September 17, 2025

Andrew van Doorn, P.Eng.
Chief Operating Officer
Solar bank Corp.
Unit 803 – 505 Consumers Road
Toronto, ON, M2J 4V8

Emailed to: andrew.vandoorn@solarbankcorp.com

Subject: **Site Plan Control Application Comment Response - FINAL**
OZ-1 BESS Project, 157 7th Street SW, Chesley, ON
PRI Project No.: 25-253

Dear Mr. Van Doorn,

As requested, PRI Engineering Corp. (PRI) has reviewed the comments from The Corporation of the Municipality of Arran-Elderslie dated July 29, 2025 prepared by the Chief Administrative Officer Emily Dance, the following are our responses to the provided comments.

A) Grading and drainage

1) Access road: the minimum granular pavement structure is considered acceptable, however verification of subgrade conditions at the time of construction is required to determine if a geotextile or 300 mm course of Granular B subbase will be required below the Granular A, or other options depending on site conditions. However, based on findings during the geotechnical investigation the minimum pavement structure is considered acceptable.
2) Hammerhead: We confirm that the hammerhead can accommodate larger trucks such as fire trucks and garbage trucks. It should be noted that the municipalities fire truck fleet, consists of freightliner M2 102 chassis, which are used for the pumper, tanker and rescue units. This freightliner unit has a 9.8 m bumper to bumper dimension with 2 axels. A garbage truck was used for modeling purposes as this chassis is slightly larger than the freightliner chassis used for fire trucks. As such we have determined a 12 m hammerhead will be sufficient to accomplish this. A truck turning movement plan has been added as Drawing C03 attached.
3) Road Profile: We have added stations and road elevations at critical points, vertical curves, K values etc. to the profile.
4) Because the road will be built up at the low point, excess runoff from Catchment area 1 can pool there which is what is currently occurring, based on existing grades. In addition, we propose to install a small, grassed berm at the low point to the north of the facility site to trap excess runoff from Catchment area 2. These design elements have been proposed to allow for the reflection of existing conditions post-construction as it relates to where the water will pond or discharge to.

B) Stormwater Management Report

1) By changing the C factor to 0.9 for a gravel road (frozen) it does make a significant impact on the expected flows and storage required. For example, for Catchment 1, flows generally increase by approximately 35% and the volume required increases from 8.2 m^3 to 23.2 m^3.

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For Catchment 2, flows increase approximately 17 % and storage required increase from 25.0 m^3 to 48.3 m^3. That said, we have used what is considered a normal C factor for gravel roads which typically ranges from 0.35 to 0.70. In the frozen condition, it would be expected that all the ground would be frozen, not just the gravel road. Research indicates that frozen, saturated soils do have a runoff coefficient closer to pavement, and as such there would not be any difference between the frozen gravel road and the surrounding frozen ground. As such, it is our opinion that our calculations for the storage required is appropriate and no changes should be made.

C) Geotechnical Report

1) Three (3) options were considered as part of the geotechnical investigation, with the final orientation falling within the investigation of Option 3, specifically in the vicinity of test pit TP25-05 as shown on Figure 2 of our December 20, 2024 report. Since the results of all investigated test pits for these three options yielded similar results, it is our opinion that the assumption that the subsurface conditions are as noted in both reports is appropriate since they will ultimately need to be verified at the time of construction.

We trust this meets your current requirements, please contact the undersigned if you have any questions.

Sincerely,
PRI Engineering Corp.

Michael Young, P.Eng.
Senior Civil Engineer

Reviewed by:

Arash Yazdani, FEC, CED, P.Eng.
Chief Operating Officer

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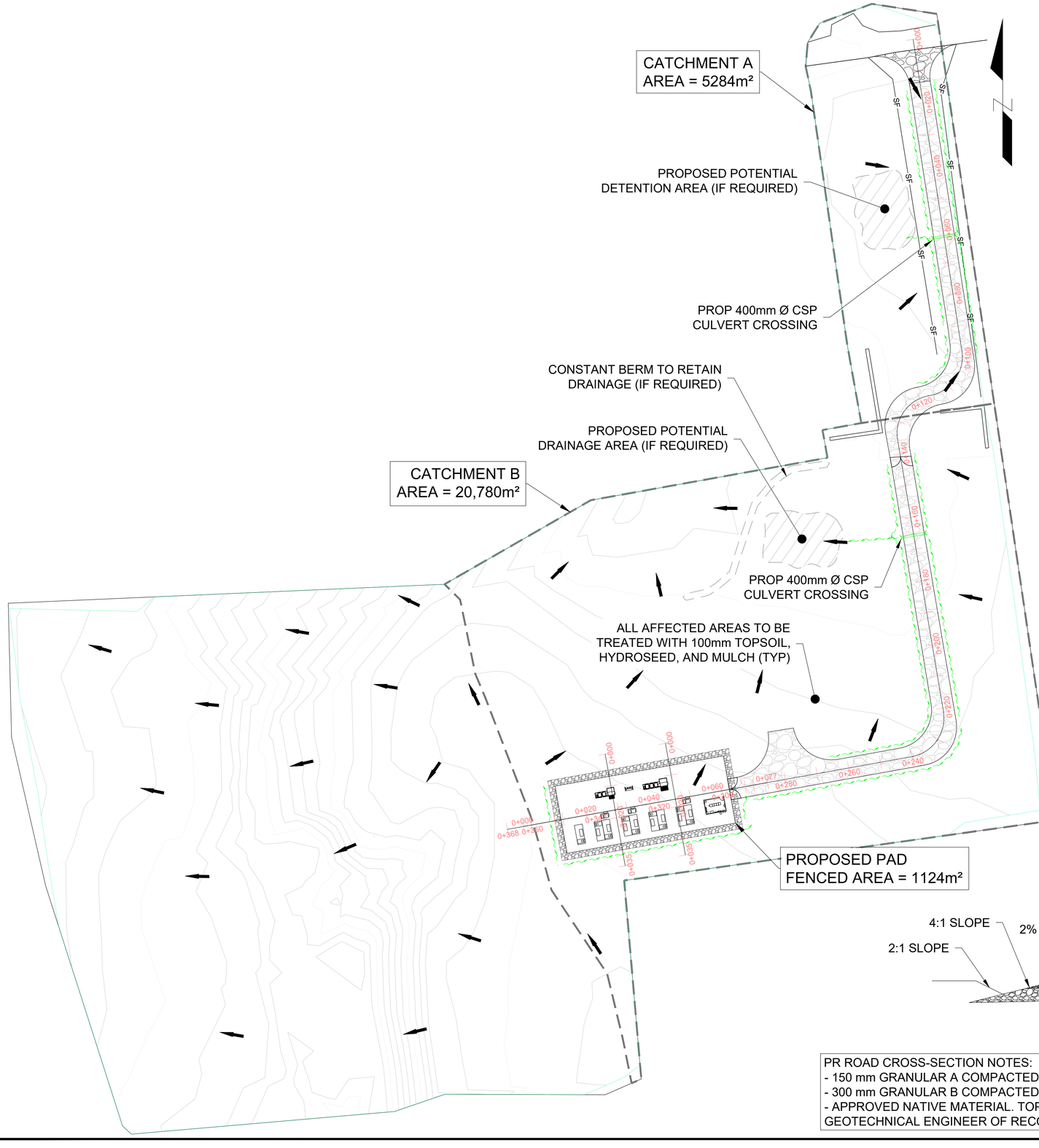
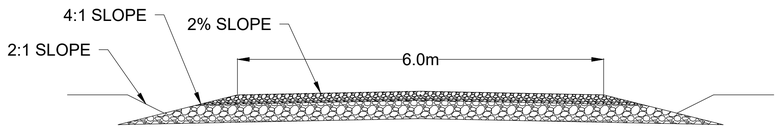


KEY MAP
N.T.S

APPROXIMATE SITE LOCATION

LEGEND

- EXISTING FENCE LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING SURVEY LIMIT
- EXISTING CONTOURS
- EXISTING BUILDING
- PROPOSED EDGE OF GRAVEL
- PROPOSED E-HOUSE
- PROPOSED BESS CONTAINER
- PROPOSED LARGE INVERTER
- PROPOSED POWER SUPPLY PANEL
- PROPOSED SMALL INVERTER
- PROPOSED UTILITY AUXILIARY TRANSFORMER (DESIGNED BY OTHERS)
- PROPOSED CRUSHED STONE AREA (BY OTHERS)
- PROPOSED ENTRANCE GATES
- PROPOSED ENTRANCE MUD MAT
- PROPOSED GRANULAR ACCESS ROAD
- PROPOSED SILT FENCE



PR ROAD CROSS-SECTION - TYP
N.T.S

PR ROAD CROSS-SECTION NOTES:
- 150 mm GRANULAR A COMPACTED TO 98 S.P.M.D.D
- 300 mm GRANULAR B COMPACTED TO 98 S.P.M.D.D, AS NECESSARY AS DETERMINED BY THE GEOTECHNICAL ENGINEER
- APPROVED NATIVE MATERIAL. TOPSOIL AND ORGANICS TO BE REMOVED. SUBGRADE TO BE APPROVED BY GEOTECHNICAL ENGINEER OF RECORD AS PER PRI ENGINEERING GEOTECHINCAL REPORT.

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NOTES:
1. TOPOGRAPHIC SURVEY COMPLETED BY PRI ENGINEERING CORP. ON DECEMBER 2ND 2024 IN A LOCAL COORDINATE SYSTEM USING A ROBOTIC TOTAL STATION.
2. KEY MAP FROM GOOGLE MAPS, USED AS REFERENCE ONLY.
3. PROPOSED BESS LAYOUT PROVIDED BY SOLARBANK, USED FOR REFERENCE ONLY.

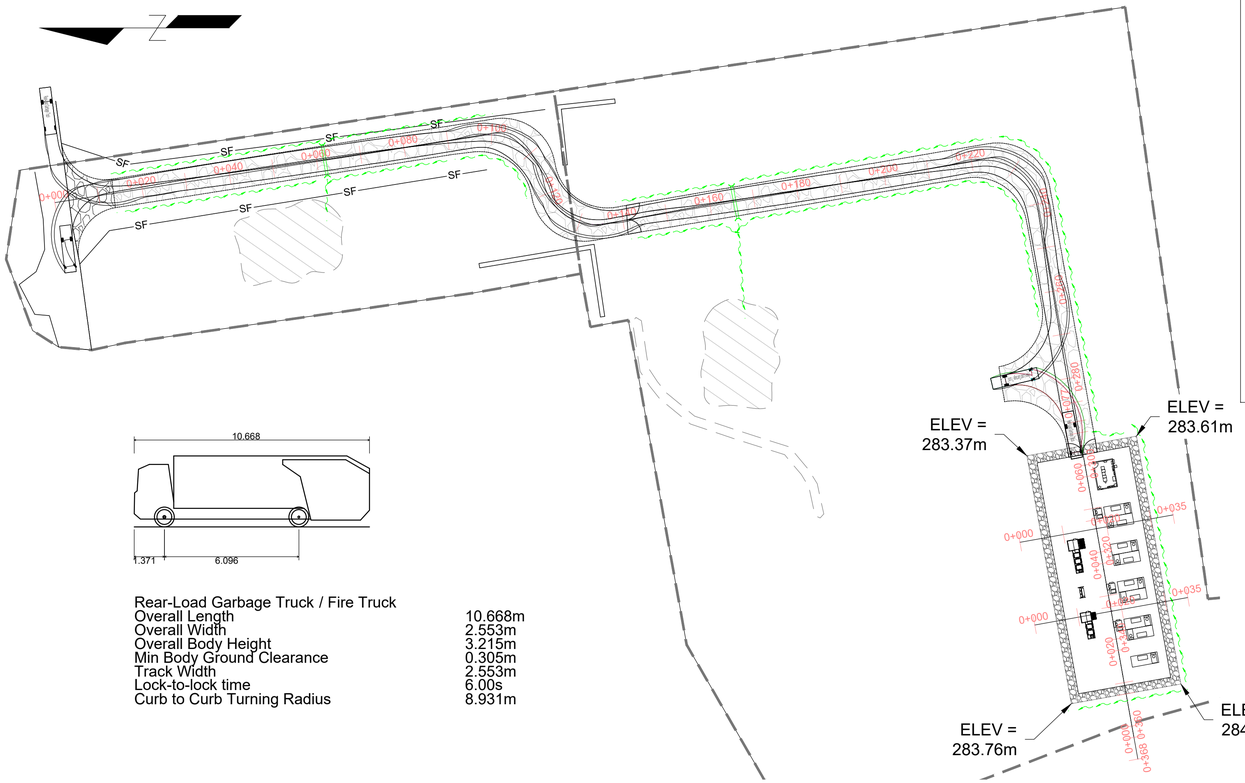
REV NO.	ISSUANCE	DATE
01	ISSUED FOR REVIEW	20DEC24

PROJECT NAME:
SOLARBANK
OZ-1 BESS SITE
157 7TH STREET, CHESLEY ON

DRAWING NAME:
PROPOSED OVERALL
DRAINAGE PLAN

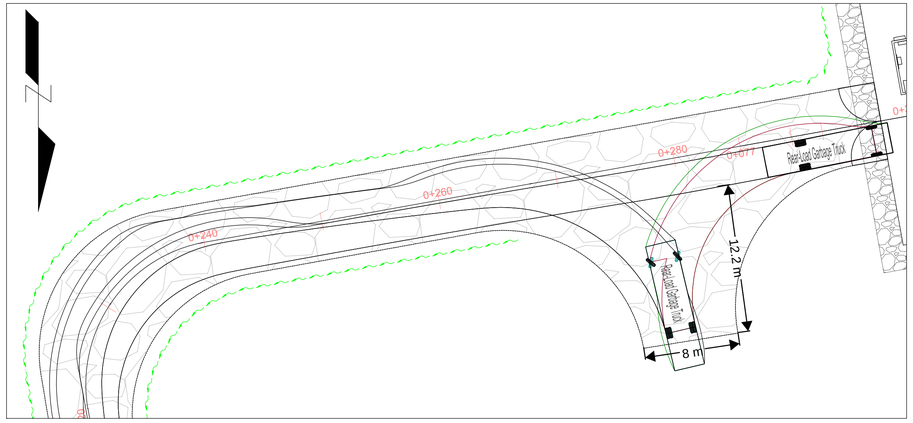
PROJ. NO.:	DWG. BY:	CHKD. BY:	APPR. BY:
23-153-05	AYJr.	MY	AY

DRAWING NUMBER: C-02

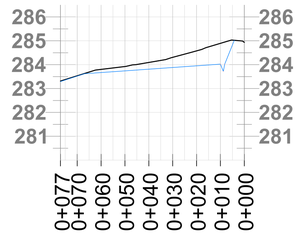


TRUCK TURNING PLAN
1:1350

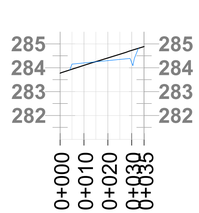
Rear-Load Garbage Truck / Fire Truck	
Overall Length	10.668m
Overall Width	2.553m
Overall Body Height	3.215m
Min Body Ground Clearance	0.305m
Track Width	2.553m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8.931m



TRUCK TURNING PLAN - HAMMERHEAD
1:250



W/E PAD PROFILE
1:2500



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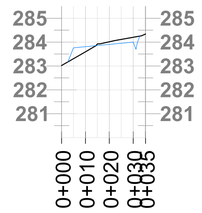

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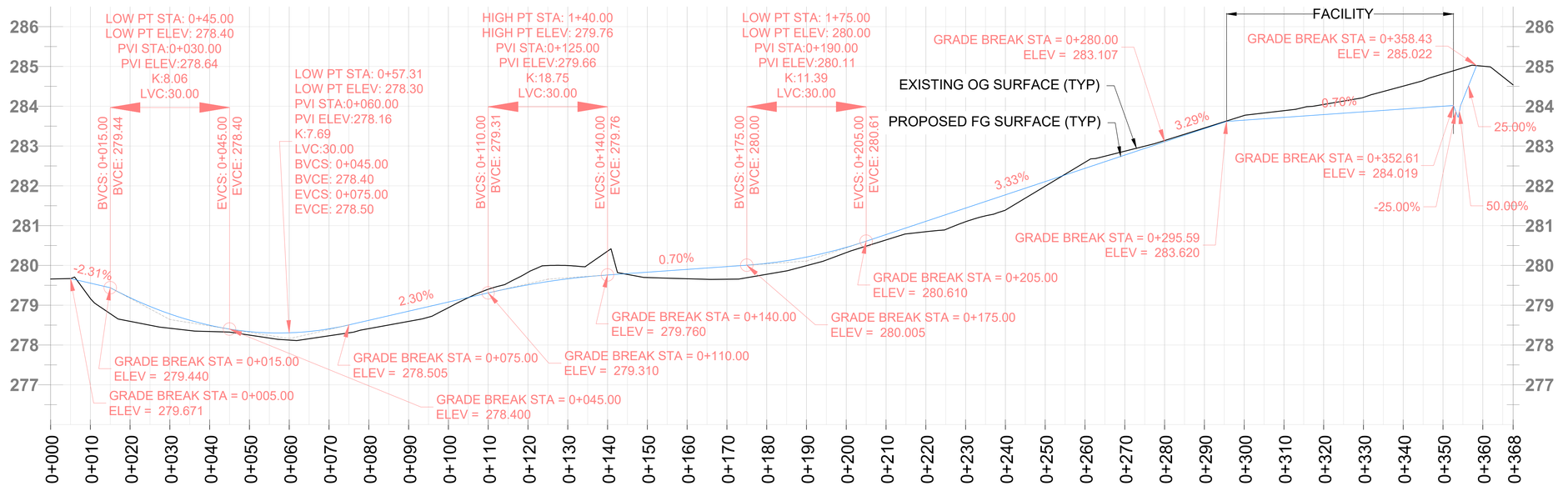

ROAD CL PROFILE
1:1250

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PROJECT NAME:
SOLARBANK
OZ-1 BESS SITE
157 7TH STREET, CHESLEY ON

DRAWING NAME:
GRADING AND
TRUCK TURNING PLAN

PROJ. NO.:	DWG. BY:	CHKD. BY:	APPR. BY:
23-153-05	AYJr.	MY	AY

DRAWING NUMBER: C-03