

STANDARD SITE PLAN DEVELOPMENT NOTES

- (A) DEVELOPMENT DIVISION, PLANNING AND BUILDING DEPARTMENT
- (B) DESIGN DIVISION, PLANNING AND BUILDING DEPARTMENT
- (C) TRANSPORTATION AND WORKS DEPARTMENT
- (D) REGION OF PEEL WASTE MANAGEMENT
- (E) EROSION & SEDIMENT CONTROL

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, WATER, AND SEWER LINES MUST BE LOCATED BY ITS OWN UTILITIES AND VERIFIED PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION SHALL BE INSTALLED AS PER MUNICIPAL STANDARDS AND SPECIFICATIONS.
4. BUILDERS TO VERIFY TO THE ENGINEER THAT THE FINAL EXISTING 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 SECOND, THE BUILDERS TO VERIFY TO THE BUILDING CODES THAT ANY AND ALL THE ENGINEER THAT THE LOT BE SET GRADES AND TOPSOILED AND SODDED CORRESPONDING WITH A MINIMUM DEPTH OF 100mm OF TOPSOIL AND A HIGHER DEPTH OF 150mm OF TOPSOIL TO BE PROVIDED ON THE ENTIRE LENGTH OF EACH DRIVEWAY ON A PERMANENT BASIS. THE DRIVEWAY TO BE PAVED WITH A MINIMUM COMPACTED DEPTH OF 75mm OF ASPHALT BETWEEN THE CURB AND THE DRIVEWAY.
8. NO SODDING ON ANY LOT IS PERMITTED UNTIL A PRELIMINARY INSPECTION IS DONE BY THE ENGINEER AND THE BUILDERS.
9. AT ALL ENTRANCES TO THE SITE, THE ROAD CURB AND SIDEWALK MUST BE CONSTRUCTED THROUGH THE DRIVEWAY. THE DRIVEWAY GRADE SHALL BE CONFORMED WITH THE EXISTING GRADE. THE DRIVEWAY DEPRESSION SHALL BE PROVIDED FOR EACH ENTRANCE.
10. DRIVEWAY GRASSES SHOULD NOT BE LESS THAN 10mm AND NOT GREATER THAN 10mm.
11. LAWNS AND SWALES SHALL HAVE A MINIMUM SLOPE OF 1.5% (PREFERRED 2%) AND A MAXIMUM SLOPE OF 5%.
12. WHERE GRASSES IN EXCESS OF 5% ARE REQUIRED, THE MAXIMUM SLOPE SHALL BE 3% GRADE CHANGES IN EXCESS OF 10m ARE TO BE ACCOMPLISHED BY USE OF A RETAINING WALL. RETAINING WALLS HIGHER THAN 0.9m SHALL HAVE A FENCE INSTALLED AT THE HIGH SIDE.
13. THE SERVICE CONNECTION TRENCH WITHIN THE TRAVELLED PORTION OF THE ROAD ALONGSIDE SHALL BE BACKFILLED WITH UNPERMEABLE BACKFILL MATERIAL AS PER C.M. STD. 222-009, 222-010 AND 222-012. UNLESS OTHERWISE SPECIFIED PRIOR APPROVAL FOR OTHER BACKFILL MATERIAL, HAS BEEN OBTAINED.
14. ALL WATERMAIN AND WATER SERVICE MATERIAL AND CONSTRUCTION METHODS MUST CORRESPOND TO CURRENT MUNICIPAL STANDARDS & SPECIFICATIONS.
15. WATERMAIN AND/OR WATER SERVICES ARE TO HAVE A MIN. DEPTH OF 1.2m WITH A MIN. HORIZONTAL SPACING OF 150mm FROM TREES/LINES AND OTHER UTILITIES.
16. SEDIMENT CONTROL FENCE TO BE INSTALLED AS PER C.M. STD. 240-016.
17. ALL DAMAGED AND DISTURBED AREAS ARE TO BE REINSTATED WITH TOPSOIL AND SOD.

FIRE DEPARTMENT

1. FIRE ROUTE MUST BE DESIGNATED AS PER CITY OF MISSISSAUGA BY-LAW 1024-01 AS AMENDED PRIOR TO OCCUPANCY OF THE BUILDING.
2. FIRE ROUTES TO BE DESIGNED TO WITH STAND A LOAD NOT LESS THAN 10,000kg PER AXLE AND HAVE A MINIMUM CLEARANCE OF NOT MORE THAN 1.2m OVER A DISTANCE OF 10m. ALL PERMITS FOR ANY CURVE OR PART OF BUILDING.
3. ALL 1.2m TURNING RADIUS HAVE MIN. CLEARANCE OF 3.0m BETWEEN THE CENTRE OF TURNING RADIUS AND ANY CURVE OR PART OF BUILDING.
4. PRIVATE FIRE HYDRANTS SHALL BE FLOW TESTED AND COLOUR CODED IN CONFORMANCE WITH THE REGION OF PEEL FIRE DEPARTMENT MARKING OF HYDRANTS.

ROADS

1. ALL FILL WITHIN ROAD ALIQUOTS AND EASEMENTS TO BE COMPACTED TO 98% STANDARD PROCTOR DENSITY. THE SUBGRADE AND COMPARISON OF ALL FILL MATERIALS TO BE CONFORMED BY A RECORDED SLOPE CORRECTION. LOCATION OF THE SOLS CONSULTANT ALL ROADWAYS SHALL BE PROOF CHECKED UNDER THE SUPERVISION OF THE SOLS 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 ANY CONSTRUCTION. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE DEVELOPER/CONTRACTOR PRIOR TO ANY CONSTRUCTION. THE DEVELOPER/CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES AND NOT NECESSARILY SHOWN ON THE DRAWINGS. PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES WHETHER SHOWN OR NOT AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM. ANY DISCREPANCIES TO LOCATION OF EXISTING UTILITIES AND SERVICES TO BE RECTIFIED AT DEVELOPER/CONTRACTOR'S EXPENSE.
3. THE DEVELOPER/CONTRACTOR MUST NOTIFY THE ENGINEER, IN WRITING, OF ANY DISCREPANCIES TO THE SUBGRADE BY THE ENGINEER. ONLY UPON VERIFICATION AND APPROVAL OF THE SUBGRADE BY THE LOCAL AUTHORITY INSPECTOR/ENGINEER WILL COMMENCEMENT OF ANY ROAD BASE MATERIALS BE PLACED. FAILURE TO FOLLOW THIS PROCEDURE WILL BEAN INFRACTION OF THE ROAD BASE MATERIALS AND/OR ADDITIONAL TESTING THAT PROCEEDS WITHOUT THE ENGINEER'S APPROVAL.
4. TRENCH BACKFILLING ON PROPOSED ROADS SHALL COMPLY WITH CITY OF MISSISSAUGA REQUIREMENT MANUAL.
5. THE TOP 100mm OF THE SUBGRADE IS TO BE COMPACTED TO A MINIMUM 98% OF SLOD WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT.
6. ALL CONNECTIONS WITHIN PAVED PORTION OF ANY EXISTING ROAD TO BE BACKFILLED WITH UNPERMEABLE BACKFILL MATERIAL AS PER C.M. STD. 222-009, 222-010 AND 222-012. UNLESS OTHERWISE SPECIFIED PRIOR APPROVAL FOR OTHER BACKFILL MATERIAL, HAS BEEN OBTAINED.
7. ALL OTHER EXISTING UTILITIES WITHIN EXISTING ROAD ALIQUOTS SHALL BE BACKFILLED TO THE EXISTING GRADE WITH GRANULAR C&G. EXISTING UTILITIES SHALL BE BACKFILLED TO THE EXISTING GRADE WITH GRANULAR C&G. EXISTING UTILITIES SHALL BE BACKFILLED TO THE EXISTING GRADE WITH GRANULAR C&G. EXISTING UTILITIES SHALL BE BACKFILLED TO THE EXISTING GRADE WITH GRANULAR C&G.
8. CURBS TO BE AS PER C.M. STD. 222-009, 222-010 AND 222-012.
9. SUBGRADE UNDERNEATH ALL CURBS TO BE MINIMUM 150mm AS PER C.M. STD. 222-009 AND 222-010 AND OVERSIDE DITCHES.
10. REINFORCEMENT TO BE AS PER C.M. STD. 222-009, 222-010 AND 222-012.
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EROSION & SEDIMENT CONTROL

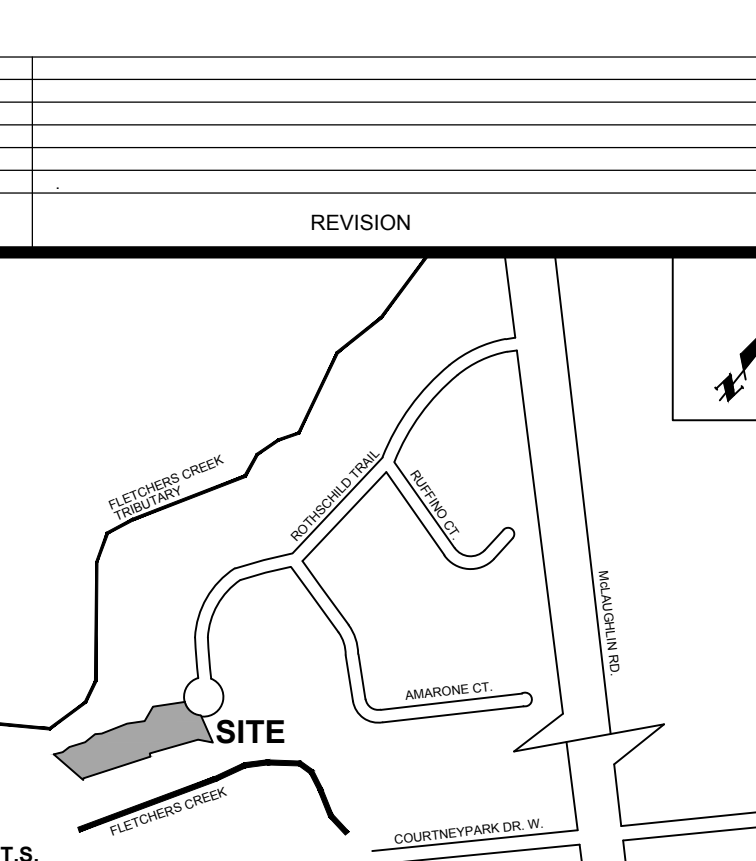
1. SEDIMENT CONTROLS ARE REQUIRED IN ACCORDANCE WITH CITY OF MISSISSAUGA BY-LAW 1024-01 AND ANY SUBSEQUENT AMENDMENTS AND THE REQUIRED PERMIT CONSTRUCTION WORKS.
2. ALL REQUIRED EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETED AND ALL DISTURBED AREAS ARE RESTORED.
3. ALL CATCHBASINS WITH LANDSCAPED AREAS ARE TO HAVE SEDIMENT BARRIERS TO BE MAINTAINED ON A REGULAR BASIS UNTIL NO LONGER REQUIRED. SEDIMENT BARRIERS TO BE MAINTAINED ON A REGULAR BASIS UNTIL NO LONGER REQUIRED.
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NOTE

1. THIS CONTROL PLAN IS PREPARED FOR SUBMISSION TO THE CITY OF MISSISSAUGA IN CONJUNCTION WITH AN APPLICATION FOR EROSION AND SEDIMENTATION CONTROL.
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LEGEND

- EXISTING ELEVATION TO REMAIN
- EXISTING ELEVATION
- DIRECTION OF SURFACE FLOW
- PROPOSED ELEVATION
- PROPOSED CATCHBASIN
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- SUMP PUMP
- OVERLAND FLOW ROUTE
- DRAINAGE AREA BOUNDARY



C.M. BENCHMARK No. 1050 ELEVATION: 194.056m

DESCRIPTION: A TABLE SET HORIZONTALLY AT THE BASE OF A 70mm DIAMETER CONCRETE TRAFFIC POLE AT THE SOUTHEAST CORNER OF MALCOLM ROAD AND ARROWBERRY DRIVE

SKIRA & ASSOCIATES LTD.
CONSULTING ENGINEERS
1484 Sennett Court, Suite 100, Mississauga, Ontario L5C 4P8
Tel: (905) 276-5100 Fax: (905) 270-1936 Email: info@skiraconsult.ca

pml.A
patrick markus luckie, Architect
1484 Sennett Court, Suite 100, Mississauga, Ontario L5C 4P8
Tel: (905) 276-5100 Fax: (905) 270-1936 Email: info@skiraconsult.ca

PROPOSED 4 STOREY BUILDING "SIXTY SIX TWENTY"
LOT 21, 22 REG. PLAN 43M-1710

6620 ROTHSCHILD TRAIL

DI BLASIO HOMES
6620 ROTHSCHILD TRAIL, MISSISSAUGA, ON L5M 0A6 TEL: (905) 880-2263

MISSISSAUGA

SITE SERVICING AND SITE GRADING PLAN S.P.

DATE: MARCH 2018	AREA: Z-44W	DWG. NO: C102
SCALE: 1:300	DRAWN BY: E.W.	PROJECT NO: 218-M14
CITY FILE:	REGION FILE:	