

STANDARD SITE PLAN DEVELOPMENT NOTES

(A) DEVELOPMENT DIVISION, PLANNING AND BUILDING DEPARTMENT

I HEREBY CERTIFY THAT THIS DRAWING CONFORMS IN ALL RESPECTS TO THE SITE DEVELOPMENT PLANS AS APPROVED BY THE CITY OF MISSISSAUGA UNDER FILE NUMBER: SP-C.

SIGNED BY ARCHITECT OR ENGINEER
 THE CITY OF MISSISSAUGA REQUIRES THAT ALL WORKING DRAWINGS SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT SHALL BE IN CONFORMANCE WITH THE CITY OF MISSISSAUGA DEVELOPMENT AND DESIGN DIVISION.
 THE OWNER IS RESPONSIBLE FOR ENSURING THAT TREE PROTECTION HOARDING IS MAINTAINED THROUGHOUT ALL CONSTRUCTION ACTIVITIES IN THE LOCATION AND CONDITION AS APPROVED BY THE PLANNING AND BUILDING DEPARTMENT. FAILURE TO MAINTAIN THE HOARDING AS ORIGINALLY APPROVED BY THE CITY OF MISSISSAUGA MAY BE CAUSE FOR THE WITHDRAWAL OF THE PERMIT AND THE HOARDING WILL BE CAUSE FOR THE LETTER OF CREDIT TO BE HELD FOR TWO (2) YEARS FOLLOWING COMPLETION OF ALL SITE WORKS.

SIGNED BY PROPERTY OWNER DATED
 THE UNDERSIGNED PROPERTY OWNER HEREBY ACKNOWLEDGES AND AGREES THAT THEY ARE RESPONSIBLE FOR BOTH THE INSTALLATION AND MAINTENANCE OF WORKS AS SHOWN ON THE STAMPED APPROVED SITE PLAN AND ASSOCIATED DRAWINGS, IN THE MANNER AND LOCATION AS SET OUT SAID DRAWINGS, WITHOUT ANY CHANGE OR ADDITION. ANY CHANGES TO THE PLAN INCLUDING REVISIONS, CORRECTIONS OR RE-DEVELOPMENT OF THE PROPERTY, ARE SUBJECT TO A NEW SITE PLAN APPLICATION AND APPROVAL PROCESS, IN ACCORDANCE WITH THE PROVISIONS OF THE CITY OF MISSISSAUGA DEVELOPMENT AND DESIGN DIVISION. THE CITY OF MISSISSAUGA MAY REQUIRE THE PROPERTY OWNER TO INCUR, INCLUDING INTEREST AND ADMINISTRATION EXPENSES, TO PROVIDE, MAINTAIN OR REPAIR SUCH SITE WORKS AS THE PROPERTY OWNER HAS AGREED TO DO BY DRAWING UPON SECURITIES HELD OR IF THE AMOUNT OF SECURITIES HELD BY THE CITY ARE NOT SUFFICIENT TO COVER THE COST OF SUCH WORKS. THE CITY OF MISSISSAUGA WILL BE REIMBURSED FOR RECOVERED BY SECURITIES WILL BE ADDED TO THE TAX ROLL OF THE PROPERTY AND WILL BE COLLECTED IN THE SAME MANNER AS TAXES.

SIGNED BY PROPERTY OWNER DATED
 SHOULD THE INSTALLATION OF BELOW GROUND SERVICES REQUIRE HOARDING TO BE REMOVED, PLANNING AND BUILDING DEPARTMENT SHALL BE ADVISED PRIOR TO THE COMMENCEMENT OF SUCH WORK. SHOULD AN ALTERNATIVE SERVICE ROUTE NOT BE POSSIBLE, STAFF WILL BE REQUIRED TO REMOVE THE EXISTING UTILITIES, SIDEWALK AND CURB AND REINSTALLATION IN ORDER TO MINIMIZE DAMAGE TO THE VEGETATION.
 THE APPLICANT WILL BE RESPONSIBLE FOR THE COST OF ANY UTILITIES RELOCATIONS NECESSITATED BY THE SITE PLAN.
 CONSTRUCTION MATERIALS ARE NOT TO BE PUT OUT FOR COLLECTION.
 ALL DAMAGED LANDSCAPE AREAS TO BE RESTORED WITH TOPSOIL AND SOO PRIOR TO THE RELEASE OF SECURITIES.
 ALL EXCESS EXCAVATED MATERIALS WILL BE REMOVED OFF SITE.
 ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.
 IF A WELL IS DISCOVERED, IT WILL BE RECOMMENDED BY A LICENSED WELL CONTRACTOR OR TECHNICIAN IN ACCORDANCE WITH THE ONTARIO WELL REGULATIONS ACT REGULATION 903 (FORMERLY R1294) AND ANY OTHER APPLICABLE REGULATIONS AND GUIDELINES.
 ANY FENCING ADJACENT TO MUNICIPAL LOTS IS TO BE LOCATED 15m (50ft) INSIDE THE PROPERTY LINE.
 THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLANS CONFORM TO TRANSPORT CANADA RESTRICTIONS.
 THE DESIGN AND NUMBER OF BARRIER FREE PARKING SPACES ARE TO CONFORM TO THE REQUIREMENTS OF THE CANADIAN BARRIER FREE ACT (AS AMENDED) AND TO THE REVISED ACCESSIBLE PARKING BY-LAW NUMBER 2010-202. PARKING SPACES AND TO BE ACCESSIBLE TO ALL VEHICLES INCLUDING BICYCLES. BARRIER FREE PARKING SPACES MUST BE PROVIDED FOR EACH ACCESSIBLE SPACE. SPACES MUST BE IDENTIFIED BY SIGN, INSTALLED AT THE APPLICANT'S EXPENSE. ONE BARRIER FREE PARKING SIGN MUST BE PROVIDED FOR EACH ACCESSIBLE SPACE. SIGN MUST BE IDENTIFIED BY SIGN, INSTALLED AT THE APPLICANT'S EXPENSE. EACH SPACE MUST BE IDENTIFIED BY PAVED MARKINGS CONSISTING OF A LIGHT COLOURED CURB, CURB WITH A WHITE PAINTED CURB AND A WHITE PAINTED CURB WITH A WHITE PAINTED CURB.

(B) DESIGN DIVISION, PLANNING AND BUILDING DEPARTMENT
 GRADE SHALL BE MET WITH A 3% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.
 THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6m IN HEIGHT OR ANY RETAINING WALL LOCATED ON THE PROPERTY LINE TO BE SHOWN ON THE SITE GRADING PLAN FOR THIS PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THIS PROJECT.
 CONTINUOUS 150mm HIGH BARRIER TYPE Poured Concrete CURBS WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.
 ALL SURFACE DRAINAGE WILL BE SELF-CONTAINED, COLLECTED AND DISCHARGED AT A LOCATION TO BE APPROVED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT AND THE EXISTING DRAINAGE PATTERN WILL BE MAINTAINED.
 ALL PROPOSED CURBING WITHIN THE MUNICIPAL BOULEVARD AREA FOR THE SITE IS TO BE AS FOLLOWS FOR ALL SINGLE FAMILY RESIDENTIAL PROPERTIES INCLUDING ON-STREET TOWNHOUSES. ALL CURBING IS TO STOP AT THE PROPERTY LIMIT OR THE BACK OF THE MUNICIPAL SIDEWALK.
 THE TOPS OF ANY CURBS BORDERING DRIVEWAYS WITHIN THE MUNICIPAL BOULEVARD WILL BE FLUSH WITH THE MUNICIPAL SIDEWALK.
 THE EXISTING DRAINAGE PATTERN WILL BE MAINTAINED EXCEPT WHERE NOTED.

(C) TRANSPORTATION AND WORKS DEPARTMENT
 OBSERVATIONS IN THE MUNICIPAL HIGHWAY SHALL BE MADE BY THE APPLICANT.
 THE DESIGN AND NUMBER OF BARRIER FREE PARKING SPACES ARE TO CONFORM TO THE REQUIREMENTS OF THE CANADIAN BARRIER FREE ACT (AS AMENDED) AND TO THE REVISED ACCESSIBLE PARKING BY-LAW NUMBER 2010-202. PARKING SPACES AND TO BE ACCESSIBLE TO ALL VEHICLES INCLUDING BICYCLES. BARRIER FREE PARKING SPACES MUST BE PROVIDED FOR EACH ACCESSIBLE SPACE. SPACES MUST BE IDENTIFIED BY SIGN, INSTALLED AT THE APPLICANT'S EXPENSE. ONE BARRIER FREE PARKING SIGN MUST BE PROVIDED FOR EACH ACCESSIBLE SPACE. SIGN MUST BE IDENTIFIED BY SIGN, INSTALLED AT THE APPLICANT'S EXPENSE. EACH SPACE MUST BE IDENTIFIED BY PAVED MARKINGS CONSISTING OF A LIGHT COLOURED CURB, CURB WITH A WHITE PAINTED CURB AND A WHITE PAINTED CURB WITH A WHITE PAINTED CURB.
 ALL ROOF TOP UNITS MUST BE SCREENED FROM VIEW BY THE APPLICANT.
 TYPICAL AISLE WIDTH SHALL BE 7.6m (25ft) WHERE ADJACENT TO PARKING SPACES.

(D) REGION OF PEELE WASTE MANAGEMENT
 ON-SITE WASTE COLLECTION WILL BE DONE THROUGH A PRIVATELY-ARRANGED CONTRACTOR.
 THE STORAGE OF WASTE IN OUTDOOR AREAS OF FREE STANDING BINS IS NOT PERMITTED.
 THERE SHALL BE NO CURBSIDE COLLECTION.
 CARDBOARD AND GARBAGE REAR PAPER COLLECTION.
 CURBS TO BE AS PER C.M. STD. 2238.019 UNLESS OTHERWISE NOTED.
 ALL ROOF DOWNSPOUTS FROM EAVES/TROUGH TO DISCHARGE ONTO SURFACE AND THE RUNOFF DIRECTED TOWARDS THE REAR WHERE POSSIBLE AND TO THE ROAD.
 ROOF DOWNSPOUT IS LOCATED IN SUCH A MANNER AS TO DIRECT DRAINAGE AWAY FROM WALKWAYS, DRIVEWAYS OR REAR YARDS.
 FOUNDATION DRAINS TO HAVE SUMP PUMP FITTED WITH BACKWATER VALVE AND DISCHARGE ONTO SURFACE AND DIRECTED TO THE ROAD.
 PRIOR TO CONSTRUCTION THE CONTRACTOR IS TO VERIFY IN THE FIELD THE EXACT SIZE AND INVERTS OF THE EXISTING W/S. SANITARY CONNECTION AND TO REPORT THEM TO THE ENGINEER.
 CONTRACTOR TO MATCH EXISTING GRADES ALONG PROPERTY LINE.
 APPLICANT/BUILDER IS TO BE ADVISED THAT THE EDGE OF ALL DRIVEWAYS MUST HAVE A 300mm CLEARANCE BETWEEN THE DRIVEWAY AND THE EXISTING UTILITIES.
 PRIOR TO ANY CONSTRUCTION THE CONTRACTOR IS TO OBTAIN A ROAD CUT PERMIT FOR INSTALLATION OF ANY EXTRA SANITARY AND/OR SEWERAGE CONNECTIONS.
 IF DURING CONSTRUCTION ANY SEPTIC SYSTEM IS DISCOVERED, THE SYSTEM MUST BE DECOMMISSIONED REMOVED IN ACCORDANCE WITH ALL APPLICABLE GUIDELINES AND REGULATIONS.

NOTES
 1. ALL ROOF DOWNSPOUTS FROM EAVES/TROUGH TO DISCHARGE ONTO SURFACE AND THE RUNOFF DIRECTED TOWARDS THE REAR WHERE POSSIBLE AND TO THE ROAD.
 2. ROOF DOWNSPOUT IS LOCATED IN SUCH A MANNER AS TO DIRECT DRAINAGE AWAY FROM WALKWAYS, DRIVEWAYS OR REAR YARDS.
 3. FOUNDATION DRAINS TO HAVE SUMP PUMP FITTED WITH BACKWATER VALVE AND DISCHARGE ONTO SURFACE AND DIRECTED TO THE ROAD.
 4. PRIOR TO CONSTRUCTION THE CONTRACTOR IS TO VERIFY IN THE FIELD THE EXACT SIZE AND INVERTS OF THE EXISTING W/S. SANITARY CONNECTION AND TO REPORT THEM TO THE ENGINEER.
 5. CONTRACTOR TO MATCH EXISTING GRADES ALONG PROPERTY LINE.
 6. APPLICANT/BUILDER IS TO BE ADVISED THAT THE EDGE OF ALL DRIVEWAYS MUST HAVE A 300mm CLEARANCE BETWEEN THE DRIVEWAY AND THE EXISTING UTILITIES.
 7. PRIOR TO ANY CONSTRUCTION THE CONTRACTOR IS TO OBTAIN A ROAD CUT PERMIT FOR INSTALLATION OF ANY EXTRA SANITARY AND/OR SEWERAGE CONNECTIONS.
 8. IF DURING CONSTRUCTION ANY SEPTIC SYSTEM IS DISCOVERED, THE SYSTEM MUST BE DECOMMISSIONED REMOVED IN ACCORDANCE WITH ALL APPLICABLE GUIDELINES AND REGULATIONS.

NOTES
SITE PLAN

1. ALL DIMENSIONS AND INVERTS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND IF ANY DISCREPANCIES EXIST, CONTRACTOR IS TO NOTIFY THE ENGINEER.
2. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. ONE (1) MTR TELEPHONE OR ANY OTHER UTILITIES THAT MAY EXIST ON THE SITE OR WITHIN THE STREETS MUST BE LOCATED BY ITS OWN UTILITIES AND VERIFIED PRIOR TO CONSTRUCTION.
3. AT ALL ENTRANCES TO THE SITE THE MUNICIPAL CURB AND SIDEWALK WILL BE CONTINUOUS THROUGH THE DRIVEWAY. SIDEWALKS WILL BE CONFORMANT WITH THE EXISTING UTILITIES SIDEWALK AND CURB. SIDEWALKS DEPTHS TO BE INCREASED TO MINIMUM 1800mm DEPTH FOR DRIVEWAYS.
4. SIDEWALKS DEPTHS TO BE INCREASED TO MINIMUM 1800mm DEPTH FOR DRIVEWAYS.
5. TOPSOIL IN FILL AREA TO BE STRIPPED AND CLEAN FILL TO BE PLACED AND COMPACTED TO 80% STANDARD PROCTOR DENSITY.
6. ALL GRADES TO BE WITHIN 30% MAXIMUM SLOPE AT PROPERTY LINE AND WITHIN THE SITE.
7. SPREAD PATTERN OF EXTERIOR LIGHTING SHALL NOT INFRINGE ON THE ADJACENT PROPERTY.
8. ALL UNDERGROUND SERVICE MATERIALS AND INSTALLATIONS TO BE IN ACCORDANCE WITH THE LATEST LOCAL MUNICIPAL STANDARDS AND CODES, AND S.E.C.
9. THE BUILDING SITES ON THIS PLAN HAS BEEN DESIGNED UTILIZING CONTROLLED FLOW ROOF DRAINS IN ACCORDANCE WITH LOCAL MUNICIPAL STANDARDS.
10. ALL SURFACE DRAINAGE SHALL BE SELF-CONTAINED, COLLECTED AND DISCHARGED AT A LOCATION TO BE APPROVED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
11. CONTINUOUS CONCRETE CURB BETWEEN LANDSCAPE AREAS AND ASPHALT PAVING.

FIRE DEPARTMENT

1. FIRE ROUTE WILL BE DESIGNATED AS PER CITY OF MISSISSAUGA BY-LAW (492-81) AS AMENDED PRIOR TO OCCUPANCY OF THE BUILDINGS.
2. FIRE ROUTES TO BE DESIGNED TO WITH STAND A LOAD NOT LESS THAN 11.2kN/m² PER AXLE AND HAVE A CLEARANCE OF NOT MORE THAN 1m OVER A DISTANCE OF 3m BETWEEN THE CENTRE LINE OF TURNING RADIUS AND ANY CURB OR PART OF BUILDING.
3. PRIVATE FIRE HYDRANTS SHALL BE FLOW TESTED AND COLOUR CODED IN CONFORMANCE WITH THE REGION OF PEELE "UNIFORM MARKING OF HYDRANTS".

ROADS

1. ALL FILL WITHIN ROAD ALLOWANCE AND EASEMENTS TO BE COMPACTED TO MIN 90% STANDARD PROCTOR DENSITY. THE STABILITY AND COMPACTOR OF ALL FILL MATERIALS TO BE CONFIRMED BY A REGISTERED SOIL CONSULTANT TO THE CITY ENGINEER AND THE SUBURGE OF ALL ROADWAYS SHALL BE PROOF ROLLED UNDER THE SUPERVISION OF THE SOIL 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, WATERMANS SERVICES AND UNDERGROUND OR ABOVEGROUND 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 WATERMANS AND SERVICES TO BE RECTIFIED AT 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 SUBURGE BY THE LOCAL AUTHORITY INSPECTION DEPARTMENT WILL COMMENCEMENT OF ANY ROAD BASE MATERIALS BE PLACED. FAILURE TO FOLLOW THIS PROCEDURE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. TESTING THE PROPOSED SUBGRADE COMPACTED TO BE ACHIEVED AT THE SUBGRADE. TESTING THE PROPOSED SUBGRADE COMPACTED TO BE ACHIEVED AT THE SUBGRADE. TESTING THE PROPOSED SUBGRADE COMPACTED TO BE ACHIEVED AT THE SUBGRADE. TESTING THE PROPOSED SUBGRADE COMPACTED TO BE ACHIEVED AT THE SUBGRADE.
4. TRUCK BACKLOG MANUAL.
5. THE TOP 100mm OF THE SUBURGE IS TO BE COMPACTED TO A MINIMUM 90% OF SPD WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT.
6. ALL CONNECTIONS WITHIN PAVED PORTION OF ANY EXISTING ROAD TO BE BACKFILLED WITH UNDRIBBABLE EROSION MATERIALS AS PER C.M. STD. 2238.019 AND 2238.020 UNLESS OTHERWISE SPECIFIED. PRIOR APPROVAL FOR OTHER EROSION MATERIALS HAS BEEN OBTAINED.
7. ALL OTHER ELEVATIONS WITHIN EXISTING ROAD ALLOWANCES SHALL BE BACKFILLED TO SUBGRADE ELEVATION WITH GRANULAR C MATERIAL AND COMPACTED TO A MINIMUM OF 90% STANDARD PROCTOR DENSITY. SURFACE RESTORATION SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITION IN ACCORDANCE WITH C.M. STD. 2238.019 AND 2238.020.
8. CURBS TO BE AS PER C.M. STD. 2238.019 UNLESS OTHERWISE NOTED.
9. SUBURGE UNDERNEATH ALL CURBS AS SPECIFIED ON PLANS TO EXISTING ROAD.
10. ALL DISCOVERED AREAS WITHIN EXISTING ROAD ALLOWANCE TO BE RESTORED WITH TOPSOIL AND SOO TO THE SATISFACTION OF CITY OF MISSISSAUGA.
11. SIDEWALKS TO BE AS PER C.M. STD. 2238.019 AND 2238.020.
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LEGEND
 - EXISTING ELEVATION TO REMAIN
 - DIRECTION OF SURFACE FLOW
 - PROPOSED ELEVATION
 - PROP. CATCHBASIN
 - CATCHBASIN WITH TEMPORARY SEDIMENT CONTROL
 - EX. TREE TO REMAIN
 - EX. TREE TO BE REMOVED
 - HYDRO TRANSFORMER
 - STREET LIGHT
 - FINISHED MAIN FLOOR ELEVATION
 - FIN. BASEMENT SLAB ON GRADE
 - CONSTRUCTION UNIT NUMBER
 - MUNICIPAL ADDRESS NUMBER

MIN. PAVEMENT DESIGN FOR CONDOMINIUM
 40mm HL3 TOP ASPHALT
 60mm HL8 BASE ASPHALT
 200mm 20mm CRUSHER-RUN LIMESTONE
 250mm 50mm CRUSHER-RUN LIMESTONE
 560mm TOTAL CONSTRUCTION DEPTH

DRIVEWAY PAVEMENT DESIGN
 25mm HL3 TOP ASPHALT
 50mm HL8 BASE ASPHALT
 150mm 20mm CRUSHER-RUN LIMESTONE
 225mm TOTAL CONSTRUCTION DEPTH

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.

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

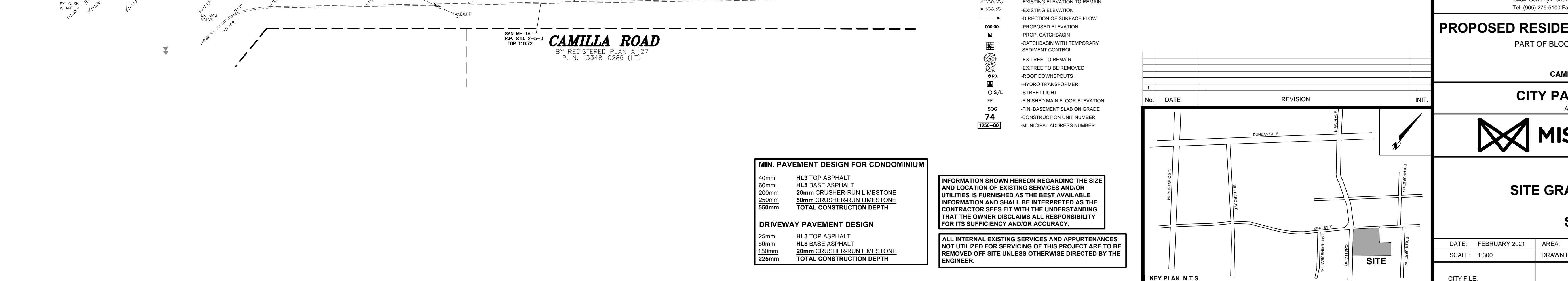
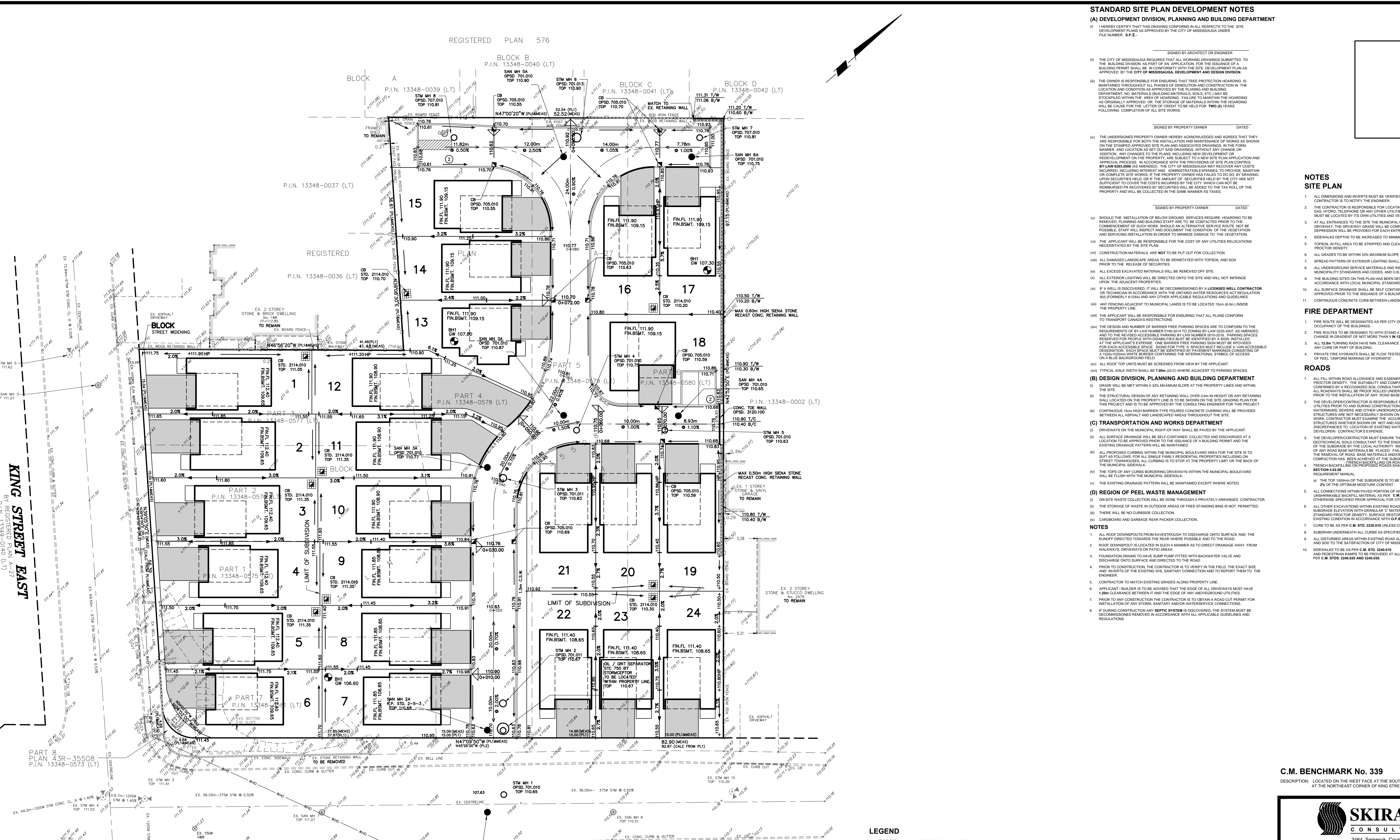
C.M. BENCHMARK No. 339 ELEVATION: 112.899m
 DESCRIPTION: LOCATED ON THE WEST FACE AT THE SOUTH CORNER OF A RED BRICK BUNGALOW 9221 AT THE NORTHEAST CORNER OF KING STREET AND EDDENBURST DRIVE.

SKIRA & ASSOCIATES LTD.
 CONSULTING ENGINEERS
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PROPOSED RESIDENTIAL DEVELOPMENT
 PART OF BLOCK A, REG. PLAN A-27

CITY PARK HOMES
 ADDRESS
MISSISSAUGA
SITE GRADING PLAN
S.P.

DATE: FEBRUARY 2021	AREA: 2.00	DWG. No. C102
SCALE: 1:300	DRAWN BY: E.W.	PROJECT No. 220-M109
CITY FILE:	REGION FILE:	



REGISTERED PLAN 576
 BLOCK B P.I.N. 13348-0040 (LT)
 BLOCK C P.I.N. 13348-0041 (LT)
 BLOCK D P.I.N. 13348-0042 (LT)
 BLOCK A P.I.N. 13348-0039 (LT)
 P.I.N. 13348-0037 (LT)
 P.I.N. 13348-0036 (LT)
 P.I.N. 13348-0577 (LT)
 P.I.N. 13348-0578 (LT)
 P.I.N. 13348-0579 (LT)
 P.I.N. 13348-0580 (LT)
 P.I.N. 13348-0002 (LT)
 P.I.N. 13348-0573 (LT)
 P.I.N. 13348-0286 (LT)
 CAMILLA ROAD
 KING STREET EAST
 LEGEND
 MIN. PAVEMENT DESIGN FOR CONDOMINIUM
 DRIVEWAY PAVEMENT DESIGN
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