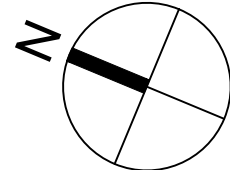
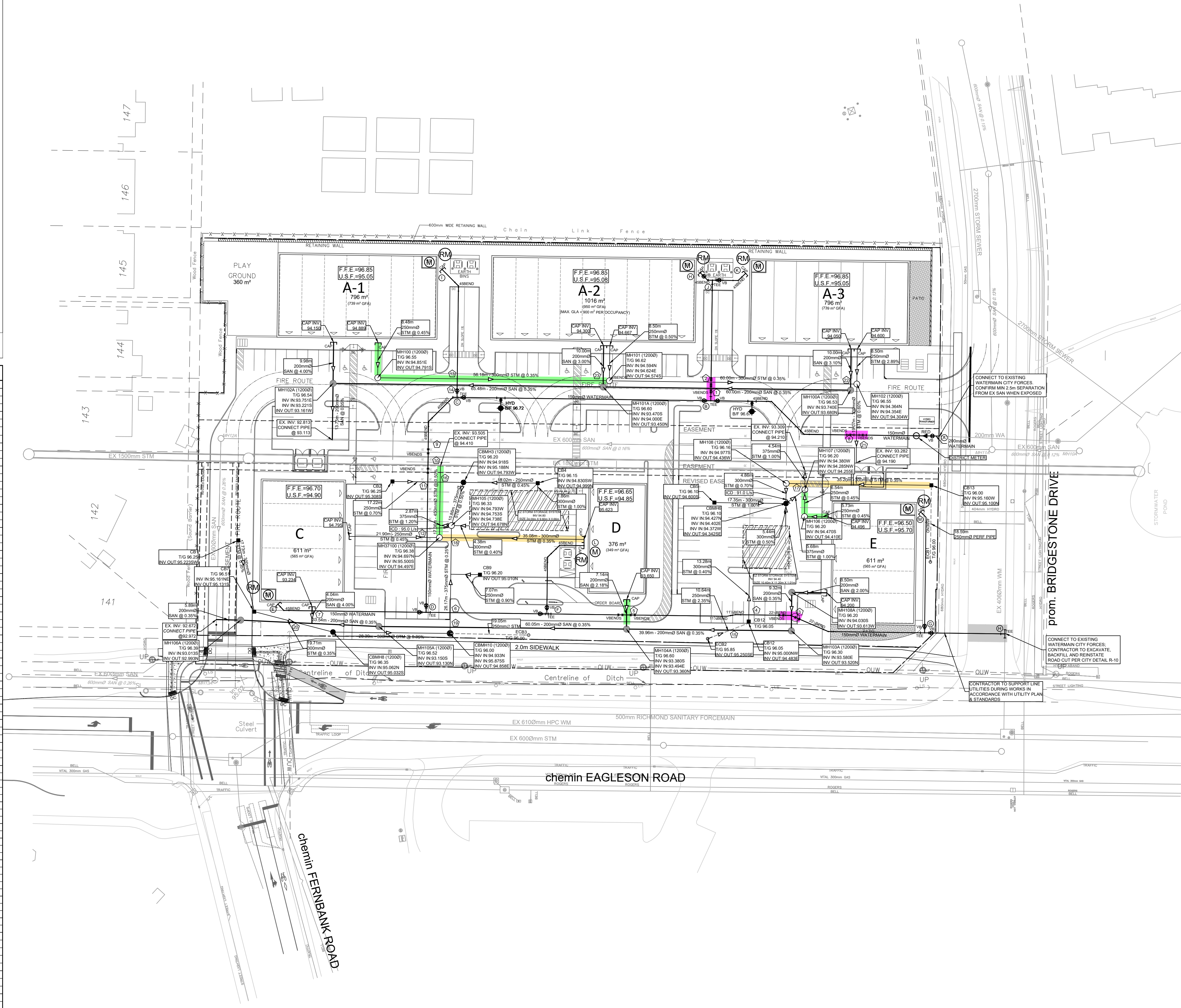


CITY SUBMISSION No. 3 - 2025-08-29  
CITY FILE No. D07-12-25-0014 CITY PLAN No. 19247



| INSULATION LEGEND:                                                                                                          |                                           |                |           |
|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------|-----------|
| <span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>  | 50mm INSULATION                           |                |           |
| <span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>  | 100mm INSULATION                          |                |           |
| <span style="background-color: magenta; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> | INSULATE PER GEOTECHNICAL RECOMMENDATIONS |                |           |
| Pipe Interference Table                                                                                                     |                                           |                |           |
| Crossing No.                                                                                                                | PIPE 1                                    | PIPE 2         | Clearance |
| 1                                                                                                                           | WTR Bottom 94.021                         | SAN Top 93.768 | 0.253     |
| 2                                                                                                                           | STM Bottom 94.479                         | WTR Top 93.979 | 0.500     |
| 3                                                                                                                           | WTR Bottom 94.050                         | SAN Top 93.799 | 0.250     |
| 4                                                                                                                           | STM Bottom 94.386                         | WTR Top 93.828 | 0.557     |
| 5                                                                                                                           | WTR Bottom 94.025                         | SAN Top 93.775 | 0.250     |
| 6                                                                                                                           | STM Bottom 94.769                         | WTR Top 93.979 | 0.790     |
| 7                                                                                                                           | WTR Bottom 93.958                         | SAN Top 93.401 | 0.558     |
| 8                                                                                                                           | STM Bottom 94.160                         | WTR Top 93.621 | 0.539     |
| 9                                                                                                                           | WTR Bottom 93.828                         | SAN Top 93.546 | 0.282     |
| 10                                                                                                                          | ex-stm Bottom 93.314                      | WTR Top 92.814 | 0.500     |
| 11                                                                                                                          | STM Bottom 95.240                         | WTR Top 93.959 | 1.282     |
| 12                                                                                                                          | STM Bottom 94.703                         | WTR Top 93.956 | 0.746     |
| 13                                                                                                                          | STM Bottom 94.714                         | WTR Top 94.029 | 0.685     |
| 14                                                                                                                          | WTR Bottom 93.851                         | SAN Top 93.533 | 0.319     |
| 15                                                                                                                          | STM Bottom 95.137                         | SAN Top 93.654 | 1.483     |
| 16                                                                                                                          | STM Bottom 95.219                         | STM Top 94.963 | 0.257     |
| 17                                                                                                                          | STM Bottom 94.984                         | Top 94.692     | 0.292     |
| 18                                                                                                                          | STM Bottom 95.501                         | STM Top 95.251 | 0.250     |
| 19                                                                                                                          | STM Bottom 94.778                         | SAN Top 93.397 | 1.382     |
| 20                                                                                                                          | STM Bottom 95.024                         | SAN Top 93.267 | 1.757     |
| 21                                                                                                                          | STM Bottom 94.142                         | SAN Top 93.712 | 0.430     |
| 22                                                                                                                          | STM Bottom 94.361                         | SAN Top 93.993 | 0.368     |
| 23                                                                                                                          | STM Bottom 94.591                         | SAN Top 94.251 | 0.339     |

| WATERMAIN SCHEDULE |          |                   |                |                    |
|--------------------|----------|-------------------|----------------|--------------------|
|                    | Station  | Description       | Finished Grade | As Built Watermain |
| A                  | 0+000.00 | CONNECTION        | 96.788         | 94.210             |
|                    | 0+001.55 | VB                | 96.557         | 94.157             |
|                    | 0+003.88 | 200x150 REDUCER   | 96.536         | 94.136             |
|                    | 0+005.55 | DISTRICT METER    | 96.525         | 94.125             |
|                    | 0+018.04 | V BEND            | 96.354         | 93.954             |
|                    | 0+019.04 | V BEND            | 96.360         | 93.921             |
|                    | 0+021.04 | V BEND            | 96.371         | 93.821             |
|                    | 0+022.04 | V BEND            | 96.388         | 93.980             |
|                    | 0+032.75 | 45 BEND           | 96.450         | 94.050             |
|                    | 0+043.96 | 45 BEND           | 96.448         | 94.048             |
| B                  | 0+045.70 | HYD TEE           | 96.455         | 94.055             |
|                    | 0+057.03 | VB                | 96.371         | 93.971             |
|                    | 0+058.69 | BLDG A-2, A-3 TEE | 96.381         | 93.981             |
|                    | 0+060.34 | VB                | 96.400         | 94.000             |
|                    | 0+108.59 | HYD TEE           | 96.495         | 94.095             |
|                    | 0+118.58 | VB                | 96.730         | 94.330             |
|                    | 0+120.23 | BLDG A-1 TEE      | 96.405         | 94.005             |
|                    | 0+121.23 | 45 BEND           | 96.426         | 94.026             |
|                    | 0+129.53 | 45 BEND           | 96.436         | 94.036             |
|                    | 0+136.28 | V BEND            | 96.383         | 93.983             |
| C                  | 0+137.28 | V BEND            | 96.379         | 93.814             |
|                    | 0+140.98 | V BEND            | 96.363         | 93.814             |
|                    | 0+141.98 | V BEND            | 96.359         | 93.959             |
|                    | 0+174.18 | VB                | 96.353         | 93.953             |
|                    | 0+175.63 | TEE               | 96.379         | 93.979             |
| D                  | 0+000.00 | BUILDING C CAP    | 96.581         | 94.181             |
|                    | 0+002.09 | 45 BEND           | 96.563         | 94.163             |
|                    | 0+034.62 | TEE               | 96.395         | 93.995             |
|                    | 0+036.57 | TEE               | 96.379         | 93.979             |
|                    | 0+064.20 | VB                | 96.379         | 93.979             |
|                    | 0+065.85 | BLDG D TEE        | 96.389         | 93.989             |
|                    | 0+083.20 | V BEND            | 96.496         | 94.096             |
|                    | 0+084.20 | V BEND            | 96.488         | 94.088             |
|                    | 0+086.20 | V BEND            | 96.472         | 94.072             |
|                    | 0+087.20 | V BEND            | 96.464         | 94.064             |
| E                  | 0+109.55 | 11.25 BEND        | 96.118         | 93.718             |
|                    | 0+111.87 | 11.25 BEND        | 96.095         | 93.695             |
|                    | 0+122.22 | V BEND            | 96.144         | 93.744             |
|                    | 0+123.22 | V BEND            | 96.157         | 94.215             |
|                    | 0+125.01 | 22.5 BEND         | 96.180         | 94.215             |
|                    | 0+126.26 | V BEND            | 96.195         | 94.215             |
|                    | 0+127.26 | V BEND            | 96.356         | 93.956             |
|                    | 0+134.94 | 22.5 BEND         | 96.356         | 93.956             |
|                    | 0+158.28 | BLDG E TEE        | 96.162         | 93.762             |
|                    | 0+159.93 | VB                | 95.884         | 93.494             |
| F                  | 0+178.61 | TEE               | 96.610         | 92.610             |
|                    | 0+000.00 | BUILDING A-1 CAP  | 96.674         | 94.274             |
|                    | 0+005.65 | VB                | 96.601         | 94.201             |
|                    | 0+006.01 | 45 BEND           | 96.65          | 94.150             |
|                    | 0+031.03 | VB                | 94.014         | 91.514             |
|                    | 0+032.68 | BLDG A-1 TEE      | 96.405         | 94.005             |
|                    | 0+000.00 | BLDG A-2, A-3 TEE | 96.381         | 93.981             |
|                    | 0+002.00 | V BEND            | 96.397         | 93.997             |
|                    | 0+002.50 | V BEND            | 96.402         | 94.180             |
|                    | 0+003.50 | V BEND            | 96.410         | 94.180             |
| G                  | 0+004.00 | V BEND            | 96.414         | 93.970             |
|                    | 0+005.00 | V BEND            | 96.422         | 93.970             |
|                    | 0+005.50 | V BEND            | 96.426         | 94.026             |
|                    | 0+026.68 | VB                | 96.550         | 94.150             |
|                    | 0+029.23 | TEE               | 96.631         | 94.231             |
|                    | 0+000.00 | BUILDING A-2 CAP  | 96.654         | 94.254             |
|                    | 0+001.21 | VB                | 96.643         | 94.243             |
|                    | 0+002.51 | 45 BEND           | 96.631         | 94.231             |
|                    | 0+003.67 | TEE               | 96.631         | 94.231             |
|                    | 0+005.33 | VB                | 96.615         | 94.215             |
| H                  | 0+009.92 | 45 BEND           | 96.700         | 94.300             |
|                    | 0+012.43 | BUILDING A-3 CAP  | 96.710         | 94.310             |
|                    | 0+000.00 | BUILDING D TEE    | 96.389         | 93.989             |
|                    | 0+001.56 | VB                | 96.380         | 93.980             |
|                    | 0+013.77 | 45 BEND           | 96.396         | 93.996             |
|                    | 0+017.88 | V BEND            | 96.419         | 94.019             |
|                    | 0+023.77 | BUILDING D CAP    | 96.633         | 94.233             |
|                    | 0+000.00 | BLDG E TEE        | 96.162         | 93.762             |
|                    | 0+001.65 | VB                | 96.220         | 93.820             |
|                    | 0+028.03 | 45 BEND           | 96.261         | 93.861             |
| M                  | 0+029.85 | BUILDING E CAP    | 96.327         | 93.927             |



CLIENT

URBANDALE CORPORATION



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Arcadis Professional Services (Canada) Inc.

Formerly B Group Professional Services (Canada) Inc.

ISSUES

| No. | DESCRIPTION           | DATE       |
|-----|-----------------------|------------|
| 1   | ISSUED FOR REVIEW     | 2024-12-19 |
| 2   | CITY SUBMISSION No. 1 | 2025-01-22 |
| 3   | CITY SUBMISSION No. 2 | 2025-07-09 |
| 4   | CITY SUBMISSION No. 3 | 2025-08-29 |

KEY PLAN



CONSULTANTS



PRIME CONSULTANT



333 Preston Street - Suite 500  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
www.arcadis.com

PROJECT

COMMERCIAL SITE

801 EAGLESON ROAD

PROJECT NO:

148792

DRAWN BY:

D.D.

CHECKED BY:

M.P.

PROJECT MGR:

T.R.B.

APPROVED BY:

S.E.L.

SHEET TITLE

GENERAL PLAN OF SERVICES

SHEET NUMBER

C-001

ISSUE

4

The diagram illustrates the cross-section of a bus stop with the following components labeled from top to bottom:

- LIMIT OF CONSTRUCTION**: Indicated by a dashed line at the top.
- PHASING LINE**: A solid horizontal line below the limit of construction.
- BARRIER CURB**: A low, dark grey curb.
- MOUNTABLE CURB**: A slightly higher, light grey curb.
- DEPRESSED BARRIER CURB**: A recessed area with a dark grey curb.
- CONCRETE SIDEWALK**: A light grey rectangular area.
- CONCRETE SIDEWALK**: Another light grey rectangular area.
- TACTILE WALKING SURFACE INDICATOR**: A rectangular area with a wavy, textured pattern, indicated by an arrow.
- ASPHALT SIDEWALK**: A dark grey rectangular area.
- ASPHALT SIDEWALK / PATHWAY**: A dark grey rectangular area.
- BUS STOP CONCRETE / ASPHALT**: A dark grey rectangular area containing a white box labeled **BUS**.

|  |                                                |                                                                              |
|--|------------------------------------------------|------------------------------------------------------------------------------|
|  | MH118A                                         | SANITARY MANHOLE                                                             |
|  | 200mm SAN                                      | SANITARY SEWER                                                               |
|  | MH109                                          | STORM MANHOLE                                                                |
|  | 825mm STM                                      | STORM SEWER - LESS THAN 9000                                                 |
|  | 900mm STM                                      | STORM SEWER - 9000 & GREATER                                                 |
|  | 2000 WATERMAIN                                 | WATERMAIN                                                                    |
|  | CB100                                          | STREET CATCHBASIN C/W TOP OF GRADE                                           |
|  | TIG 104.10                                     | CURB INLET CATCHBASIN C/W GUTTER GRADE                                       |
|  | CCB101                                         | DOUBLE CATCHBASIN C/W TOP OF GRADE                                           |
|  | G/G 104.25                                     | DOUBLE CURB INLET CATCHBASIN C/W GUTTER GRADE                                |
|  | DCB100                                         | DITCH INLET MANHOLE C/W TOP OF GRADE                                         |
|  | TIG 104.10                                     | CATCHBASIN MANHOLE C/W TOP OF GRADE                                          |
|  | DCB101                                         | REAR YARD CATCHBASIN IN ROAD CONNECTING STRUCTURE C/W SOLID GRADE            |
|  | G/G 104.25                                     | REAR YARD "TEE" CATCHBASIN (3000) C/W TOP OF GRADE AND INVERT OUT            |
|  | CBMH101                                        | REAR YARD "END" CATCHBASIN (3000) C/W TOP OF GRADE AND INVERT OUT            |
|  | TIG 104.35                                     | REAR YARD "CUSTOM ANGLED " CATCHBASIN (4500) C/W TOP OF GRADE AND INVERT OUT |
|  | RYCB                                           | REAR YARD "THREE WAY" CATCHBASIN (4500) C/W TOP OF GRADE AND INVERT OUT      |
|  | TIG 104.35                                     | PERFORATED REAR YARD SUBDRAIN                                                |
|  | NV 103.50                                      | CSP CULVERT C/W DIAMETER                                                     |
|  | TIG 104.50                                     | VALVE AND VALVE BOX                                                          |
|  | NV 103.50                                      | VALVE AND VALVE CHAMBER                                                      |
|  | TIG 104.35                                     | DISTRICT METER                                                               |
|  | NV 103.50                                      | PARK VALVE CHAMBER C/W SERVICE POST                                          |
|  | TIG 104.35                                     | FIRE HYDRANT C/W BOTTOM OF FLANGE ELEVATION                                  |
|  | NV 103.50                                      | WATERMAIN REDUCER                                                            |
|  | 300mm CSP                                      | VERTICAL BEND LOCATION                                                       |
|  | VB                                             | SIAMSE CONNECTION (IF REQUIRED)                                              |
|  | V/VC                                           | METER (IF REQUIRED)                                                          |
|  | DISTRICT METER                                 | REMOTE METER (IF REQUIRED)                                                   |
|  | PARK VALVE CHAMBER C/W SERVICE POST            | WATERMAIN IDENTIFICATION (IF REQUIRED)                                       |
|  | FIRE HYDRANT C/W BOTTOM OF FLANGE ELEVATION    | PIPE CROSSING IDENTIFICATION (IF REQUIRED)                                   |
|  | WATERMAIN REDUCER                              | SINGLE SERVICE LOCATION                                                      |
|  | VERTICAL BEND LOCATION                         | DOUBLE SERVICE LOCATION                                                      |
|  | SIAMSE CONNECTION (IF REQUIRED)                | INFERRED REFUSAL (SEE GEOTECHNICAL REPORT)                                   |
|  | METER (IF REQUIRED)                            |                                                                              |
|  | REMOTE METER (IF REQUIRED)                     |                                                                              |
|  | WATERMAIN IDENTIFICATION (IF REQUIRED)         |                                                                              |
|  | PIPE CROSSING IDENTIFICATION (IF REQUIRED)     |                                                                              |
|  | SINGLE SERVICE LOCATION                        |                                                                              |
|  | DOUBLE SERVICE LOCATION                        |                                                                              |
|  | INFERRED REFUSAL (SEE GEOTECHNICAL REPORT)     |                                                                              |
|  | 100 YEAR STORM HYDRAULIC GRADE LINE AT MANHOLE |                                                                              |
|  | UNDERSIDE OF FOOTING ELEVATION                 |                                                                              |
|  | CLAY SEAL IN SEWER / WATERMAIN TRENCH          |                                                                              |

|                         |                                            |
|-------------------------|--------------------------------------------|
| ○ MH                    | - MANHOLE                                  |
| ⊗                       | - WATER VALVE, VALVE CHAMBER, FIRE HYDRANT |
| ⊙ LS                    | - LAMP STANDARD                            |
| ⊙ LP                    | - UTILITY POLE                             |
| —                       | - ANCHOR                                   |
| ○ TL                    | - TRAFFIC LIGHT                            |
| —                       | - SIGN                                     |
| ■                       | - ROGERS PEDESTAL                          |
| ■                       | - BELL PEDESTAL                            |
| ■                       | - TRAFFIC HANDHOLE                         |
| ---OUW---               | - OVERHEAD UTILITY WIRES                   |
| —HYDRO                  | - UNDERGROUND HYDRO                        |
| —BELL                   | - UNDERGROUND BELL                         |
| —ROGERS                 | - UNDERGROUND ROGERS                       |
| —TRAFFIC                | - UNDERGROUND TRAFFIC                      |
| STREET LIGHTING         | - UNDERGROUND STREET LIGHT                 |
| 50mm GAS                | - GAS MAIN                                 |
| —                       | - CURB                                     |
| 95.62<br>95.18<br>95.00 | - EXISTING GROUND SPOT ELEVATION           |

- ALL MATERIALS AND CONSTRUCTION IS TO BE IN ACCORDANCE WITH THE CURRENT CITY OF OTTAWA STANDARD DRAWINGS & SPECIFICATIONS OR OPSPDOPSS IF CITY DRAWINGS AND SPECIFICATIONS DO NOT APPLY.
- THE POSITION OF UNDERGROUND AND ABOVE GROUND SERVICE, UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH SERVICE, UTILITIES AND STRUCTURES IS NOT GUARANTEED. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, DEPTH, MATERIAL AND ELEVATION OF ALL EXISTING SERVICES AND UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL REPORT ALL CONFLICTS, DISCOVERIES OF ERROR AND DISCREPANCIES TO THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND ASSUME RESPONSIBILITY FOR ALL UTILITIES WHETHER OR NOT SHOWN ON THESE DRAWINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT ALL LANDS BEYOND THE SITE LIMITS . ANY AREAS BEYOND THE SITE LIMITS, WHICH ARE DISTURBED DURING CONSTRUCTION, SHALL BE REPAIRED AND RESTORED TO ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE ADOPTING AUTHORITY AND OWNER. THE OWNER, THE OWNERS REPRESENTATIVES AND/OR THE AUTHORITY HAVING JURISDICTION AT THE EXPENSE OF THE CONTRACTOR.
- WHERE NECESSARY, THE CONTRACTOR SHALL IMPLEMENT A TRAFFIC MANAGEMENT PLAN TO THE SATISFACTION OF THE CITY OF OTTAWA. ALL CONSTRUCTION SIGNAGE MUST COMPLY TO THE LATEST VERSION OF THE M.T.O. MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. ALL TEMPORARY TRAFFIC CONTROL MEASURES MUST BE REMOVED UPON THE COMPLETION OF THE WORKS.
- WHY SHOULD ANY BURIED ARCHAEOLOGICAL REMAINS BE FOUND ON THE PROPERTY DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY. THE PROJECT IS LOCATED WITHIN THE OTTAWIO MINISTRY OF CULTURE MUST BE NOTIFIED IMMEDIATE AND WORK WITHIN THE AREA SHALL BE CEASED UNTIL FURTHER NOTICE.
- FOR GEOTECHNICAL INFORMATION REFER TO GEOTECHNICAL REPORT # P067541-DATED JUNE, 2025 PREPARED BY PREPARED BY PATERSON.

**Table 3 - Recommended Pavement Structures - Car Only Parking Areas**

| Thickness (mm) | Material Description                                       |
|----------------|------------------------------------------------------------|
| 50             | <b>Wear Course</b> - 14.3 or Superflex 12 Asphalt Concrete |
| 100            | <b>BASE</b> - CRPSB Granular A Crushed Stone               |
| SUBGRADE       | - CRPSB Granular B Crushed Stone                           |

*NOTE: SUBGRADE - Check with site, in case of CRPSB Granular B Type 1 or 2 material placed over wet soils add 10 to 15 mm*

**Table 4 - Recommended Pavement Structure - Access Lanes and Heavy Truck Parking/loading Areas**

| Thickness (mm) | Material Description                                       |
|----------------|------------------------------------------------------------|
| 40             | <b>Wear Course</b> - 14.3 or Superflex 12 Asphalt Concrete |
| 50             | <b>Base Course</b> - CRPSB Granular A Crushed Stone        |
| 100            | <b>BASE</b> - CRPSB Granular A Crushed Stone               |

- FOR GEODETIC **BENCHMARK** AND GEOMETRIC LAYOUT OF STREET AND LOTS, REFER TO TOPOGRAPHICAL SURVEY AND PLAN OF SUBDIVISION PREPARED BY **ADV BENCHMARK** BASED ON CAN-NET VIRTUAL REFERENCE SYSTEM NETWORK
- FOR SITE PLAN INFORMATION, REFER TO SITE PLAN PREPARED BY **DL Architects Inc.**
- THESE DRAWINGS ARE NOT TO BE SCALED OR USED FOR LAYOUT PURPOSES
- ROADWAY SECTIONS REGARDING GRADE RAISE TO PROPOSED SUB GRADE LEVEL TO BE FILLED WITH ACCEPTABLE NATIVE ERASE BORROW OR IMPORTED OPSS SELECTED SUBGRADE MATERIAL IF NATIVE MATERIAL IS DEFICIENT AS PER RECOMMENDATION OF GEOTECHNICAL ENGINEER.
- IN AREAS WHERE EXISTING GROUND IS BELOW THE PROPOSED ELEVATION OF SEWER AND WATER MAINS, GRADE RAISING AND FILLING IS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT, AS PER CITY GUIDELINES ALL WATERMAINS IN FILL AREAS ARE TO BE TIED WITH RESTRAINING JOINTS AND THRUST BLOCKS.
- THE CONTRACTOR SHALL IMPLEMENT THE EROSION AND SEDIMENT CONTROL PLAN PRIOR TO THE COMMENCEMENT OF ANY SITE CONSTRUCTION. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE ENGINEER, OR ANY REGULATORY AGENCY. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL VEGETATION IS ESTABLISHED OR UNTIL THE START OF A SUBSEQUENT PHASE.
- CONTRACTORS SHALL BE RESPONSIBLE FOR KEEPING CLEAN ALL ROADS WHICH BECAME COVERED IN DUST, DEBRIS AND/ OR MUD AS A RESULT OF ITS CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL BEDDING OR ADDITIONAL STRENGTH PIPE SHOULD THE MAXIMUM OPSPD TRENCH WIDTH BE EXCEEDED.
- SHALL PIPE, CULVERTS, STRUCTURES REFER TO NOMINAL INSIDE DIMENSIONS.
- ALLOY PLATE SEAL'S BE REQUIRED, THEY SHALL BE INSTALLED AS PER THE RECOMMENDATIONS WITHIN THE GEOTECHNICAL REPORT
- UNLESS SPECIFICALLY NOTED OTHERWISE, PIPE MATERIALS SHALL BE AS FOLLOWS:  
 -WATERSHEDS TO BE PVC DR18  
 -SANITARY SEWER TO BE PVC DR36  
 -PERFORATED STORM SEWERS IN REAR YARDS AND LANDSCAPE AREAS TO BE HDPE  
 -STORM SEWERS 375mm DIAMETER AND LESS TO BE PVC DR35  
 -STORM SEWERS 450mm DIAMETER AND GREATER TO BE CONCRETE, CLASS AS PER OPSPD 807 (14) OR 807 (40) ON CAN-NET VIRTUAL REFERENCE SYSTEM FOR SHALLOW SEWERS, REFER TO CITY STANDARD S35.
- ALL CONNECTIONS TO EXISTING WATERMAINS ARE TO BE COMPLETED BY CITY FORCES. CONTRACTOR IS TO EXCAVATE, BACKFILL, COMPACT AND REINSTATE.
- ANY WATERMAIN WITH LESS THAN 2.4m AND ANY SEWER WITH LESS THAN 2.0m DEPTH OF COVER REQUIRES Thermal INSULATION AS PER CITY OF

| Thickness (mm)                                                                                                            | Material Description                                           |
|---------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| 50                                                                                                                        | <b>Wear Course</b> - HL-3 or Superpave 12.5 Asphaltic Concrete |
| 150                                                                                                                       | <b>BASE</b> - CPSS Grindable A Crushed Stone                   |
| 300                                                                                                                       | <b>SUBBASE</b> - CPSS Grindable B Type II                      |
| <b>SUBGRADE</b> - Either fill, in situ soil or CPSS Grindable B Type II or in materials placed over in situ soil or fill. |                                                                |

| Thickness (mm) | Material Description                                      |
|----------------|-----------------------------------------------------------|
| 40             | Wear Course - HL-3 or Superpave 12.5 Asphaltic Concrete   |
| 50             | Binder Course - HL-8 or Superpave 19.0 Asphaltic Concrete |
| 150            | BASE - OPSS Granular A Crushed Stone                      |
| 450            | SUBBASE - OPSS Granular B Type II                         |

**SUBGRADE** - Either fill, in situ soil or OPSS Gneissier B Type I or II material placed over in situ soil.

| Thickness (mm)                                                                                                        | Material Description                                   |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| 40                                                                                                                    | Wear Course – H-3 or Superpave 12.5 Asphaltic Concrete |
| 50                                                                                                                    | Wear Course – H-3 or Superpave 19 Asphaltic Concrete   |
| 150                                                                                                                   | BASE – OPSS Granular A Crushed Stone                   |
| 460                                                                                                                   | SUBBASE – OPSS Granular B Type II                      |
| 100                                                                                                                   | SM Rigid Insulation (or equivalent)                    |
| SUBGRADE – Either fill, in-situ soil, or OPSS Granular B Type I or II material placed over in-situ soil or raft slab. |                                                        |

ADDITIONALLY, PER PATERSON MEMO 02 REV 1 DATED MARCH 24  
2022 FOR AREA OVER EXISTING SHALLOW TRUNK SEWER

23. ALL STUBBED SEWERS SHALL HAVE PRE-MANUFACTURED CAPS INSTALLED.
24. ALL CATCHBASINS SHALL HAVE A 600mm SUMP. ALL CATCHBASIN MANHOLES AND ALL STORM MANHOLES WITH OUTLETTING PIPE SIZES LESS THAN 900mm SHALL HAVE A 300mm SUMP.
25. ALL SANITARY MANHOLES IN PONDING AREAS SHALL BE EQUIPPED WITH A WATERIGHT COVER.
26. ALL LEADS FOR STREET CATCHBASINS AND CURB INLET CATCHBASINS CONNECTED TO MAIN SHALL BE 200mm/pd PVC D305 @ MIN 2% SLOPE UNLESS NOTED OTHERWISE. ALL LEADS FOR RYCSB CONNECTED TO MAIN SHALL BE 200mm/pd PVC D305 @ MIN 1% SLOPE UNLESS NOTED OTHERWISE.
27. UNLESS SPECIFICALLY NOTED OTHERWISE, ALL STREET CATCHBASINS SHALL BE INSTALLED WITH FOUR - 3.0m MINIMUM SUBDRAINS INSTALLED LONGITUIONALLY, PARALLEL WITH THE CURB. ALL CATCHBASINS IN ASPHALT AREAS, NOT ADJACENT TO A CURB, SHALL BE INSTALLED WITH FOUR - 3.0m MINIMUM SUBDRAINS INSTALLED ORTHOGONALLY.
28. INLET CONTROL DEVICES SHALL BE INSTALLED PRIOR TO COMPLETING THE ROAD BASE (GRANULAR A).
29. ALL SEWER SERVICE LATERALS WITH MAINLINE CONNECTIONS DEEPER THAN 5.0m REQUIRE A CONTROLLED SETTLEMENT JUNT.
30. EACH BUILDING SHALL BE EQUIPPED WITH A SANITARY AND STORM SEWER BACKWATER VALVE AND CLEAN-OUT ON ITS PRIMARY SERVICE, IF REQUIRED BY ONTARIO BUILDING CODE REQUIREMENTS (BY OTHERS).
31. THE SUBGRADE OF ALL STRUCTURES, PIPE, ROADS, SIDEWALKS, WALKWAYS, AND BUILDINGS SHALL BE INSPECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
32. TOP COURSE ASPHALT SHALL NOT BE PLACED UNTIL THE FINAL CCTV INSPECTION AND NECESSARY REPAIRS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER AND THE CITY OF OTTAWA.
33. ALL RETAINING WALLS GREATER THAN 1.0m IN HEIGHT SHALL BE DESIGNED BY A QUALIFIED STRUCTURAL ENGINEER.
34. ALL RETAINING WALLS GREATER THAN 0.6m IN HEIGHT REQUIRE A GUARD ANY GUARD ON A RETAINING WALL GREATER THAN 1.0m IN HEIGHT SHALL BE DESIGNED BY THE QUALIFIED STRUCTURAL ENGINEER RESPONSIBLE FOR THE WALL DESIGN.
35. UPON COMPLETION OF THE RETAINING WALL, THE CONTRACTOR SHALL REQUEST A CONFORMANCE CERTIFICATE FROM THE QUALIFIED ENGINEER RESPONSIBLE FOR THE WALL DESIGN.
36. PRESSURE REDUCING VALVES WILL BE REQUIRED FOR ALL BUILDINGS (BY OTHERS)
37. OFFSET BETWEEN THE EXISTING WATERMAIN STUB (A) AND EXISTING SANITARY SEWER WILL BE CONFIRMED AT THE TIME OF CONSTRUCTION. IF THE DISTANCE MEASURED FROM BARREL TO BARREL IS LESS THAN 2.5M, THE EXISTING WATERMAIN STUB IS TO BE MOVED TO RESPECT THIS CLEARANCE.

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**Arcadis Professional Services (Canada) Inc.**  
formerly IBI Group Professional Services (Canada) Inc.

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|--------|-----------------------|------------|
| No.    | DESCRIPTION           | DATE       |
| 1      | ISSUED FOR REVIEW     | 2024-12-19 |
| 2      | CITY SUBMISSION No. 1 | 2025-01-22 |
| 3      | CITY SUBMISSION No. 2 | 2025-07-09 |
| 4      | CITY SUBMISSION No. 3 | 2025-08-29 |
|        |                       |            |



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Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
**www.arcadis.com**

COMMERCIAL SITE

801 EAGLESON ROAD

PROJECT NO:

DRAWN BY:  
D.D.

CHECKED BY:  
M.P.

PROJECT MC

|  |        |
|--|--------|
|  | S.E.L. |
|--|--------|

SHEET TITLE

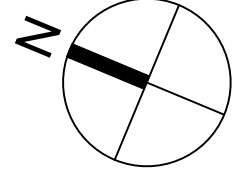
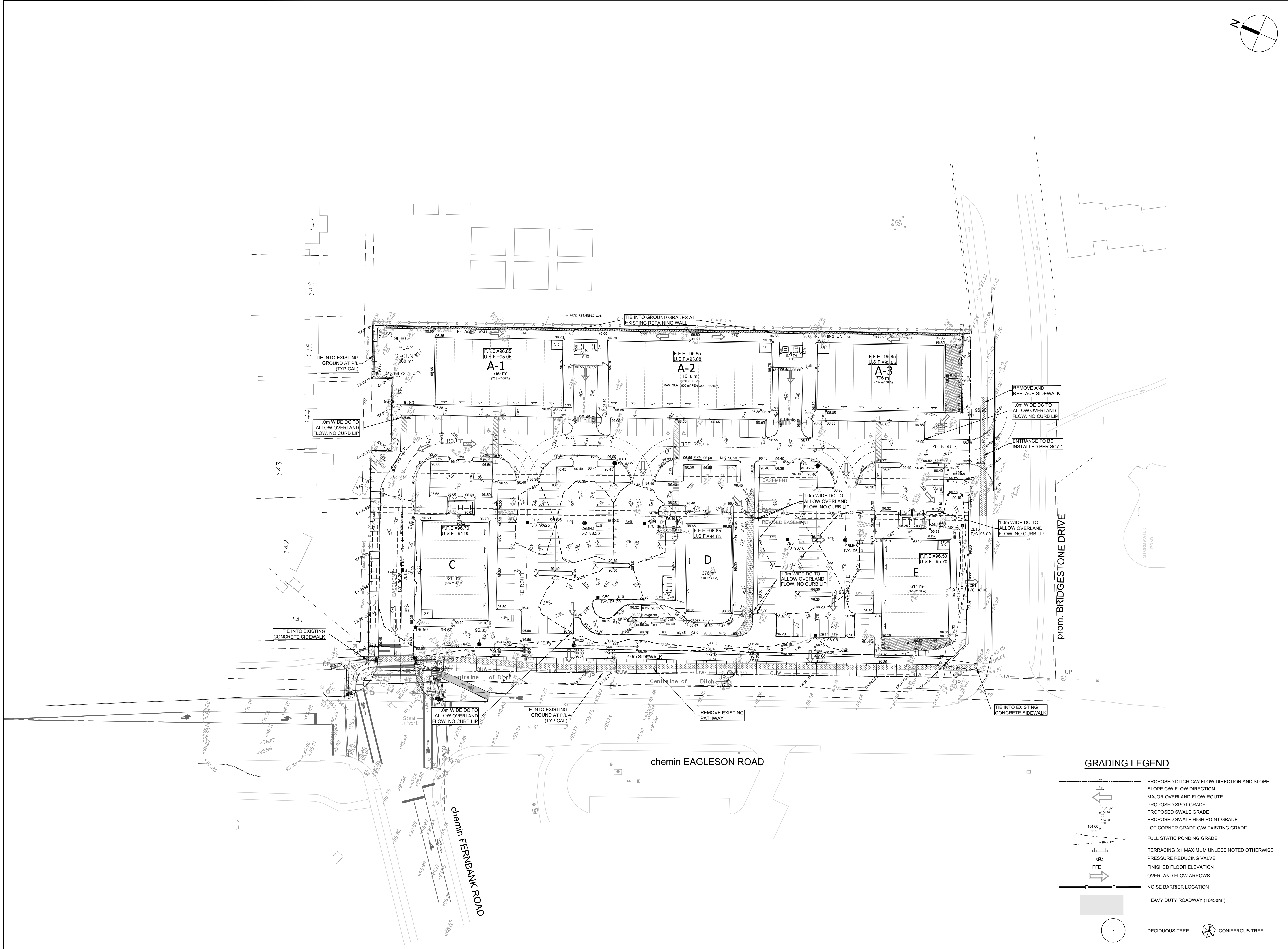
## NOTES & LEGEND

SHEET NUMBER

ISSUE

C-010

4



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KEY PLAN

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PROJECT

COMMERCIAL SITE

801 EAGLESON ROAD

PROJECT NO:  
148792

DRAWN BY:  
D.D.

CHECKED BY:  
M.P.

PROJECT MGR:  
T.R.B.

APPROVED BY:  
S.E.L.

SHEET TITLE

GRADING PLAN

SHEET NUMBER

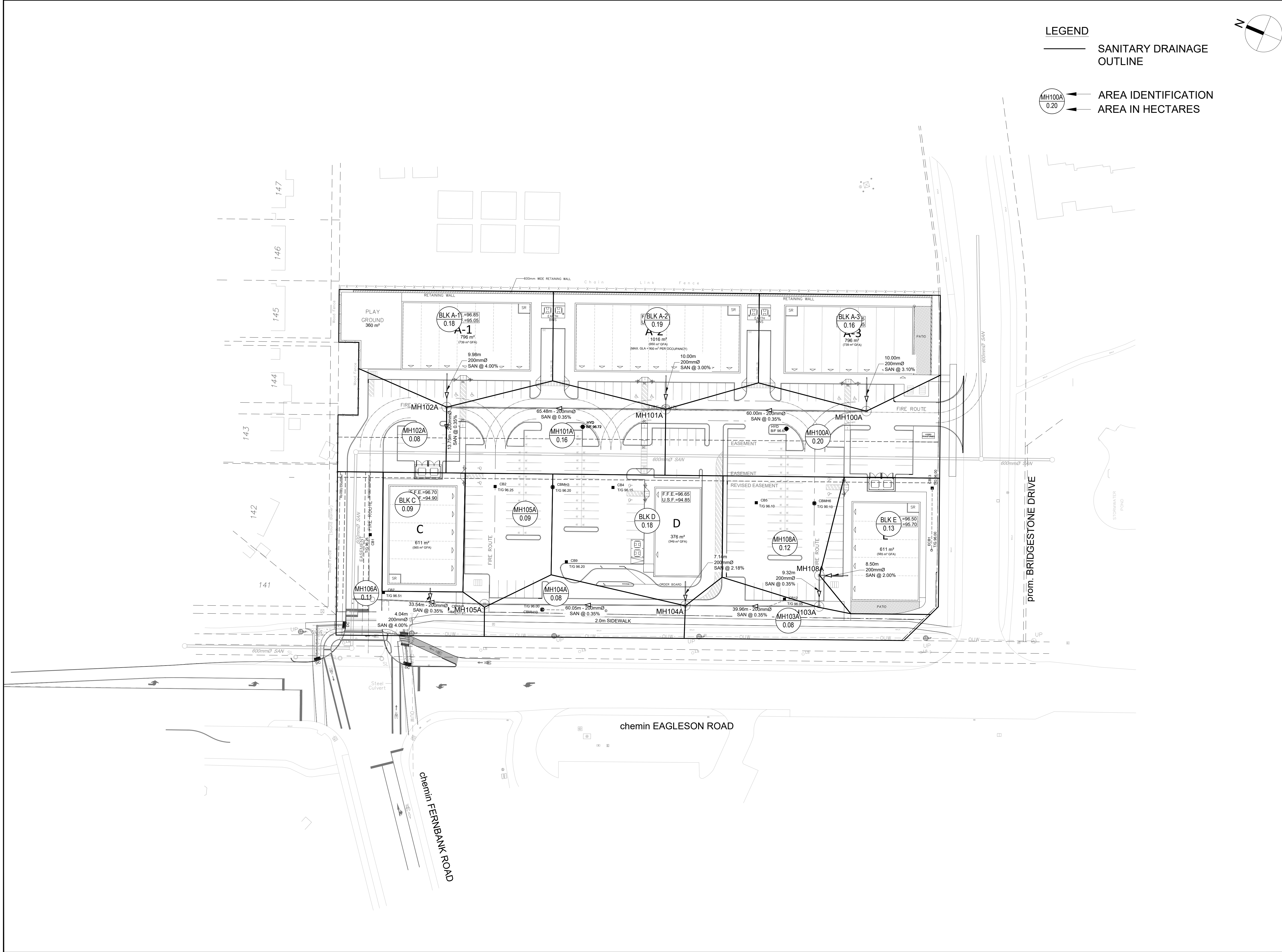
C-200

ISSUE

4

GRADING LEGEND

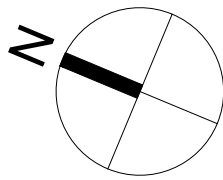
PROPOSED DITCH C/W FLOW DIRECTION AND SLOPE  
SLOPE C/W FLOW DIRECTION  
MAJOR OVERLAND FLOW ROUTE  
PROPOSED SPOT GRADE  
PROPOSED SWALE GRADE  
PROPOSED SWALE HIGH POINT GRADE  
LOT CORNER GRADE C/W EXISTING GRADE  
FULL STATIC PONDING GRADE  
TERRACING 3:1 MAXIMUM UNLESS NOTED OTHERWISE  
PRESSURE REDUCING VALVE  
FINISHED FLOOR ELEVATION  
OVERLAND FLOW ARROWS  
NOISE BARRIER LOCATION  
HEAVY DUTY ROADWAY (16458m<sup>2</sup>)  
DECIDUOUS TREE  
CONIFEROUS TREE



LEGEND

SANITARY DRAINAGE  
OUTLINE

AREA IDENTIFICATION  
AREA IN HECTARES



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S.E.L.

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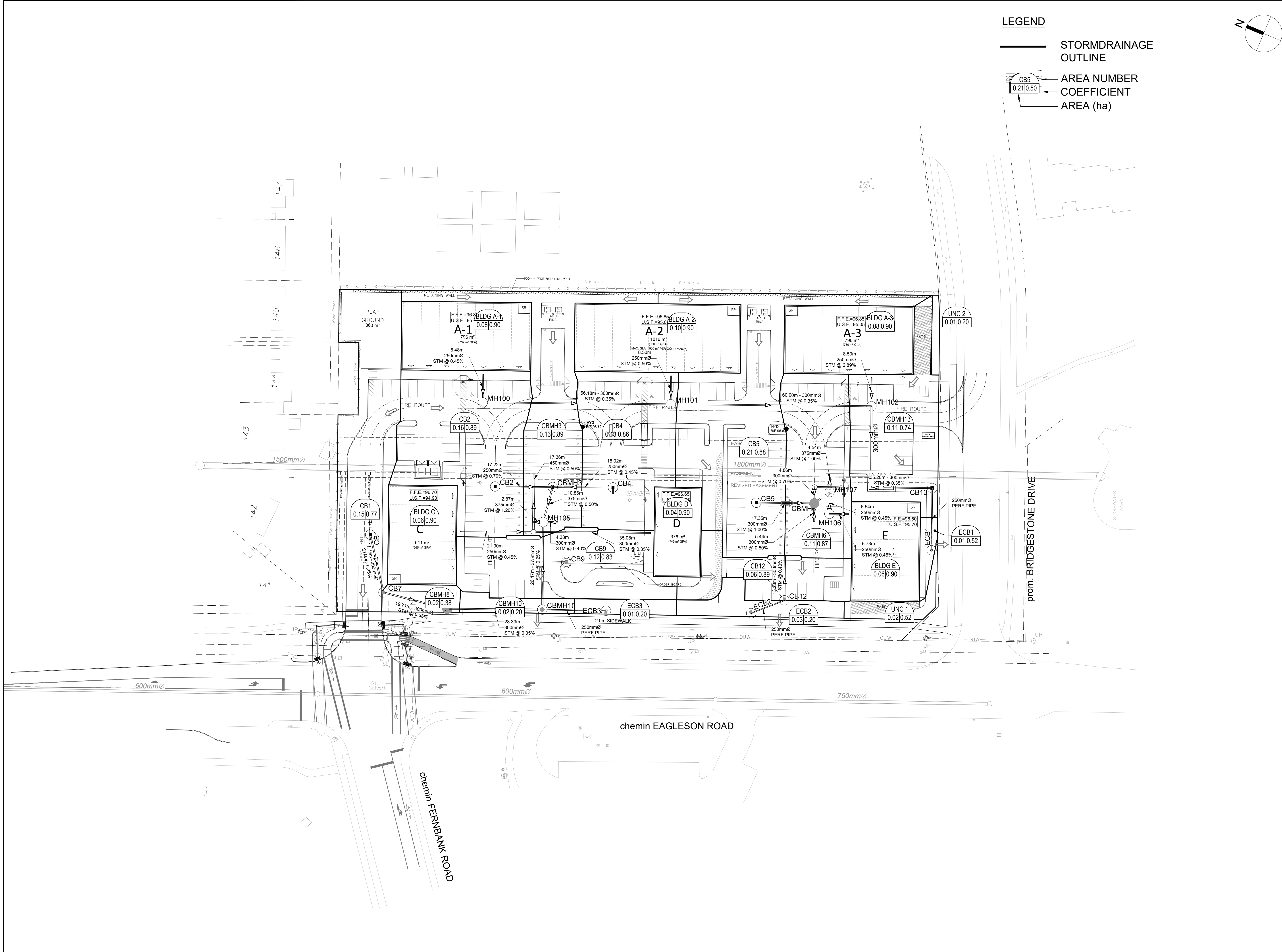
SANITARY DRAINAGE  
AREA PLAN

SHEET NUMBER

C-400

ISSUE

4



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PROJECT

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CHECKED BY:

M.P.

PROJECT MGR:

T.R.B.

APPROVED BY:

S.E.L.

SHEET TITLE

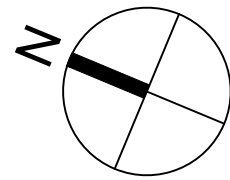
STORM DRAINAGE AREA PLAN

SHEET NUMBER

C-500

ISSUE

4



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APPROVED BY:

S.E.L.

SHEET TITLE

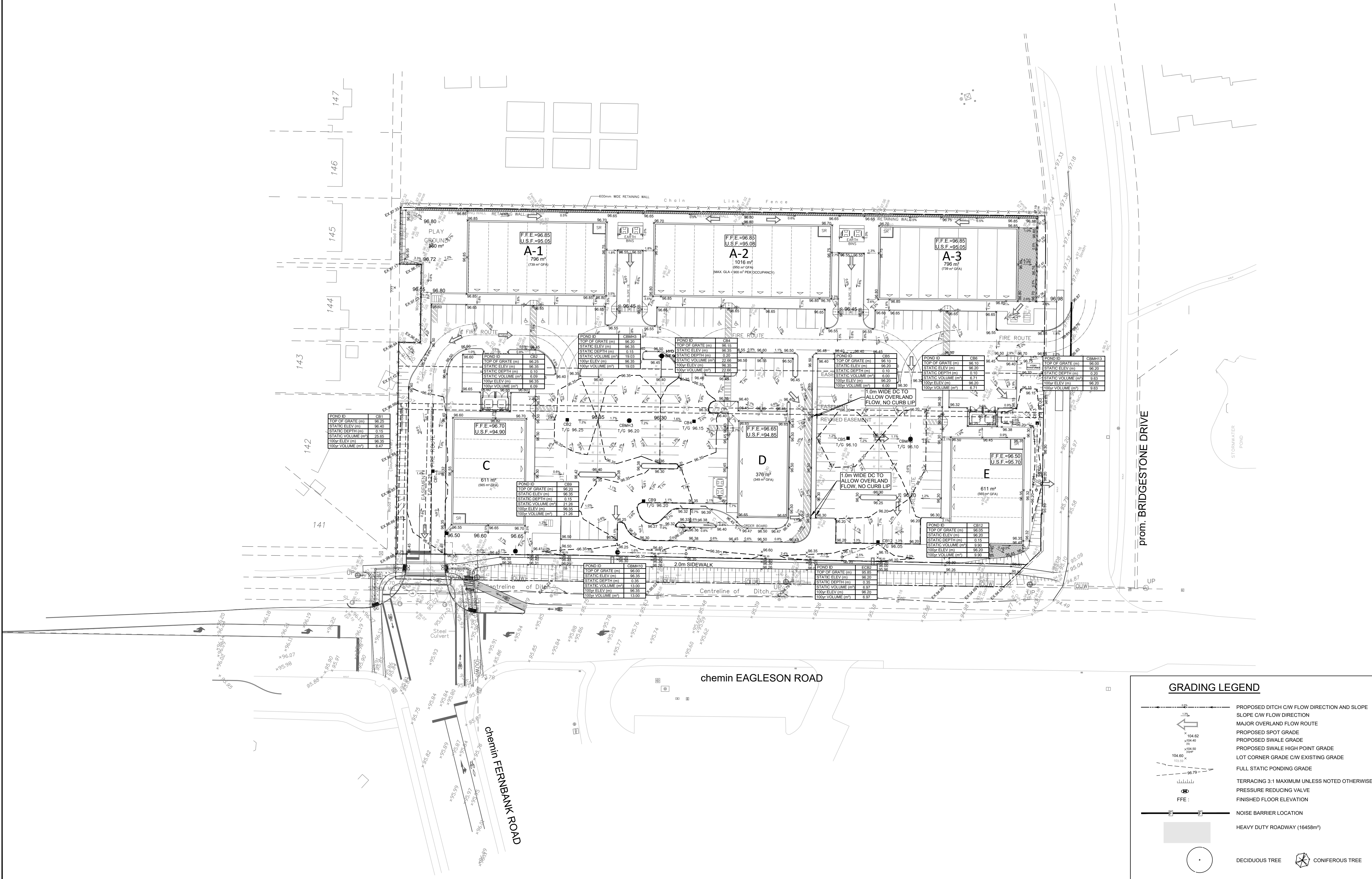
PONDING PLAN

SHEET NUMBER

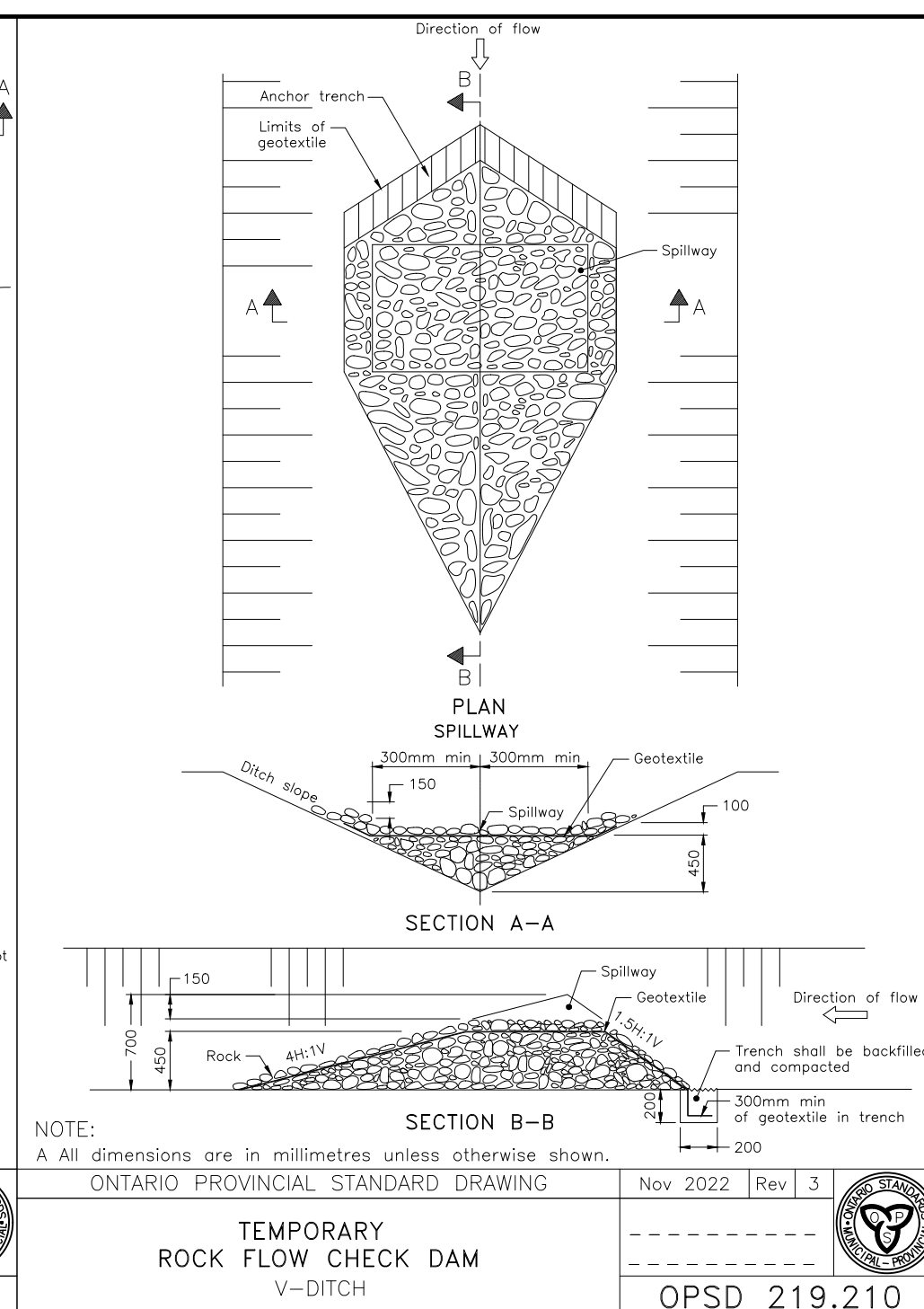
C-600

ISSUE

4



CITY PLAN No. 19247  
CITY FILE No. D07-12-25-0014  
Plotter: August 28, 2025 12:50 PM by Dore, Denis  
Last Saved: July 9, 2025, by dore5754  
File Location: C:\Users\dore5754\Documents\Project Files\7 03\_Design\04-Civil\Sheets\C400 PONDING PLAN.dwg



- |                                                                                     |                                                                                |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
|  | LIGHT DUTY SILT FENCE AS PER<br>OPSD-219.110                                   |
|  | SNOW FENCE                                                                     |
|  | STRAW BALE CHECK DAM AS PER<br>OPSD-219.180                                    |
|  | ROCK CHECK DAM AS PER OPSD-219.210                                             |
|  | SILT SACK PLACED UNDER EXISTING CB<br>COVER                                    |
|  | TEMPORARY MUD MAT 0.15m THICK 50mm<br>CLEAR STONE ON NON WOVEN FILTER<br>CLOTH |

