HGC ENGINEERING

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February 9, 2021

Via email: suran@nyxcapital.com

Suran Ketheeswaran, BES
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NYX Capital Corp.
1131a Leslie Street, Suite 400
Toronto, ON
M3C 3L8

Re: Addendum to Address Comments from the City, Parking Ramp Noise and Vibration Feasibility Study
51, 57 Tannery Street and 208 Emby Drive, Mississauga, Ontario

Dear Mr. Ketheeswaran,

As requested, HGC Engineering is providing clarification to address Comments from the City regarding the ramp to the underground parking garage. Our latest noise study for this site is entitled, "Noise and Vibration Feasibility Study, 51, 57 Tannery Street and 208 Emby Drive, City of Mississauga, Ontario" dated June 24, 2019.

City Comment:

> *Please provide more information on the Building B units above the covered ramp. We need to see floor plans, sections, and 3D images to understand how this is going to work.*

HGC Engineering Response:

Further to the architectural drawing package prepared by Kirkor Architects and issued for Rezoning August 24, 2020, the attached additional drawings show the sections and perspective views of the parking garage entrance ramp at the end of Building B. The ramp is expected to be on a suspended concrete slab passing beneath residential unit types C2 and D2, and beside a residential unit type A2.

Noise and vibration from the passage of vehicle and the rollup door will need to be addressed as the design develops, but it is certainly feasible to ensure an acceptable environment for the occupants. As discussed with the architect, the following will be implemented during detailed design and construction.

- To control airborne sound from the vehicles, a 200 mm slab is provided to separate the drive ramp from the units above. As well, an insulated drywall plenum will be located beneath that

slab to increase both thermal and acoustic protection. Likewise, the wall separating the ramp from the unit will need to be upgraded with acoustical and thermal insulation.

- Structure-borne noise from the rollup door can be a source of annoyance. This risk is routinely minimized by specifying a low-noise garage door opener drive, vibration isolating the rails and drive, and setting the limits for the door properly so there is no hard impact at the concrete slab.

- To control perceptible vibration caused by the passing of vehicles, the A2 unit will not directly share the same slab as the ramp, speed bumps and other discontinuities on the drive surface will be eliminated, and care will be taken in the design of any drainage grates to avoid rattling.

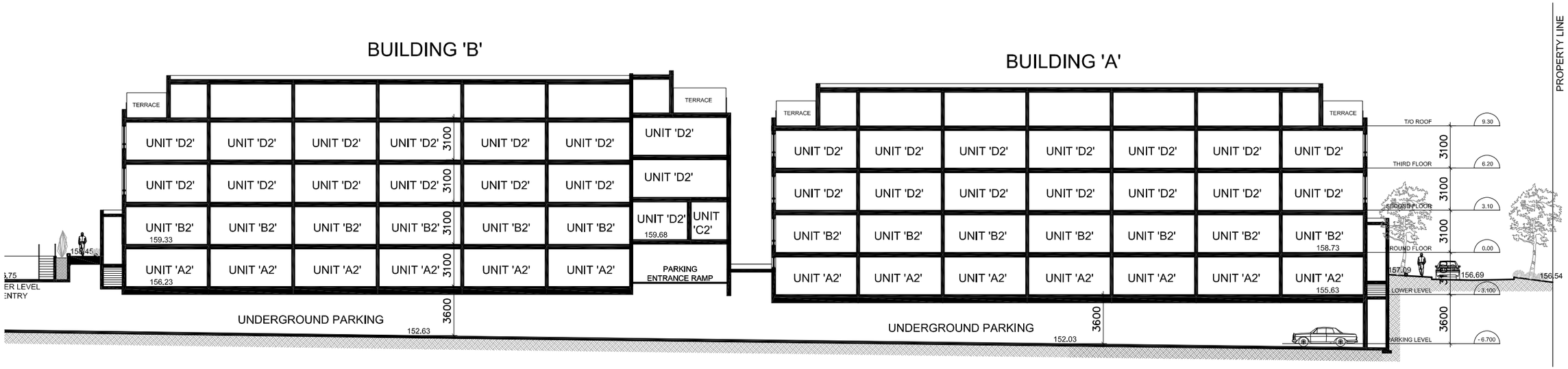
With the above concepts implemented, the parking ramp is expected to be fully compatible with the residential units above and beside it.

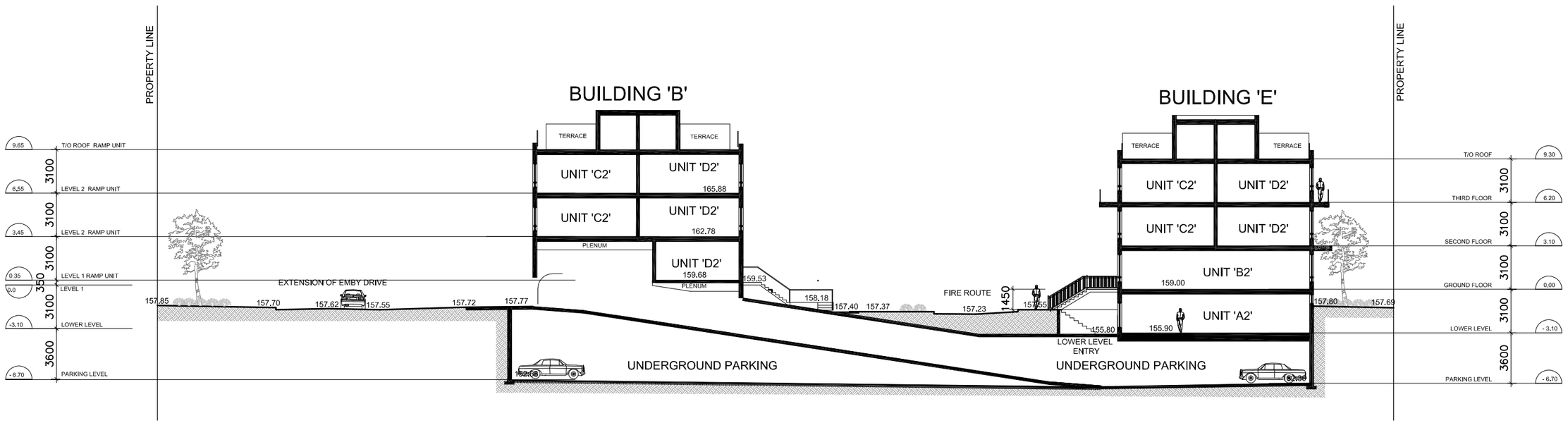
Thank you for the opportunity to be of service. We look forward to continuing working with you on the project. In the meantime, if you have any questions or concerns, please do not hesitate to call or e-mail.

Yours very truly,
Howe Gastmeier Chapnik Limited

Brian Howe, MEng, MBA, LLM, PEng

cc: Shazad Mohammed, smohammed@kirkorarchitects.com, Kirkor Architects
Sheeba Paul, spaul@hgcengineering.com, HGC Engineering





BUILDING SECTION - 'B' THROUGH 'A' & 'B' THROUGH 'E'

TANNERY TOWNHOUSES

PROPOSED RESIDENTIAL DEVELOPMENT | MISSISSAUGA, ON

NYX CAPITAL

SCALE : 1:300

KIRKOR
|BRAMPTON, ON

PROJECT NO. 17-145
DATE : 02/08/21

A01

Perspective

NYX Capital - Tannery Townhomes

KIRKOR
|Mississauga, ON

PROJECT NO. 17145
DATE : 02/08/21

A02

Perspective

NYX Capital - Tannery Townhomes

KIRKOR
|Mississauga, ON

PROJECT NO. 17145
DATE : 02/08/21

A03

Perspective

NYX Capital - Tannery Townhomes

KIRKOR
|Mississauga, ON

PROJECT NO. 17145
DATE : 02/08/21

A04