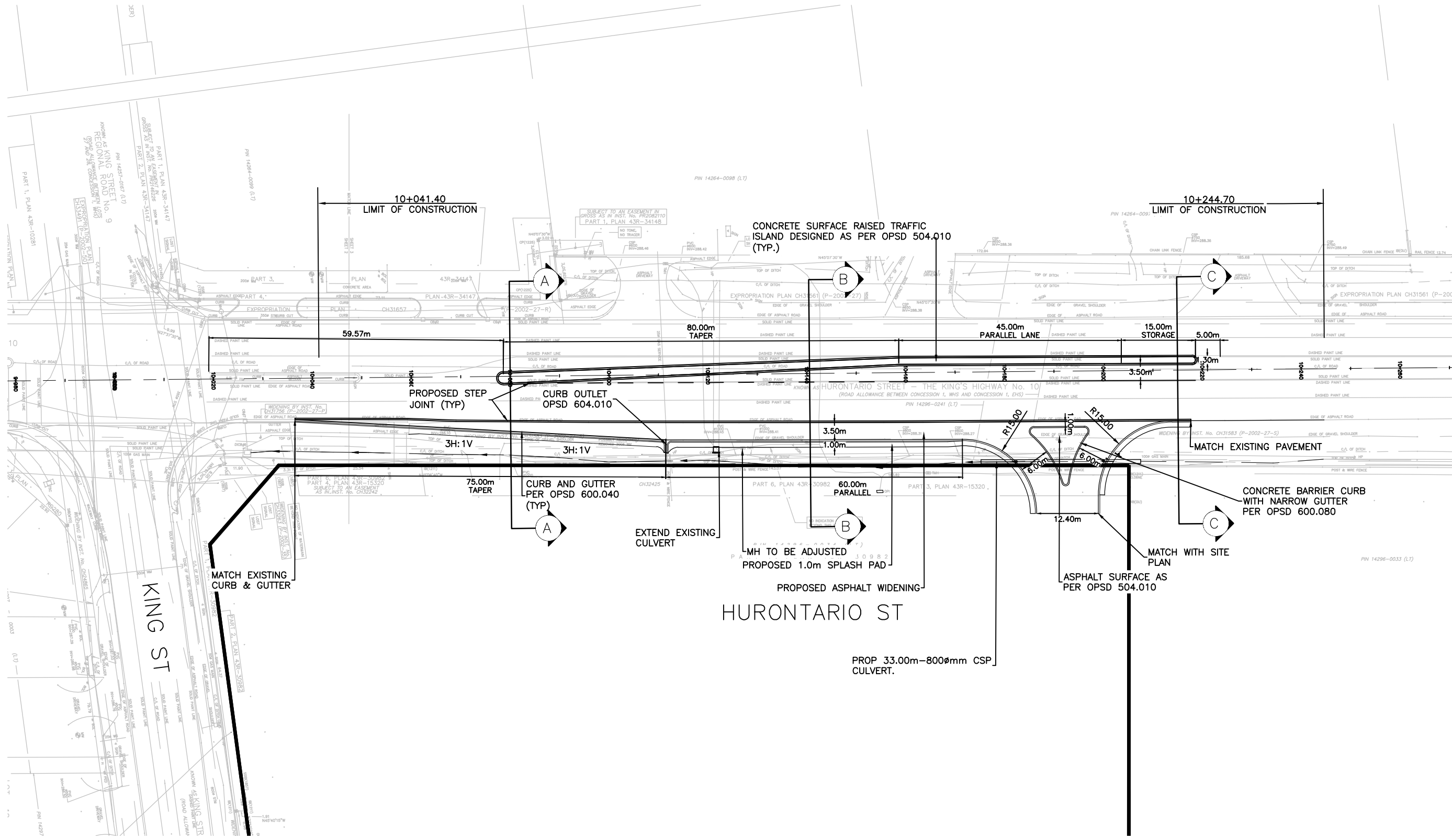


SHEET
 2

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DRAWING NAME: C:\Users\HSothi\AppData\Local\Temp\AcPublish_37236\24216 NC-01 - New Construction.dwg (NC-01)
 PLOT DATE: 2024/06/21 3:01:30 PM
 MINISTRY OF TRANSPORTATION, ONTARIO
 PR-0-707
 BB-05



SUPPLEMENTARY LEGEND:

LEGEND	
1.	SOLID YELLOW, 10cm
2.	SOLID DOUBLE YELLOW, 10cm
3.	363 BROKEN YELLOW, 10cm
4.	SOLID YELLOW, 20cm
5.	SOLID WHITE, 10cm
6.	333 BROKEN WHITE, 10cm
7.	363 BROKEN WHITE, 10cm
8.	393 BROKEN WHITE, 10cm
9.	SOLID WHITE, 20cm
10.	111 BROKEN WHITE, 20cm
11.	333 BROKEN WHITE, 20cm
12.	333 BROKEN WHITE, 30cm
13.	SOLID WHITE, 30cm
14.	SOLID WHITE, 45cm
15.	SOLID WHITE, 60cm
20.	SYMBOLS
] [LIMITS OF MARKINGS	

PAVEMENT MARKINGS NOTES:

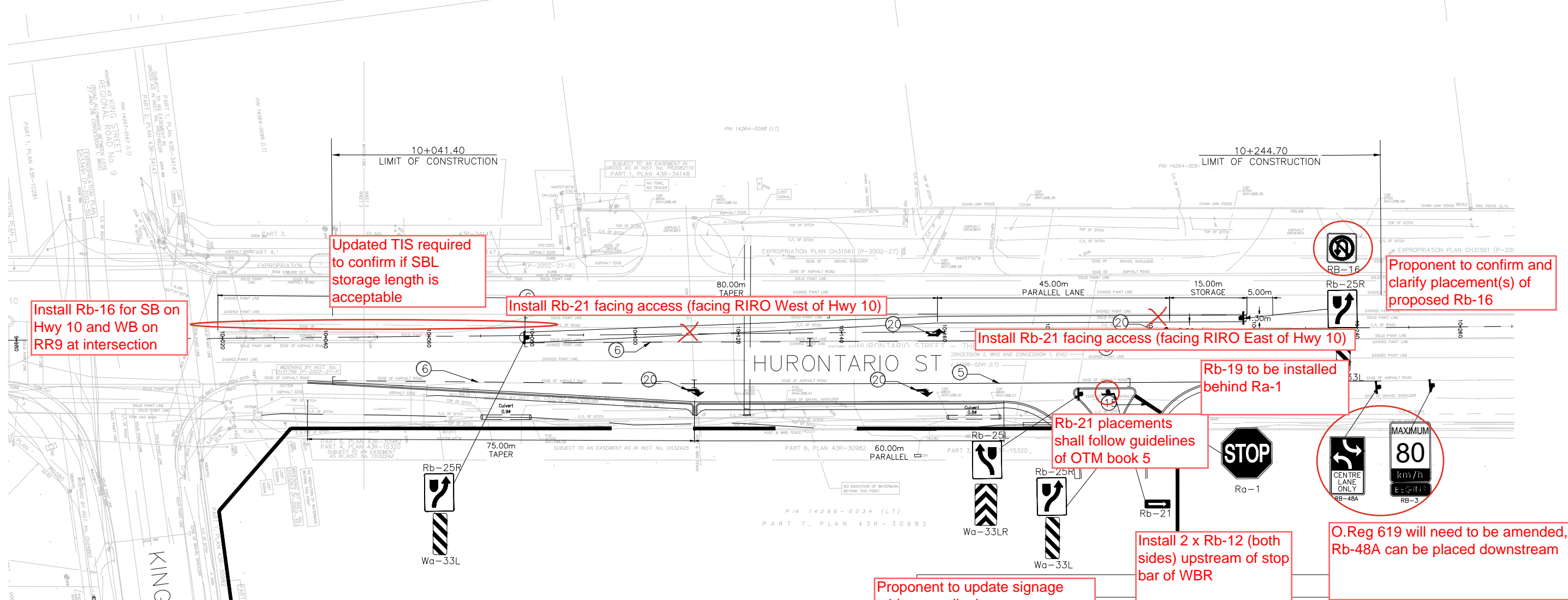
- 333, 363, 393 DENOTES PAVEMENT MARKING SPACING (i.e., 3m LINE, 3m GAP, 3m LINE)
- USE ⊙ TO DENOTE PAVEMENT MARKING
- USE □ TO DENOTE PAVEMENT MARKING, TEMPORARY
- USE △ TO DENOTE PAVEMENT MARKING, TEMPORARY-REMOVABLE
- USE ⊞ TO DENOTE PAVEMENT MARKING, DURABLE

METRIC
DIMENSIONS ARE IN METRES
AND/OR MILLIMETRES
UNLESS OTHERWISE SHOWN

PLATE No
CONT -
WP -
PAVEMENT MARKING &
SIGNAGE
HURONTARIO STREET
STA 10+040 TO STA 10+245

SHEET
3

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and Planners
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Install Rb-16 for SB on Hwy 10 and WB on RR9 at intersection

Updated TIS required to confirm if SBL storage length is acceptable

Install Rb-21 facing access (facing RIRO West of Hwy 10)

Install Rb-21 facing access (facing RIRO East of Hwy 10)

Proponent to confirm and clarify placement(s) of proposed Rb-16

Rb-19 to be installed behind Ra-1

Rb-21 placements shall follow guidelines of OTM book 5

Install 2 x Rb-12 (both sides) upstream of stop bar of WBR

O.Reg 619 will need to be amended, Rb-48A can be placed downstream

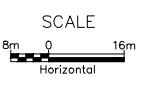
Proponent to update signage table accordingly

LOCATION : HIGHWAY 10




















STATION	OFFSET FROM EP (m)	SIGN NUMBER	SYMBOL / MESSAGE DESCRIPTION	SIZE BxH (cm)	SIGN AREA (sq.m)	SIGN SUPPLIED BY	ACTION	COMMENTS
10+079.0	10.5 LT	Wa-33L	HAZARD MARKER	30x90	0.27	MTO	NEW	ON MEDIAN
10+079.0	10.5 LT	Rb-25R	KEEP RIGHT	60x75	0.45	MTO	NEW	ON MEDIAN
10+186.5	1.0 RT	Wa-33LR	HAZARD MARKER	45x90	0.40	MTO	NEW	SPLITTER ISLAND ON ACCESS
10+186.5	1.0 RT	Wa-25L	KEEP LEFT	60x60	0.36	MTO	NEW	SPLITTER ISLAND ON ACCESS
10+192.0	2.1 RT	Rb-21	ONE WAY	30x90	0.27	MTO	NEW	SPLITTER ISLAND ON ACCESS
10+192.0	12.2 RT	Wa-33L	HAZARD MARKER	30x90	0.27	MTO	NEW	SPLITTER ISLAND ON ACCESS
10+192.0	12.2 RT	Rb-25R	KEEP RIGHT	60x75	0.45	MTO	NEW	SPLITTER ISLAND ON ACCESS
10+203.0	6.5m RT	Ra-1	STOP - ON ACCESS ROAD	60x60	0.36	MTO	NEW	ON ACCESS ROAD
10+217.5	12.3 LT	Wa-33L	HAZARD MARKER	30x90	0.27	MTO	NEW	ON MEDIAN
10+217.5	12.3 LT	Rb-25R	KEEP RIGHT	60x75	0.45	MTO	NEW	ON MEDIAN
10+217.5	12.3 LT	Rb-16	NO U-TURN	60x60	0.36	MTO	NEW	ON MEDIAN
10+244.0	1.0 RT	Rb-48A	TWO WAY LEFT TURN LANE	90x150	1.35	MTO	RELOCATE	REMOVE SALVAGE & REINSTALL
10+254.0	1.0 RT	Rb-3	MAX A	72	72	MTO	RELOCATE	REMOVE SALVAGE & REINSTALL

Rb-3: use 900x1650

MTO can supply signs, but proponent is responsible for all associate costs and installation





LEGEND

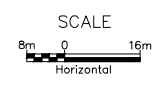
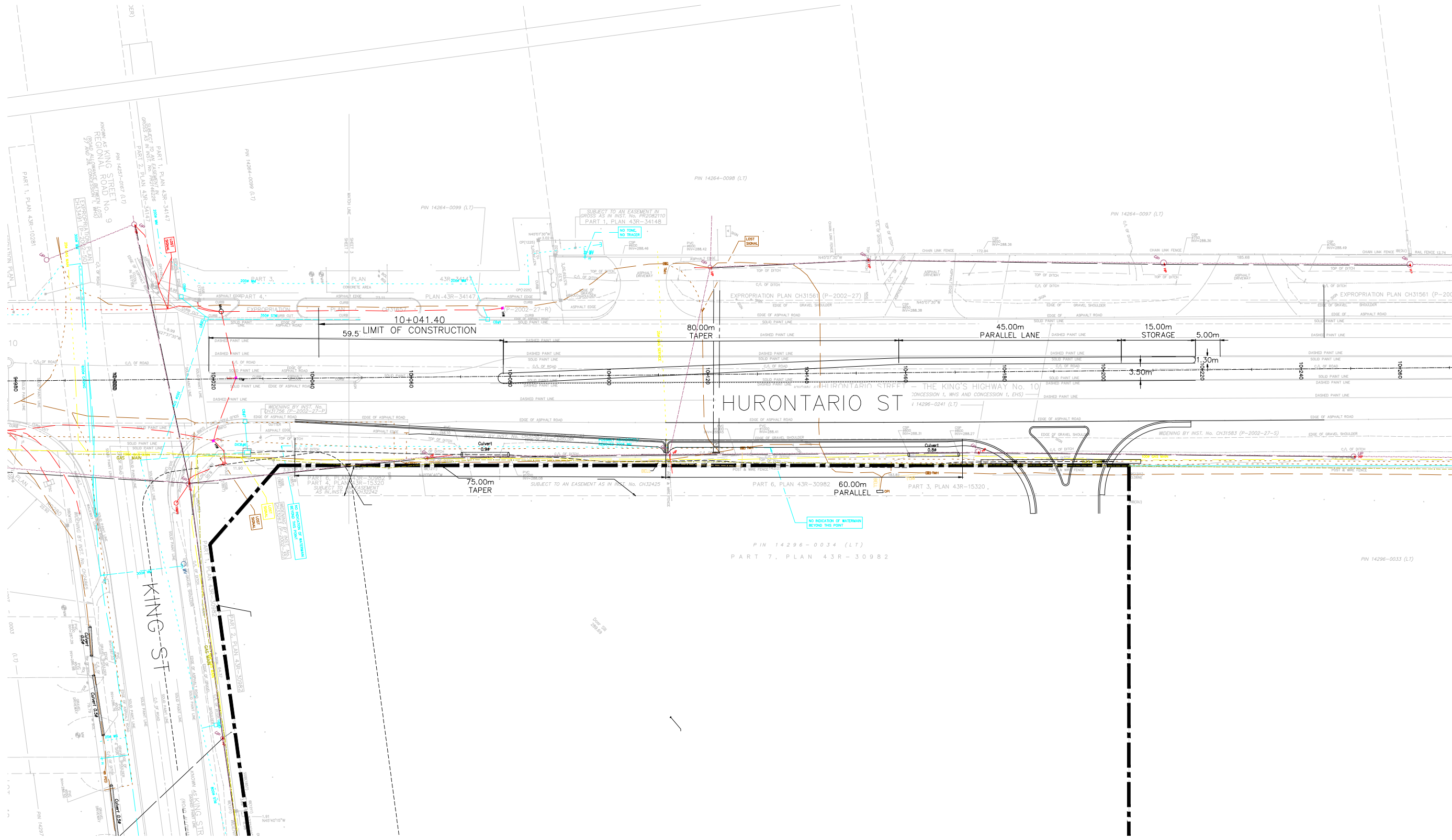
- | | | | |
|---|--------------------------------|---|--------------------------------------|
|  | DENOTES CATCHBASIN |  | DENOTES OVERHEAD CABLE |
|  | DENOTES DITCH INLET CATCHBASIN |  | DENOTES UNDERGROUND STORM SEWER |
|  | DENOTES HANDWELL |  | DENOTES UNDERGROUND GAS LINE |
|  | DENOTES MANHOLE |  | DENOTES UNDERGROUND WATER LINE |
|  | DENOTES TELEPHONE MANHOLE |  | DENOTES UNDERGROUND HYDRO LINE |
|  | DENOTES HYDRO POLE |  | DENOTES UNDERGROUND CABLE LINE |
|  | DENOTES TELEPHONE POLE |  | DENOTES UNDERGROUND TELEPHONE LINE |
|  | DENOTES LIGHT STANDARD |  | DENOTES UNDERGROUND FIBRE OPTIC LINE |
|  | DENOTES TELEPHONE PEDESTAL | | |
|  | DENOTES FIRE HYDRANT | | |
|  | DENOTES WATER VALVE | | |

METRIC

DIMENSIONS ARE IN METRES
AND/OR MILLIMETRES
UNLESS OTHERWISE SHOWN

PLATE No		
CONT	-	
WP	-	SHEET 6
COMPOSITE UTILITY PLAN HURONTARIO STREET STA 10+040 TO STA 10+245		
LEA Consulting Ltd. Consulting Engineers and Planners www.LEA.ca		

DRAWING NAME: F:\24216\Drawings\01-Hurontario Street\Detailed Design\24216 CUP-01- Utility plan.dwg (CUP-01)
PLOT DATE: 2024/07/12 3:19:38 PM





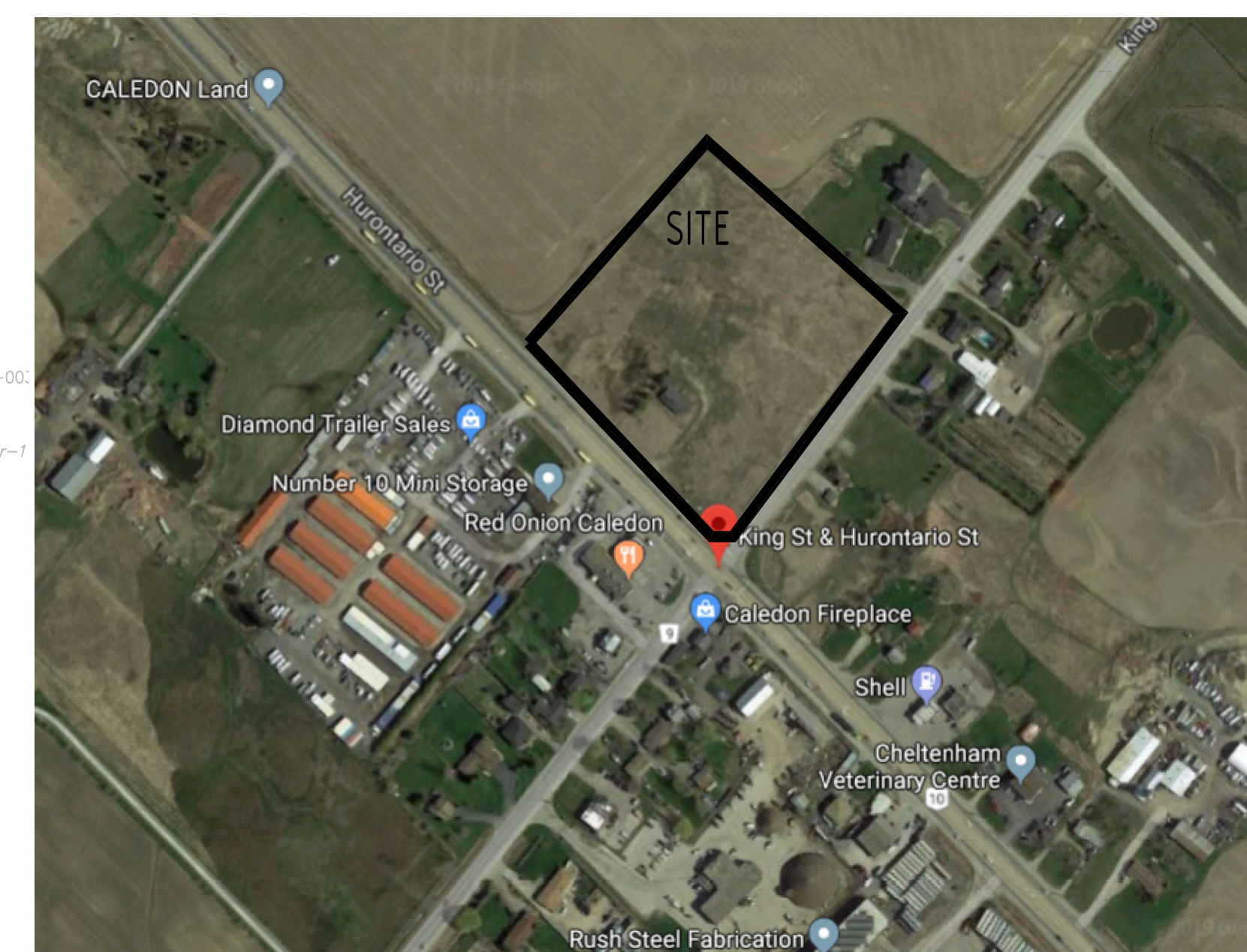
SITE INFORMATION: - CV-267, A-1 AND A1-347		
	REQUIREMENTS	PROPOSED
A1 ZONING	NO BUILDING ON SITE	(AREA = 9,474.9 SQ.M.)
A1-347 ZONING	NO BUILDING ON SITE	(AREA = 4,204.8 SQ.M.)
CV-267 ZONING	NO BUILDING ON SITE	(AREA = 18,200.8 SQ.M.)
MIN. LOT AREA (EXCLUDING A1 & A1-347 ZONING)	1390 SQ.M.	18,200.8 SQ.M.
MIN. LOT FRONTAGE (KING ST.)	210 M	122.0 M
MAX. BUILDING AREA	50%	8.3 %
MIN. FRONT SETBACK (KING ST.)	7.5 M	7.6 M
MIN. FLANK SETBACK (HWY. 10)	9 M	14.8 M
MIN. REAR SETBACK	7.5 M	35.0 M
MIN. SIDE SETBACK	7.5 M	19.38 M
BUILDING SETBACK EXEMPTION	N/A	N/A
BUILDING SEPARATION	-	SEE DWG.
GROSS FLOOR AREA	9,100.4 SQ.M. (TOTAL)	1516.5 SQ.M. (TOTAL)
MAX. BUILDING HEIGHT	10.5 M	10 M
MAX. NET FLOOR AREA PER USE	BUILDING "A" BUILDING "B" BUILDING "C" & "D"	9,100.4 SQ.M. (TOTAL)
MIN. LANDSCAPING AREA	20% (3,640.1 SQM)	21.9 % (4000 SQ.M.)
PLANTING STRIP LOCATION	-	NORTH OF LOT
MIN. PLANTING STRIP WIDTH	3.0 M	6.1 M
BERM LOCATION	-	SEE LANDSCAPE DWGS
BERM WIDTH	-	SEE LANDSCAPE DWGS
BERM HEIGHT	-	SEE LANDSCAPE DWGS
OPEN STORAGE AREA SIZE	-	0 SQ.M.
MIN. DRIVEWAY SETBACK	15 M	4.3 M
MIN. PARKING SPACES PER USE:		
RETAIL - 269.3 SQM @ 1/20 SQM = 14		
RESTAURANT (NET FLOOR AREA) - 577.2 SQM @ 1/15 SQM = 39		
OFFICE AREA - 670 SQM @ 1 / 30 SQM = 23		
MIN. PARKING SPACE SETBACKS	1.5 M	3.0 M
MIN. DELIVERY SPACES	4	4
MIN. LOADING SPACES	0	0
TOTAL CONCRETE PAVEMENT AREA	-	498.3 SQ.M.
TOTAL ASPHALT PAVEMENT AREA WITH CURB	-	12186 SQ.M.
TOTAL LANDSCAPE AREA	-	4000.0 SQ.M.

TOTAL SITE AREA: (A1, A1-347, CV-267) = 31,880.5 SQ.M. (7.88 ACRES, 3.3 Ha)

▲ DENOTES ENTRY/EXIT TO BUILDING
ALL MAIN ENTRANCES TO UNITS ARE EQUIPPED WITH POWER DOOR OPERATORS

PROPOSED USES:
RETAIL-269.3 SQ.M.
RESTAURANT-1247.2 SQ.M.

REFER TO BUILDING DRAWINGS FOR O.B.C. MATRIX
REFER THIS DRAWING IN CONJUNCTION WITH SITE SERVICING, SITE GRADING, LANDSCAPE AND ELECTRICAL DRAWINGS.



PROPOSED SITE PLAN
SCALE: NTS

ISSUED FOR SPA - RESUBMISSION: SEPT 19, 2024
ISSUED FOR SPA - RESUBMISSION: 22-11-2022
ISSUED FOR SPA - RESUBMISSION: 14-08-2020
ISSUED FOR SPA: 26-11-2019

ANTRIX
ARCHITECTS INC.
1109 BRITANNIA RD E., MISSISSAUGA
ON L4W 3X1. PHONE 905 564 1154
FAX 888 501 0265

PROJECT PROPOSED DEVELOPMENT
N-E CORNER OF HURONTARIO & KING ST
CALEDON, ON L7C 3M1

ALL INFORMATION AND DIMENSIONS MUST BE CHECKED AND VERIFIED ON SITE. DO NOT SCALE DRAWINGS. ANY VARIANCES OR DISCREPANCIES MUST BE REPORTED TO THE DESIGNER PRIOR TO COMMENCEMENT OF THE WORK. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH ALL BY-LAWS AND CODES HAVING JURISDICTION OVER THIS CONSTRUCTION SITE. THE DESIGN AND CONTRACT DRAWINGS ARE THE COPYRIGHT OF THE DESIGNER AND MAY NOT BE REPRODUCED, REUSED OR ALTERED WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

DRAWN BY	NL
SCALE	1:400
PROJECT NO.	1862
DRAWING TITLE & NO.	PROPOSED SITE PLAN A0

ONTARIO ASSOCIATION OF ARCHITECTS
PROFESSIONAL REGULATION
MISCELLANEOUS LICENCE 6189

SPA 2019-0065