GENERAL NOTES

1. THE CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS. IF ANY DISCREPANCIES, THEY MUST BE REPORTED TO THE ENGINEER IMMEDIATELY PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. GAS, HYDRO, TELEPHONE OR ANY OTHER UTILITIES THAT MAY EXIST ON THE SITE OR WITHIN THE STREETLINES MUST BE LOCATED BY ITS OWN UTILITIES AND VERIFIED PRIOR TO CONSTRUCTION.
3. ALL CONNECTIONS SHALL BE INSTALLED AS PER MUNICIPAL STANDARDS AND SPECIFICATIONS.
4. BUILDER IS TO VERIFY TO THE ENGINEER THAT THE FINAL FOOTING ELEVATION AND TOP OF FOUNDATION WALL ELEVATION ARE IN CONFORMITY WITH THE BUILDING CODE AND THE CERTIFIED GRADING PLAN PRIOR TO PROCEEDING.
5. THE ELEVATION OF THE SIDE SWALE AT THE BUILDING LINE SHALL BE A MINIMUM OF **150mm** BELOW THE BUILDING LINE AT THE CENTRE OF THE SWALE.
6. OUTSIDE FINISHED GRADE TO BE A MINIMUM OF **150mm** BELOW BRICK VENEER ELEVATION.
7. PRIOR TO ANY SODDING, THE BUILDER IS TO ENSURE TO THE SOILS CONSULTANT AND/OR THE ENGINEER THAT THE LOT HAS BEEN GRADED AND TOPSOILED AND SODDED COMPLETELY WITH A MINIMUM DEPTH OF **100mm** OF TOPSOIL AND **NO.1** NURSERY SOD AND A MINIMUM DEPTH OF **100mm** OF CRUSHED STONE TO BE PROVIDED ON THE ENTIRE LENGTH OF EACH DRIVEWAY ON A FIRM SUBGRADE AND THE DRIVEWAY TO BE PAVED WITH A MINIMUM COMPACTED DEPTH OF **75mm** OF ASPHALT BETWEEN THE CURB AND THE GARAGE.
8. NO SODDING ON ANY LOTS IS PERMITTED UNTIL PRELIMINARY INSPECTION IS DONE BY THE ENGINEER AND THE BUILDER.
9. THE DRIVEWAY GRADE WILL BE COMPATIBLE WITH THE EXISTING OR FUTURE SIDEWALK AND CURB DEPRESSION WILL BE PROVIDED FOR EACH ENTRANCE.
10. DRIVEWAY GRADES SHOULD NOT BE LESS THAN **2.0%** AND NOT GREATER THAN **8%**.
11. LAWN AND SWALES SHALL HAVE A MINIMUM SLOPE OF **1.5%** (PREFERRED 2%) AND A MAXIMUM SLOPE OF **6%**.
12. WHERE GRADES IN EXCESS OF 6% ARE REQUIRED, THE MAXIMUM SLOPE SHALL BE 3:1. GRADE CHANGES IN EXCESS OF 1.0m ARE TO BE ACCOMPLISHED BY USE OF A RETAINING WALL. RETAINING WALLS HIGHER THAN 0.6m SHALL HAVE A FENCE INSTALLED ON THE HIGH SIDE.
13. THE SERVICE CONNECTION TRENCH WITHIN THE TRAVELLED PORTION OF THE ROAD ALLOWANCE SHALL BE BACKFILLED WITH UNSHRINKABLE BACKFILL MATERIAL AS PER **C.M. STDS. 2220.030, 2220.031 AND 2220.032** UNLESS OTHERWISE SPECIFIED PRIOR APPROVAL FOR OTHER BACKFILL MATERIAL HAS BEEN OBTAINED.
14. ALL WATERMAINS AND WATER SERVICE MATERIALS AND CONSTRUCTION METHODS MUST CORRESPOND TO CURRENT MUNICIPAL STANDARDS & SPECIFICATIONS.
15. WATERMAINS AND/OR WATER SERVICES ARE TO HAVE A MIN. DEPTH OF **1.7m** WITH A MIN. HORIZONTAL SPACING OF **1.2m** FROM THESE SERVICES AND OTHER UTILITIES.
16. SEDIMENT CONTROL FENCE TO BE INSTALLED AS PER **C.M. STD. 2040.010**.

ROADS

1. ALL FILL WITHIN ROAD ALLOWANCE AND EASEMENTS TO BE COMPACTED TO MIN **95%** STANDARD PROCTOR DENSITY. THE SUITABILITY AND COMPACTION OF ALL FILL MATERIALS TO BE CONFIRMED BY A RECOGNIZED SOIL CONSULTANT TO THE CITY ENGINEER AND THE SUBGRADE OF ALL ROADWAYS SHALL BE PROOF ROLLED UNDER THE SUPERVISION OF THE SOILS CONSULTANT PRIOR TO THE INSTALLATION OF ANY ROAD BASE MATERIALS.
2. THE DEVELOPER/CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL EXISTING UTILITIES PRIOR TO AND DURING CONSTRUCTION. LOCATION OF EXISTING UTILITIES, STRUCTURES AND APPURTENANCES SHOWN ON THE DRAWINGS ARE APPROXIMATE. ALL UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE DRAWINGS. PRIOR TO COMMENCEMENT OF WORK, CONTRACTOR MUST EXAMINE THE ACCURACY OF SUCH EXISTING UTILITIES AND STRUCTURES WHETHER SHOWN OR NOT AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM. ANY DISCREPANCIES TO LOCATION OF EXISTING WATERMAINS AND SEWERS TO BE RECTIFIED AT THE DEVELOPER/CONTRACTOR'S EXPENSE.
3. THE DEVELOPER/CONTRACTOR MUST ENSURE THAT A SUBGRADE CERTIFICATE IS ISSUED BY THE GEOTECHNICAL SOILS CONSULTANT TO THE ENGINEER. ONLY UPON VERIFICATION AND APPROVAL OF THE SUBGRADE BY THE LOCAL AUTHORITY INSPECTION DEPARTMENT WILL COMMENCEMENT OF ANY ROAD BASE MATERIALS BE PLACED. FAILURE TO FOLLOW THIS PROCEDURE WILL MEAN THAT ANY ROAD BASE MATERIALS PLACED WILL BE REMOVED UNTIL SATISFACTORY COMPACTION HAS BEEN ACHIEVED AT THE SUBGRADE AT DEVELOPER/CONTRACTOR'S EXPENSE.
4. TRENCH BACKFILLING ON PROPOSED ROADS SHALL COMPLY WITH CITY OF MISSISSAUGA **SECTION 4.02.06** - (TRENCH BACKFILLING ON ROADS) AS PROVIDED IN THE CITY'S DEVELOPMENT REQUIREMENT MANUAL.
   a) THE TOP 1000mm OF THE SUBGRADE IS TO BE COMPACTED TO A MINIMUM **98%** OF SPD WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT
5. ALL CONNECTIONS WITHIN PAVED PORTION OF ANY EXISTING ROAD TO BE BACKFILLED WITH UNSHRINKABLE BACKFILL MATERIAL AS PER **C.M. STDS. 2220.030, 2220.031 AND 2220.032**, UNLESS OTHERWISE SPECIFIED PRIOR APPROVAL FOR OTHER BACKFILL MATERIAL HAS BEEN OBTAINED.
6. ALL OTHER EXCAVATIONS WITHIN EXISTING ROAD ALLOWANCE SHALL BE BACKFILLED TO SUBGRADE ELEVATION WITH GRANULAR 'C' MATERIAL AND COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY. SURFACE RESTORATION SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITION IN ACCORDANCE WITH **O.P.S.S. 307**.
7. CURB TO BE AS PER **C.M. STD. 2230.010** UNLESS OTHERWISE NOTED.
8. SUBDRAIN UNDERNEATH ALL CURBS AS SPECIFIED ON PLANS ON EXISTING ROADS.
9. ALL DISTURBED AREAS WITHIN EXISTING ROAD ALLOWANCE TO BE REINSTATED WITH TOPSOIL AND SOD TO THE SATISFACTION OF CITY OF MISSISSAUGA.
10. SIDEWALKS TO BE AS PER **C.M. STD. 2240.010** AND PEDESTRIAN RAMPS TO BE PROVIDED AT ALL INTERSECTIONS AS PER **C.M. STDS. 2240.020 AND 2240.030.**

EXISTING PATH TO BE REMOVED AND AREA REGRADED TOP SOIL & SODDED.

EXISTING DRAINAGE PATTERN TO REMAIN

INFORMATION SHOWN HEREON REGARDING THE SIZE AND LOCATION OF EXISTING SERVICES AND/OR UTILITIES IS FURNISHED AS THE BEST AVAILABLE INFORMATION AND SHALL BE INTERPRETED AS THE CONTRACTOR SEES FIT WITH THE UNDERSTANDING THAT THE OWNER DISCLAIMS ALL RESPONSIBILITY FOR ITS SUFFICIENCY AND/OR ACCURACY.

LEGEND

-EX.TREE TO REMAIN
-EX.TREE TO BE REMOVED

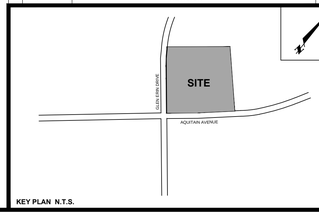
LICENSED PROFESSIONAL ENGINEER
M.JOZWIK
AUG.18/20
PROVINCE OF ONTARIO

C.M. BENCHMARK No. 752 **ELEVATION: 197.356m**

DESCRIPTION: ON THE SOUTH FACE AT THE EAST CORNER OF DECK OF BRIDGE ON AQUITAINE AVENUE, 150m EAST OF GLEN ERIN DRIVE

No.	DATE	REVISION	INIT.
1.			

KEY PLAN N.T.S.



SKIRA & ASSOCIATES LTD.
CONSULTING ENGINEERS
3464 Semenyk Court, Suite 100, Mississauga, Ontario L5C 4P8
Tel. (905) 276-5100 Fax. (905) 270-1936 Email - info@skiraconsult.ca

PROPOSED RESIDENTIAL HIGH RISE AND TOWNHOUSE DEVELOPMENT

LOT 208 REG. PLAN M-21

6719 GLEN ERIN DRIVE

STARWOOD GROUP INC.

c/o GSAI 700-10 KINGSBRIDGE GARDEN CR. MISSISSAUGA, ON L5R 3K6 TEL: (905) 568-8888

MISSISSAUGA

REMOVAL PLAN

S.P.

DATE: JUNE 2020	AREA: Z-46	DWG.No. C103
SCALE: 1:300	DRAWN BY: E.W.	
CITY FILE:	REGION FILE:	PROJECT No. 220-M22