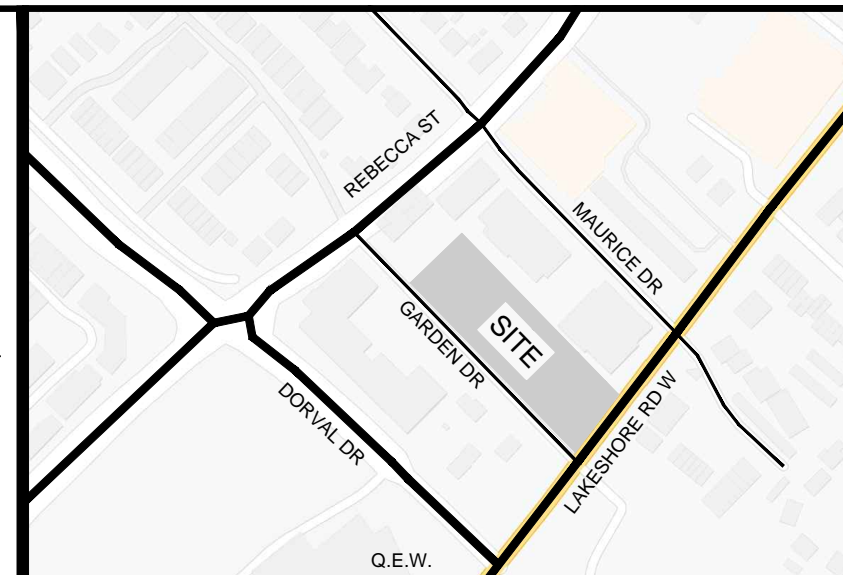


EROSION AND SEDIMENT CONTROL

1. ALL EROSION AND SEDIMENT CONTROLS ARE TO BE INSTALLED ACCORDING TO THE APPROVED PLANS PRIOR TO COMMENCEMENT OF ANY EARTH MOVING WORK ON SITE AND SHALL REMAIN IN PLACE UNTIL ALL DISTURBED AREAS ARE STABILIZED WITH THE INTENDED GRASS COVER.
2. EROSION AND SEDIMENT CONTROLS SHALL BE INSPECTED BY THE BUILDING DEVELOPER:
 - A. WEEKLY
 - B. BEFORE AND AFTER ANY PREDICTED RAINFALL EVENT
 - C. FOLLOWING AN UNPREDICTED RAINFALL EVENT
 - D. DAILY DURING EXTENDED DURATION RAINFALL EVENT
 - E. AFTER SIGNIFICANT SNOW MELT EVENTS
3. EROSION AND SEDIMENT CONTROLS SHALL BE MAINTAINED IN PROPER WORKING ORDER AT ALL TIMES. DAMAGED OR CLOGGED DEVICES SHALL BE REPAIRED WITHIN 48 HOURS.
4. WHERE A SITE REQUIRES DEWATERING AND WHERE THE EXPELLED WATER CAN BE FREELY RELEASED TO A SATISFACTION RECEIVER, THE EXPELLED WATER SHALL BE TREATED TO CAPTURE SUSPENDED PARTICLES GREATER THAN 40 MICRON IN SIZE. THE CAPTURED SEDIMENT SHALL BE DISPOSED OF PROPERLY PER MCCO'S GUIDELINES. THE CLEAN EXPELLED WATER SHALL FREELY BE RELEASED TO A SATISFACTION RECEIVER THAT DOES NOT CREATE DOWNSTREAM ISSUES INCLUDING BUT NOT LIMITED TO EROSION, FLOODING, LAZARUS OR OTHERWISE INTERFERE WITH OTHERS.
5. EXISTING STORM SEWER AND DRAINAGE DITCHES ADJACENT TO THE WORK SHALL BE PROTECTED AT ALL TIMES FROM THE ENTRY OF SEDIMENT THAT MAY ACCUMULATE FROM THE SITE. FOR STORM SEWERS, ALL INLETS (DRAIN LOT CATCHBASINS, ROAD CATCHBASINS, PIPE INLETS, ETC.) MUST BE SECURED WITH WITH SLATON CONTROL DEVICES. FOR DRAINAGE DITCHES, THE INSTALLATION OF ROCK CHECK DAMS, SILTATION FENCE, SEDIMENT CONTAINMENT DEVICES MUST BE INSTALLED TO TRAP AND CONTAIN SEDIMENT. THESE SILTATION DEVICES SHALL BE NOTICED AND MAINTAINED PER ITEMS B AND C ABOVE.
6. IN THE EVENT OF A SPILL (RELEASE OF DELETERIOUS MATERIAL OR EMANATING FROM THE SITE, THE OWNER OR OWNER'S AGENT SHALL IMMEDIATELY NOTIFY AGENCY AND FOLLOW ANY PRESCRIBED CLEAN UP PROCEDURE. THE OWNER OR OWNER'S AGENT WILL ADDITIONALLY IMMEDIATELY NOTIFY THE TOWN.

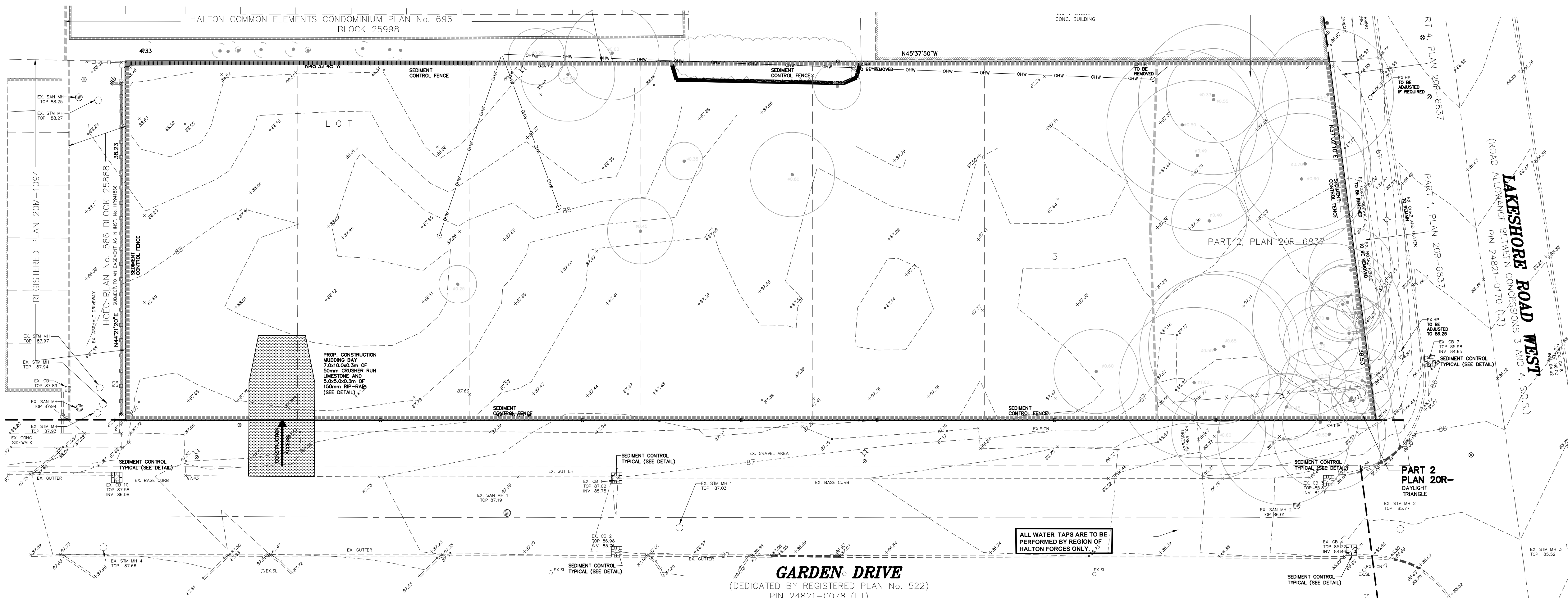


GENERAL NOTES

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 STREET LINES MUST BE LOCATED BY THE CONTRACTOR 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 CONFORMANCE 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 LOT.
6. OUTSIDE FINISHED GRADE TO BE A MINIMUM OF 150mm BELOW BRICK VENEER ELEVATION.
7. PRIOR TO ANY SOILING, THE BUILDER IS TO INQUIRE TO THE SOIL CONSULTANT REGARDING THE ENGINEER THAT THE LOT HAS BEEN GRADED AND TOPSOILED AND SOILED (COMPLETELY) WITH A MINIMUM DEPTH OF 100mm OF TOPSOIL AND 150mm OF SUBSOIL. THE SOILING SHALL BE PROVIDED 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 100mm OF ASPHALT BETWEEN THE CURB AND THE DRIVEWAY.
8. NO SOILING ON ANY LOTS IS PERMITTED UNTIL PRELIMINARY INSPECTION IS DONE BY THE ENGINEER AND THE BUILDER.
9. AT ALL ENTRANCES TO THE SITE THE ROAD CURB AND SIDEWALK WILL BE CONTINUOUS THROUGH THE DRIVEWAY. 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 1.5% AND NOT GREATER THAN 8%.
11. LAWN AND SWALES SHALL HAVE A MINIMUM SLOPE OF 1.5% (PREFERRED 2%) AND A MAXIMUM SLOPE OF 8%.
12. WHERE GRADES IN EXCESS OF 8% ARE REQUIRED, THE MAXIMUM SLOPE SHALL BE 3:1. GRADE CHANGES IN EXCESS OF 150mm ARE TO BE ACCOMPLISHED BY USE OF A RETAINING WALL. RETAINING WALLS HIGHER THAN 800mm SHALL HAVE A FENCE INSTALLED ON THE SIDE OF THE WALL.
13. ALL BACKFILL FOR SEWERS, WATERMANS AND UTILITIES TO THE ROAD ALLOWANCE AND THE INTERNAL SITE MUST BE COMPACTED TO MINIMUM 95% P.D. EXCEPT FOR TOP 300mm WHICH MUST BE COMPACTED TO 98% P.D. ON THE ROAD ALLOWANCE UNLESS OTHERWISE NOTED AND UNDER THE DIRECT SUPERVISION OF THE GEOLOGICAL SOILS CONSULTANT.
14. THE SERVICE CONNECTION TRENCH WITHIN THE TRAVELLED PORTION OF THE ROAD ALLOWANCE SHALL BE BACKFILLED WITH UNSHRIKABLE BACKFILL MATERIAL UNLESS OTHERWISE SPECIFIED PRIOR APPROVAL FOR OTHER BACKFILL MATERIAL HAS BEEN OBTAINED.
15. ALL WATERMANS AND WATER SERVICE MATERIALS AND CONSTRUCTION METHODS MUST CORRESPOND TO CURRENT MUNICIPAL STANDARDS & SPECIFICATIONS.
16. WATERMANS AND WATER SERVICES ARE TO HAVE A MINIMUM DEPTH OF 1.5m WITH A MINIMUM HORIZONTAL SPACING OF 2.0m FROM THEMSELVES AND OTHER UTILITIES.
17. ANY CHANGES TO THE SERVICE DESIGN, STANDARDS AND SPECIFICATIONS MUST HAVE PRIOR APPROVAL FROM THE SERVICES PERMIT TECHNICIAN AT THE REGION OF HALTON.

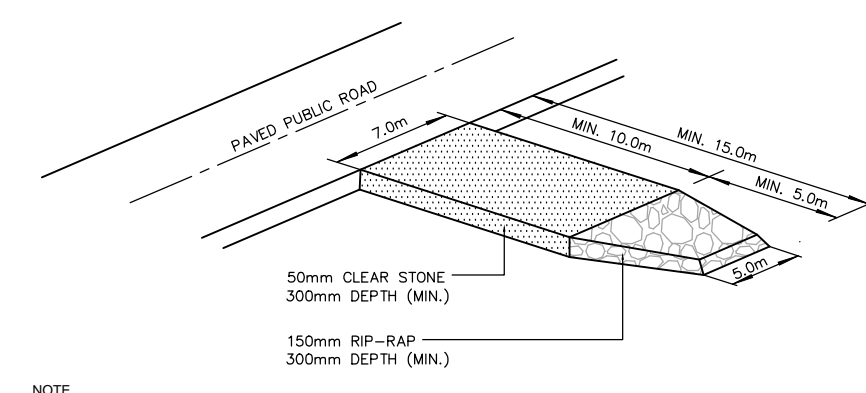
ROADS

1. ALL FILL WITHIN ROAD ALLOWANCE & EASEMENT TO BE COMPACTED TO MINIMUM 95% STANDARD PROCTOR DENSITY & THE SUFFICIENCY AND COMPACTION OF ALL MATERIALS TO BE CONFIRMED BY RECOMMENDED SOIL CONSULTANT TO THE CITY ENGINEER PRIOR TO THE INSTALLATION OF ANY ROAD MATERIAL.
2. THE CONTRACTOR MUST ENSURE THAT A SUBGRADE CERTIFICATE IS ISSUED BY THE SOIL CONSULTANT TO THE ENGINEER AND ONLY UPON VERIFICATION AND APPROVAL OF THE SUBGRADE BY THE LOCAL AUTHORITY INSPECTION DEPARTMENT WILL COMMENCEMENT OF ANY ROAD BASE MATERIALS TO BE PLACED. FAILURE TO FOLLOW THIS PROCEDURE WILL MEAN THE REMOVAL OF ROAD BASE MATERIALS AND/OR ADDITIONAL TESTING THAT PROPER COMPACTION HAS BEEN ACHIEVED AT THE SUBGRADE (AT CONTRACTOR'S EXPENSE).
3. ALL UNDERGROUND SERVICE CONNECTIONS WITHIN PAVED PORTION OF ANY EXISTING ROAD TO BE BACKFILLED WITH UNSHRIKABLE BACKFILL MATERIAL.

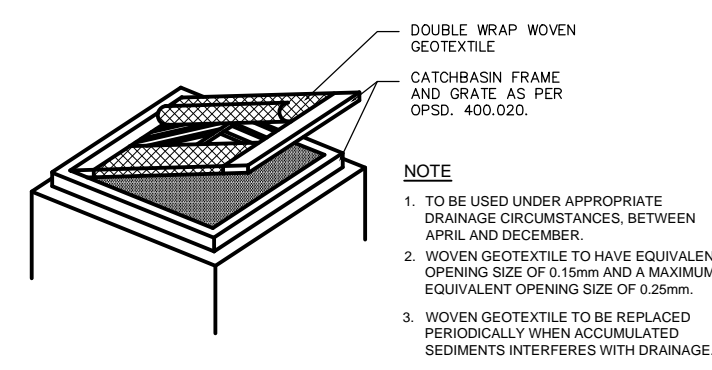


GARDEN DRIVE
(DEDICATED BY REGISTERED PLAN No. 522)
PIN 24821-0078 (LT)

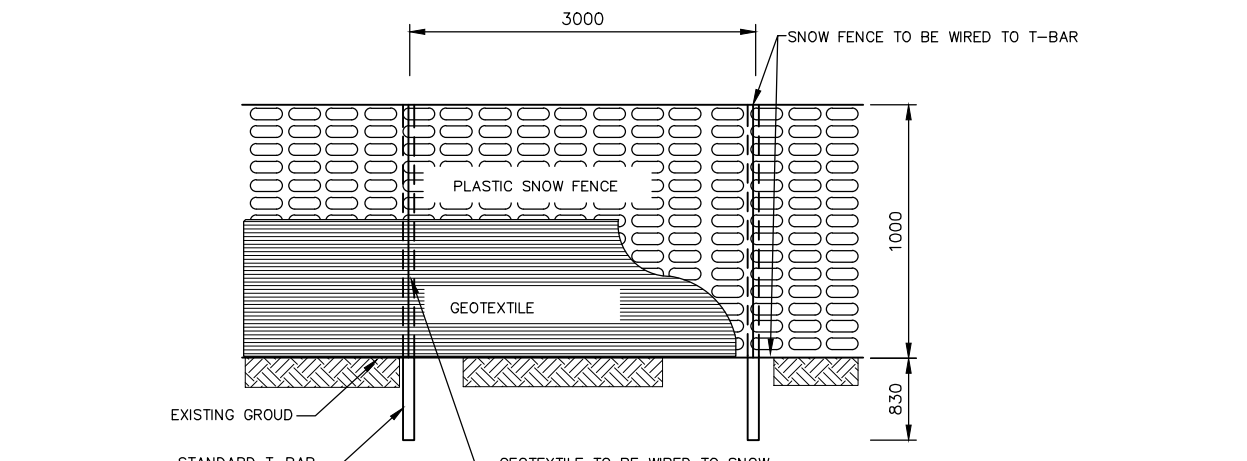
ALL WATER TAPS ARE TO BE PERFORMED BY REGION OF HALTON FORCES ONLY.



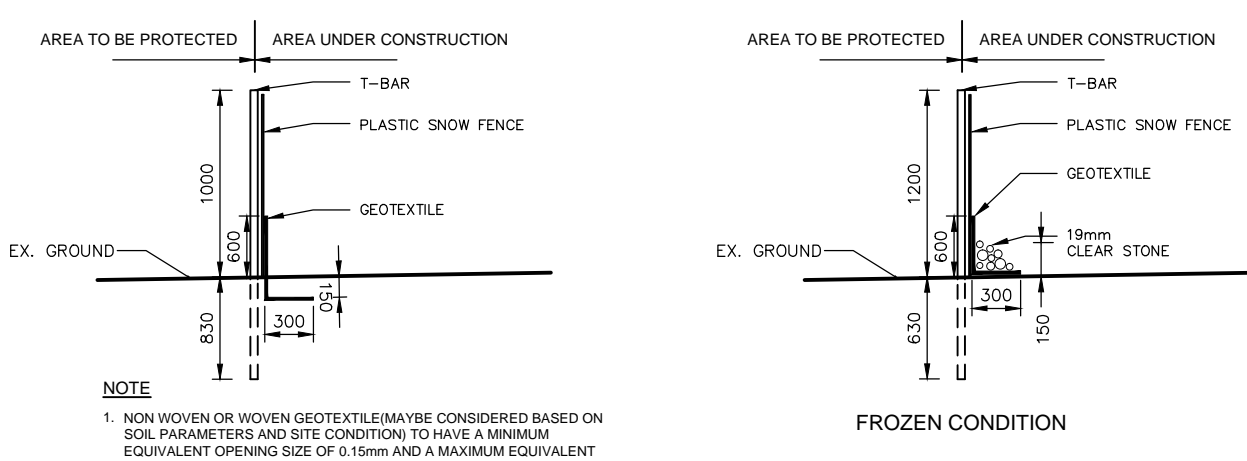
CONSTRUCTION ACCESS AND MUDDING BAY DETAIL
N.T.S.



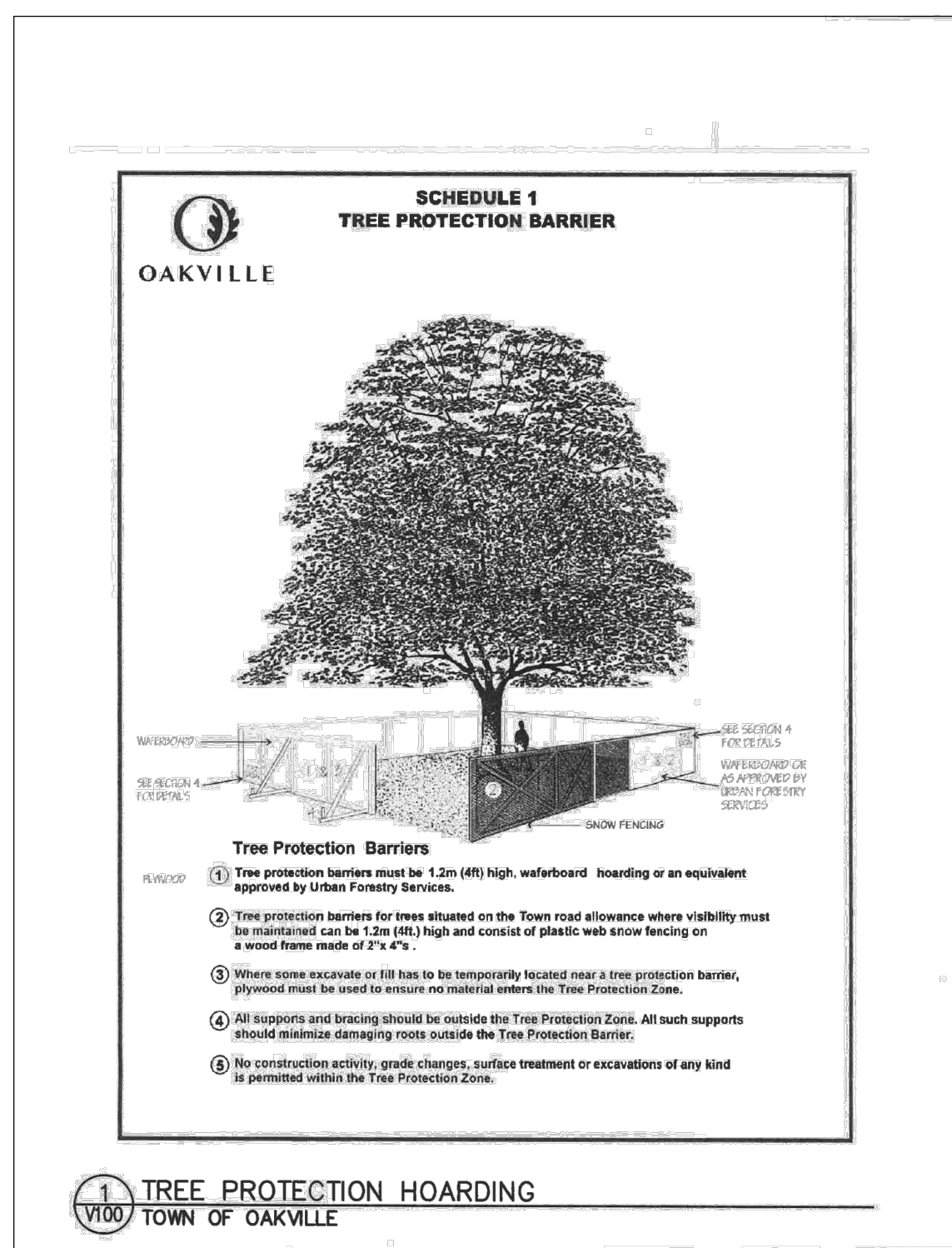
ROADSIDE CATCHBASIN SEDIMENT PROTECTION DETAIL
N.T.S.



SEDIMENT CONTROL FENCE
N.T.S.



SEDIMENT CONTROL FENCE
N.T.S.



TREE PROTECTION HOARDING
TOWN OF OAKVILLE

ALL INTERNAL EXISTING SERVICES AND APPURTENANCES NOT UTILIZED FOR SERVICING OF THIS PROJECT ARE TO BE REMOVED OFF SITE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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

(Symbol)	EXISTING ELEVATION TO REMAIN
(Symbol)	EXISTING ELEVATION
(Symbol)	DIRECTION OF SURFACE FLOW
(Symbol)	EXISTING CATCHBASIN WITH TEMPORARY SEDIMENT CONTROL

No.	DATE	REVISION	INIT.
1	NOV/18/24	REVISED AS PER TOWN COMMENTS	N.J.

BENCHMARK

No. 30 ELEVATION: 89.817m
DESCRIPTION: ELEVATIONS SHOWN ON THIS PLAN ARE RELATED TO GEODETIC DATUM AND HAVE BEEN DERIVED FROM TOWN OF OAKVILLE BENCHMARK NO. 30, WITH A PUBLISHED ELEVATION 89.817

SKIRA & ASSOCIATES LTD.
CONSULTING ENGINEERS
3464 Sarnabyk Court, Suite 100, Mississauga, Ontario L5C 4P8
Tel: (905) 278-5100 Fax: (905) 270-1936 Email: info@skiraconsulting.ca

PROPOSED MIXED USE DEVELOPMENT
PART OF LOT 17, CONCESSION 3, SOUTH OF DUNDAS STREET
TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON

109 GARDEN DRIVE
OAKVILLE GARDEN RESIDENCES CORP.
109 GARDEN DRIVE

TOWN OF OAKVILLE
EROSION AND SEDIMENT CONTROL PLAN
S.P.
CITY FILE: 2 1617.47
DATE: MAY 2024
SCALE: 1:250
REGION FILE:
DWG No: 224-OK30-3
AREA: OAKVILLE
DRAWN BY: D.W.

