



- NOTES**
1. THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON CONTRACT DRAWINGS AND WHERE SHOWN THE ACCURACY OF THE LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITIES OF DAMAGE.
  2. ANY CONFLICTS WITH EXISTING SERVICES AND/OR UTILITIES SHALL BE REPORTED TO THE ENGINEER FOR REVIEW AND ADVICE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
  3. INFORMATION REGARDING ANY EXISTING SERVICES AND/OR UTILITIES SHOWN ON THIS DRAWING ARE FURNISHED AS THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL INTERPRET THIS INFORMATION AS HE SEES FIT WITH THE UNDERSTANDING THAT THE OWNER, ENGINEER AND CITY DISCLAIM ALL RESPONSIBILITY FOR ITS ACCURACY AND/OR SUFFICIENCY.
  4. THE CONTRACTOR SHALL PROVIDE DETAILS FOR SUPPORT OF EX. SERVICES AND/OR UTILITIES FOR ENGINEER'S APPROVAL PRIOR TO START OF CONSTRUCTION.

- LEGEND**
- ⊕ DENOTES HYDRANT
  - AD DENOTES AREA DRAIN
  - DENOTES CATCHBASIN
  - DENOTES STORM MANHOLE
  - DENOTES SANITARY MANHOLE
  - VB/VC DENOTES VALVE & BOX / CHAMBER
  - DENOTES EXISTING REGULATORY FLOODPLAIN
  - DENOTES LINE OF FLOODPLAIN (REGIONAL)
  - DENOTES 6.0m SETBACK FROM PROPOSED ENGINEERED LONG TERM STABLE TOP OF SLOPE
  - DENOTES EXISTING PROPERTY LINE
  - DENOTES PROPOSED PROPERTY LINE
  - DENOTES LINE OF U/G
  - DENOTES EXISTING OVERHEAD HYDRO
  - +131.48 DENOTES PROPOSED ELEVATION
  - +131.48TC DENOTES PROPOSED TOP OF CURB
  - +131.48BC DENOTES PROPOSED BOTTOM OF CURB
  - +130.29EX DENOTES EXISTING ELEVATION
  - ➔ DENOTES EMERGENCY OVERLAND FLOW ARROW

**BENCHMARK NOTE**

ELEVATIONS SHOWN HEREON ARE GEODETIC(1928) AND ARE RELATED TO CITY OF MISSISSAUGA BENCH MARK No. BM448 HAVING PUBLISHED ELEVATION OF 162.55 METRES.

No.	Date	Issued for
1.	APR. 24, 2020	ISSUED FOR ZBA SUBMISSION



**REDWOOD ON GOREWAY**  
7085 GOREWAY DRIVE  
CITY OF MISSISSAUGA



**SCHAEFFERS**  
CONSULTING ENGINEERS

SCHAEFFER & ASSOCIATES LTD.

6 Ronrose Drive, Concord,  
Ontario L4K 4R3  
Tel: (905) 738-6100  
Fax: (905) 738-6875  
E-mail:  
design@schaeffers.com

**PRELIMINARY SITE GRADING PLAN**

DRAWN BY: M.P. DESIGNED BY: M.P. CHECKED BY: H.S.

SCALE: 1:300 DATE: APR. 2020

PROJECT No. 2019-4866 DRAWING No. SG-1

**SPECIAL NOTES FOR SIDEWALK/CONCRETE WALKWAYS AT BUILDING PERIMETER**

- IN ORDER TO AVOID FROST HEAVING AND RELATED PROBLEMS, THE FOLLOWING SHALL BE STRICTLY IMPLEMENTED:
1. COMPACTION OF SUB-GRADE TO BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF THE GRANULAR BASE.
  2. DEPTH OF GRANULAR BASE TO BE INCREASED IF RECOMMENDED BY THE GEOTECHNICAL ENGINEER AFTER INSPECTION OF THE SUB-GRADE.
  3. SUB-DRAINS TO BE INSTALLED AROUND THE BUILDING WALL FOUNDATION. IF RECOMMENDED BY THE GEOTECHNICAL ENGINEER, ADDITIONAL SUB-DRAINS SHALL BE INSTALLED BELOW BARRIER CURBS. ALL SUB-DRAINS TO HAVE POSITIVE OUTLET TO STORM SEWERS.
  4. ALTERNATIVE SOLUTIONS ENDORSED BY THE GEOTECHNICAL ENGINEER MAY BE IMPLEMENTED.

**GENERAL:**

1. ALL LOTS (INCLUDING DRAINAGE DITCHES OR SWALES) ARE TO BE SOODED WITH A MINIMUM DEPTH OF 100mm OF TOPSOIL AND No.1 NURSERY SOD, AND THE MINIMUM DEPTH OF 150mm OF CRUSHED STONE TO BE PROVIDED ON THE ENTIRE LENGTH OF EACH DRIVEWAY ON A FIRM SUBGRADE.
2. GRADE ALL AREAS TO:
  - i) PROVIDE PROPER SURFACE DRAINAGE AND MAXIMIZE USABLE LAND AREA
  - ii) PRESERVE EXISTING TREES WHERE POSSIBLE
  - iii) DIRECT FLOWS AWAY FROM BUILDING
3. MINIMUM YARD SLOPE - 2.00%
4. DRIVEWAY SLOPES:
  - i) MIN. 2.00% AWAY FROM BUILDINGS
  - ii) PREFERRED MAX. 7.50% (FROM STD. SIDEWALK LOCATION)
  - iii) ABSOLUTE MAX. 1.00%
5. MAXIMUM SLOPE BETWEEN BUILDINGS IN ANY DIRECTION 3:1. USE STEPS AND/OR RETAINING WALLS IF THIS CRITERIA CANNOT BE MET. CONSTRUCT RETAINING WALL WITHIN SIDE LOT LINE.
6. PROVIDE A 0.60m GENTLE SLOPING AREA (2.00% MAX) AWAY FROM THE BUILDING ON AT LEAST ONE SIDE WHERE SIDE YARD SETBACK PERMITS.
7. CLEAR STONE RATHER THAN TOPSOIL AND SOD IS REQUIRED FOR 1.2m OR LESS COMBINED SIDE YARDS BETWEEN TWO BUILDINGS.