MTE Consultants
123 St. George St., London, Ontario N6A 3A1

October 26, 2023

MTE File No.: 51932-300

Development Services
City of London
300 Dufferin Avenue
London, ON N6A 4L9

Attention: Paul Di Losa

RE: 900 Jalna Boulevard Functional Servicing Brief

Introduction

This brief has been prepared to support the zoning bylaw amendment application for 900 Jalna Boulevard.

Pre-Development Conditions

The subject lands are located within the 'Dingman Creek - Thames River' watershed. Subject land drains south towards Jalna Boulevard. The existing property is made up of at grade parking and a commercial building.

Post Development Conditions

The Site plan is approximately 0.81 ha in size. The site plan consists of a medium density residential units, a private laneway and landscaped areas. Land under proposed conditions to drain south toward Jalna Boulevard.

Existing Servicing Infrastructure

Water

There are two (2) watermains fronting the proposed site, an existing 200mmØ ductile iron watermain on the north side of Jalna Boulevard and an existing 300mmØ ductile iron watermain on the south side of Southdale Road East. There are existing fire hydrants to the east and west of the site on Jalna Boulevard.

Sanitary

There is an existing 200mmØ sanitary sewer stub located on the south property line on Jalna Boulevard servicing the existing site. Based on City as-built information (File No. 6502 attached).

Storm

There is an existing 600mmØ storm sewer with a 450mmØ stub located on the south property line on Jalna Boulevard servicing the existing site. Based on City as-built information (File No. 6502 attached).

Water Supply Servicing

A water service will be provided to service the proposed medium density residential townhouse units. The existing fire hydrant adjacent to the development site are not located close enough to

supply fire protection for the proposed development therefore, fire hydrant(s) will be required on the private site to provide fire protection.

The proposed watermain should connect to the existing 200mmØ ductile iron watermain on Jalna Boulevard.

The proposed development consists of 78 medium density townhouse units. The total population is 188 people using current City of London standards (2.4p/unit).

Sanitary Servicing

As per the as-constructed Jalna Boulevard, City of London File No. 6502, the proposed development has an existing 200mm sanitary sewer stub servicing the existing site.

The proposed sewer should connect to the existing 200mmØ sanitary sewer stub on Jalna Boulevard. The existing sanitary sewer was designed in 1978 (reference City of London DWG File No.6486S1) and has a population of 211 assigned to the subject lands.

The proposed development consists of 78 medium density townhouse units. The total population is 188 people using current City of London standards (2.4p/unit).

Based on the population of the proposed site being lower than the designed population, the existing sewers are designed with sufficient capacity to convey the expected flow from the proposed development.

Stormwater Management Considerations

Criteria

The stormwater management design criteria for the subject site, as established by the City of London are as follows:

- Ensure on-site controls are designed to reduce/match existing peak flows from the 5-year through 100-year return period storms.
- Implementation of water balance controls per Dingman Creek Stormwater Servicing Study.
- Implementation of water quality controls per Dingman Creek Stormwater Servicing Study.

Methodology

To successfully complete the stormwater management design for this site, the following specific tasks were undertaken:

- Calculated the allowable release rates using Rational Method based on the 5-year predevelopment conditions.
- Determine the Site’s runoff coefficient.
- Calculated post-development runoff using Rational Method.
- Determine pre to post pervious area to determine if water balance is required.

Quantity Controls

The site is a tributary of an existing storm sewer in White Oaks Subdivision – Phase 2 with a runoff coefficient of 0.65 per City of London as-constructed drawing No. 6485S1. MTE completed area take off measurements based on the proposed site plan. Surfaces and cumulative areas are summarized as follows:

Impervious Area:	6888.99 m^2
Pervious Area:	1200.30m^2
Total:	8089.29 m^2

Applying a runoff coefficient of 0.2 for pervious surfaces and 0.9 for the impervious surfaces, a weighted runoff coefficient of 0.80 was calculated for the site.

The proposed development composite C factor calculated as 0.80 is higher than the accepted runoff coefficient for the site; therefore, onsite SWM quantity controls are required. Based on preliminary calculations the allowable release rate for 5-year event is 103.71 L/s. It is suggested the flow rate to be controlled through an orifice plate installed on the outlet of the most downstream storm maintenance holes on site. The existing 450mm storm sewer stub, currently servicing the existing development, should be used to service the proposed development.

As the proposed coefficient exceeds the design, on-site storage will be required to attenuate flow from the 5 through 100-year events to design levels. A preliminary extended rational analysis method was used to determine the maximum storage volume which would be required to attenuate runoff to the target release rate. The analysis showed approximately 148.82m^3 of storage volume will be required. Grading shall be designed to safely convey runoff from the storm event exceeding the 100-year storm to the designated overland flow route south of the site to Jalna Boulevard.

Water Balance

A review of the pre-development vs the post-development conditions shows a reduction of 794m^2 to the pervious area. Additional infiltration is recommended as per the Dingman Creek Stormwater Servicing Study. Although, based on the Geotechnical Investigation, dated October 22, 2023, by MTE Consultants, the subject site soils are clay and silt till with low infiltration potential, which is not recommended for LID application. Therefore, there is insufficient opportunities to capture run-off and provide active infiltration (to increase post-development infiltration volumes) in LID features to mitigate post-development infiltration deficiencies. It is recommended that passive infiltration measures such as increased topsoil thickness and directing runoff to grassed areas be utilized to decrease runoff and promote infiltration in the post-development condition.

Quality Controls

Quality controls are required for the proposed development as per section 7.1.1 – Water Quality Targets of the ‘Dingman Creek Stormwater Servicing Study’ and City of London Design Standards. Since the site is not compatible with LID infiltration controls to provide quality controls, a mixture between passive controls, as described in the ‘Water Balance’ sections, and a conventional OGS in line with the storm sewer outlet are recommended for the proposed development and should be sized as part of the detailed design for the site.

Erosion and Sediment Controls

In order to minimize the effects of erosion during the grading of the site, sediment control fencing should be installed. Silt sacks are recommended to be installed in the proposed and existing surrounding catch basins during construction. Any sediment that is tracked onto the roadway during construction should be cleaned, a mud mat is recommended to minimize sediment tracking off site by construction equipment.

Conclusion

Based on the foregoing analysis, it is concluded that:

i. There is adequate existing infrastructure in the vicinity of the development to provide fire protection and domestic water supply.

ii. The existing downstream sanitary sewer is adequately designed to service the proposed development.

iii. Passive infiltration measures are recommended to minimize water balance changes.

iv. Quality controls are recommended to be achieve through a mixture of passive infiltration and a conventional OGS.

Should you have questions or comments, please do not hesitate to contact the undersigned.

Respectfully Submitted,

Yours truly,

MTE Consultants Inc.

Derrick Rice, P.Eng.
Project Manager
519-204-6510 ext. 2265
drice@mte85.com

Attach:

Rational Method Calculations
Existing White Oak's Subdivision – Phase 2 Sanitary Area Plan (No. 6486S1)
Existing White Oak's Subdivision – Phase 2 Storm Area Plan (No. 6485S1)
Existing White Oak's Subdivision – Phase 2 Jalna Boulevard (No. 6502)
Site Concept Plan

SWM Calculations

DATE:	October 25, 2023
JOB N0.:	51932-300
Project:	**900 Jalna Boulevard**
Location:	**London, ON**

DESIGN CONDITIONS

TOTAL DESIGN AREA (A1)

	Area (m^2)
Total Site Area:	8089.290
Building Area:	-
Concrete/Asphalt:	-
Landscaped/Open:	-
Totals:	8089.29
C_{eq} = Sum(A*C)/Sum(A) =	0.65

5 Year Design Flows

C =	0.65	
**Time to concentration t_c =	12.50	min
Intensity, i (@ t_c) =	70.95	mm/hr
Post Development Flow, Q_r = 2.78*C*i*A =	103.71	l/s

100 Year Design Flows

C =	0.65	
**Time to concentration t_c =	12.50	min
Intensity, i (@ t_c) =	163.84	mm/hr
Post Development Flow, Q_r = 2.78*C*i*A =	239.50	l/s

CITY OF LONDON - 3 HOUR CHICAGO RAINFALL DISTRIBUTION PARAMETERS*

Return Period (years)	A,B,C Parameters		
	A	B	C
25mm	538.850	6.331	0.809
2	754.360	6.011	0.810
5	1183.740	7.641	0.838
10	1574.382	9.025	0.860
25	2019.372	9.824	0.875
50	2270.665	9.984	0.876
100	2619.363	10.500	0.884
250	3048.220	10.030	0.888

*Intensity i=A/(t+B)^C (mm/hr)

* Refer to the City of London Design Specification & Requirments Manual (DS&RM), Section 6.

POST-DEVELOPMENT CONDITIONS

POST-DEVELOPMENT CONTROLLED CATCHMENT A1

	Area (m^2)	C	A*C
Total Site Area:	8089.290		
Impervious	6888.99	0.9	6200.091
Pervious	1200.30	0.2	240.06
Totals:	8089.29		6440.151
C_{eq} = Sum(A*C)/Sum(A) =	0.80		

RAINFALL DATA

Rainfall Data - London Rainfall Intensity Duration

2YR Storm Event

Duration (min.)	Intensity "i" (mm/hr)
5	108.07
10	79.80
15	64.03
30	41.39
60	25.33
120	15.01
180	10.95

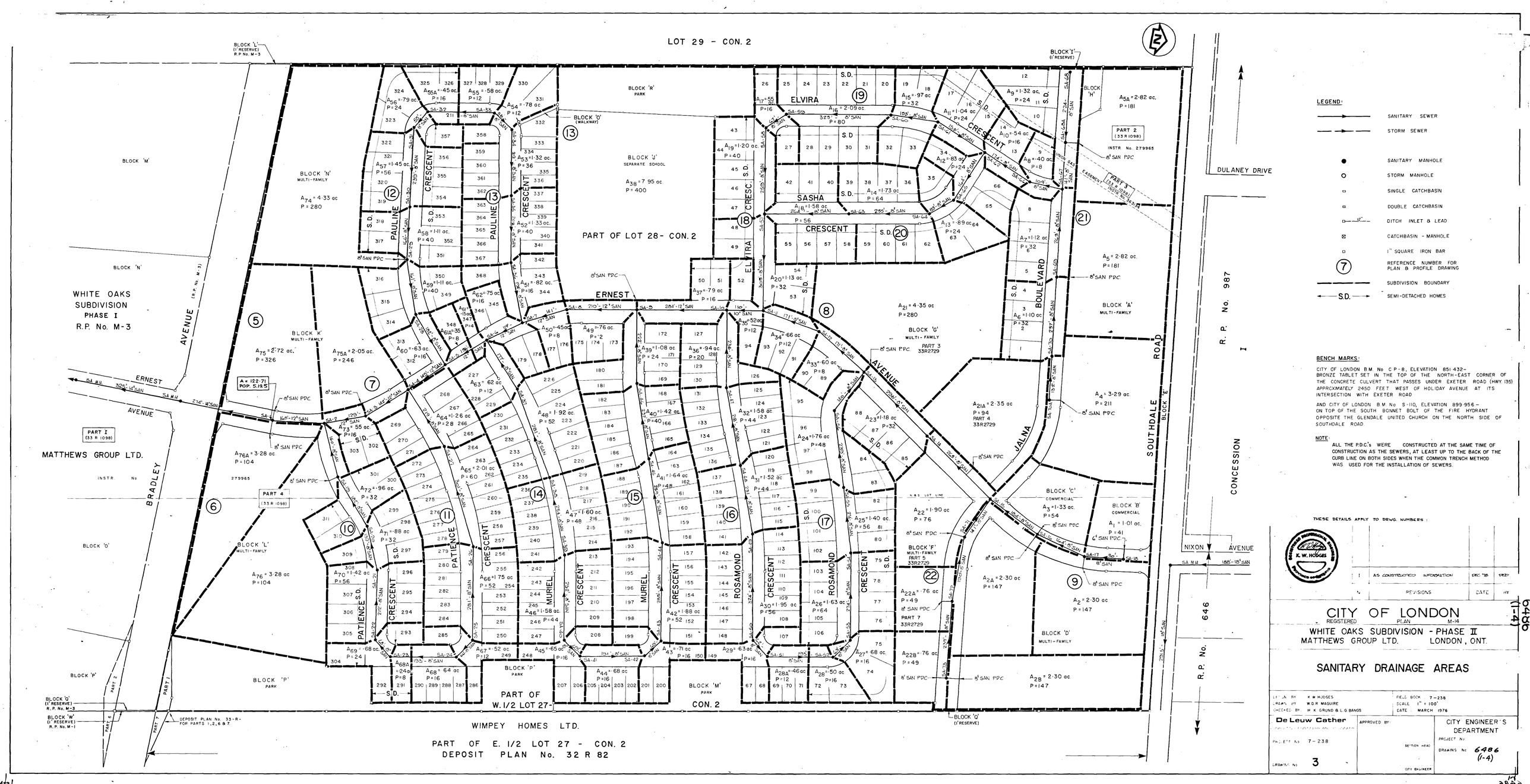
100 Yr Stm Event

Duration (min.)	Intensity "i" (mm/hr)
5	232.24
10	181.39
15	149.56
30	99.36
60	60.87
120	35.32
180	25.28

STORAGE CALCULATIONS

Inflow, Q_i 2.78*C*i*A (l/s)	Volume In Qt*t*60/1000 (m^3)	Orifice Restrictor Outflow, Q_o (l/s)	Surface Outflow Q_o (l/s)	Allowable Release, Q_o (l/s)	Volume Out Q_o*t*60/1000 (m^3)	Difference/ Storage (m^3)
194.42	58.33	103.71	0.00	103.71	31.11	27.21
143.56	86.14	103.71	0.00	103.71	62.23	23.91
115.20	103.68	103.71	0.00	103.71	93.34	10.34
74.46	134.02	103.71	0.00	103.71	186.68	-52.66
45.58	164.07	103.71	0.00	103.71	373.36	-209.29
27.00	194.37	103.71	0.00	103.71	746.73	-552.36
19.69	212.68	103.71	0.00	103.71	1120.09	-907.41
					Max. Storage Volume (m^3) =	27.21

Inflow, Q_i 2.78*C*i*A (l/s)	Volume In Qt*t*60/1000 (m^3)	Orifice Restrictor Outflow, Q_o (l/s)	Surface Outflow Q_o (l/s)	Allowable Release, Q_o (l/s)	Volume Out Q_o*t*60/1000 (m^3)	Difference/ Storage (m^3)
417.82	125.35	103.71	0.00	103.71	31.11	94.23
326.33	195.80	103.71	0.00	103.71	62.23	133.57
269.07	242.16	103.71	0.00	103.71	93.34	148.82
178.75	321.75	103.71	0.00	103.71	186.68	135.07
109.51	394.23	103.71	0.00	103.71	373.36	20.86
63.54	457.48	103.71	0.00	103.71	746.73	-289.24
45.48	491.18	103.71	0.00	103.71	1120.09	-628.91
					Max. Storage Volume (m^3) =	148.82


LOT 29 - CON. 2
BLOCK 'L' (1' RESERVE) R.P. No. M-3
BLOCK 'I' (1' RESERVE)
BLOCK 'M'
BLOCK 'N' MULTI-FAMILY
A74 = 4.33 ac P = 280
BLOCK 'R' PARK
BLOCK 'O' (WALKWAY)
BLOCK 'J' SEPARATE SCHOOL
A38 = 7.95 ac. P = 400
PART OF LOT 28- CON. 2
ELVIRA CRESCENT
SASHA CRESCENT
ELVIRA CRESC.
ERNEST AVENUE
PAULINE CRESCENT
PAULINE AVENUE
BLOCK 'H'
A5A = 2.82 ac. P = 181
PART 2 (33R1098)
INSTR No. 279965
PART 3 (33R1098)
DULANEY DRIVE
JALNA BOULEVARD
SOUTHDALE ROAD
BLOCK 'A' MULTI-FAMILY
A5 = 2.82 ac. P = 181
A4 = 3.29 ac P = 211
A21 = 4.35 ac P = 280
BLOCK 'G' MULTI-FAMILY
PART 3 33R2729
A21A = 2.35 ac P = 94
PART 4 33R2729
BLOCK 'C' COMMERCIAL
A3 = 1.33 ac. P = 54
BLOCK 'B' COMMERCIAL
A1 = 1.01 ac. P = 41
A2A = 2.30 ac P = 147
A2 = 2.30 ac P = 147
BLOCK 'D' MULTI-FAMILY
BLOCK 'F' MULTI-FAMILY PART 5 33R2729
A22 = 1.90 ac P = 76
A22A = .76 ac P = 49
A22B = .76 ac P = 49
A28 = 2.30 ac P = 147
BLOCK 'Q' (1' RESERVE)
NIXON AVENUE
R.P. No. 987
CONCESSION I
646
BLOCK 'K' MULTI-FAMILY
A75 = 2.72 ac. P = 326
A75A = 2.05 ac. P = 246
A = 122.71 POP. 5.125
WHITE OAKS SUBDIVISION PHASE I R.P. No. M-3
MATTHEWS GROUP LTD.
INSTR No 279965
PART 1 (33R1098)
PART 4 (33R1098)
BRADLEY AVENUE
BLOCK 'L' MULTI-FAMILY
A76 = 3.28 ac P = 104
A76A = 3.28 ac P = 104
BLOCK 'O'
BLOCK 'P'
PART 1
PART 2
BLOCK 'O' (1' RESERVE) R.P. No. M-3
BLOCK 'W' (1' RESERVE) R.P. No. M-1
DEPOSIT PLAN No. 33-R- FOR PARTS 1,2,6 & 7.
PATIENCE CRESCENT
MURIEL CRESCENT
ROSAMOND CRESCENT
BLOCK 'P' PARK
BLOCK 'M' PARK
PART OF W.1/2 LOT 27- CON. 2
WIMPEY HOMES LTD.
PART OF E. 1/2 LOT 27 - CON. 2
DEPOSIT PLAN No. 32 R 82
LEGEND:
SANITARY SEWER
STORM SEWER
SANITARY MANHOLE
STORM MANHOLE
SINGLE CATCHBASIN
DOUBLE CATCHBASIN
DITCH INLET & LEAD
CATCHBASIN - MANHOLE
1" SQUARE IRON BAR
REFERENCE NUMBER FOR PLAN & PROFILE DRAWING
SUBDIVISION BOUNDARY
S.D. SEMI-DETACHED HOMES
BENCH MARKS:
CITY OF LONDON B.M. No. C.P.-8, ELEVATION 851.432- BRONZE TABLET SET IN THE TOP OF THE NORTH-EAST CORNER OF THE CONCRETE CULVERT THAT PASSES UNDER EXETER ROAD (HWY 135) APPROXIMATELY 2450 FEET WEST OF HOLIDAY AVENUE AT ITS INTERSECTION WITH EXETER ROAD
AND CITY OF LONDON B.M. No. S-110, ELEVATION 899.956 - ON TOP OF THE SOUTH BONNET BOLT OF THE FIRE HYDRANT OPPOSITE THE GLENDALE UNITED CHURCH ON THE NORTH SIDE OF SOUTHDALE ROAD.
NOTE:
ALL THE P.D.C.'s WERE CONSTRUCTED AT THE SAME TIME OF CONSTRUCTION AS THE SEWERS, AT LEAST UP TO THE BACK OF THE CURB LINE ON BOTH SIDES WHEN THE COMMON TRENCH METHOD WAS USED FOR THE INSTALLATION OF SEWERS.
THESE DETAILS APPLY TO DRWG. NUMBERS :
K. W. HODGES
AS CONSTRUCTED INFORMATION
REVISIONS
CITY OF LONDON
REGISTERED PLAN M-14
WHITE OAKS SUBDIVISION - PHASE II
MATTHEWS GROUP LTD. LONDON, ONT.
SANITARY DRAINAGE AREAS
LETTERING BY K.W.HODGES
DRAWN BY W.D.R MAGUIRE
CHECKED BY H.K. GRUND & L.G. BANGS
FIELD BOOK 7-238
SCALE 1" = 100'
DATE MARCH 1976
De Leuw Cather
APPROVED BY
CITY ENGINEER'S DEPARTMENT
PROJECT No
DRAWING No 6486 (1-4)
PROJECT No 7-238
DRAWING No 3
SECTION HEAD
CITY ENGINEER
6486 (1-4)

® SIDEWALK RAMP LOCATION
SEE DWG. No. 36 FOR DETAIL

Caution:
Private Drain Connection (PDC) information has been added to this plan. The location of PDC's along the main are believed to be accurate to within 3 feet (1 meter) but the direction of the PDC from the main to the property line has not been verified. Caution must be exercised when using this information to locate PDC's. The City of London does not accept any responsibility for the information on this plan, and is not responsible for any expenses or damages incurred directly or indirectly resulting from the use of such information.

NOTES

1. COVER OVER WATERMAIN TOP OF MAIN TO ROAD CENTRELINE IS 5-6 TO 6-0 UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER RADII 25 UNLESS OTHERWISE NOTED.
3. CATCH BASINS AT INTERSECTIONS ARE LOCATED 2 FT FROM B.H.C. OR E.H.C. CURVES UNLESS OTHERWISE SHOWN.
4. FOR NOTES AND DETAILS APPLICABLE TO THIS DRAWING SEE DRAWING No
5. P.D.C. AND C.B. CONNECTIONS AT MAINS ARE MEASURED FROM ℄ OF MANHOLE FRAME AND COVER
6. STRUCTURAL DESIGN OF THE SEWERS ARE BASED ON THE TRANSITION WIDTH UNLESS OTHERWISE NOTED ON PROFILE
7. ALL ELEVATIONS RELATED TO CITY OF LONDON BENCH MARK No C.P. [illegible], ELEVATION 85 432 - BRONZE TABLET SET IN THE TOP OF THE NORTH-EAST CORNER OF THE CONCRETE CULVERT THAT PASSES UNDER EXETER ROAD HWY 135 APPROXIMATELY 1450 FEET WEST OF HOLIDAY AVENUE AT ITS INTERSECTION WITH EXETER ROAD ℄ OF [illegible] B.M. No. S-1-0, ELEV 899.950 - ON TOP OF THE SOUTH BONNET BOLT OF THE FIRE HYDRANT OPPOSITE THE GLENDALE UNITED CHURCH ON THE N. SIDE OF SOUTHDALE ROAD
8.

SINGLE: 10' 10' ℄ LOT — ST PDC, W.S., SAN PDC

SEMI-DETACHED: 10' 10' 1' 1' 10' 10 ℄ LOT — ST PDC, SAN PDC, W.S., W.S., SAN PDC, ST PDC

PDC's AND WATER SERVICES ARE INSTALLED IN STANDARD LOCATIONS AS ABOVE UNLESS OTHERWISE SHOWN AND NOTED

	SIZE	STRENGTH	MAT'L	JOINT	BEDDING	MANUFACTURER
SAN. P.D.C.'s	4"	1500	A.C.	R.G.	C	JOHNS MANVILLE
ST. P.D.C.'s	4"	1500	A.C.	R.G.	C	JOHNS MANVILLE
C.B. CONNECTIONS	8"	E.S.	CONC.	R.G.	C	JOHNS MANVILLE
PRE-CAST CONC. M.H.'s	48"	3000	CONC.	R.G.	N/A	J.D. OAKS

SERVICES	COMPLETION	CONTRACTOR
SANITARY SEWERS P.D.C.'s & M.H.	MARCH 1977	MATTHEWS GROUP
STORM SEWERS P.D.C.'s M.H.'s & C.B.	MARCH 1977	MATTHEWS GROUP
WATERMAINS & WATER SERVICES	MAY 1977	MATTHEWS GROUP
GRANULAR ROAD BASE	MAY 1977	MATTHEWS GROUP
CURB & GUTTER	AUGUST 1978	BUCKLAND CONST.
SIDEWALKS	SEPTEMBER 1979	ROBUCK CONST.
PAVING	OCTOBER 1978	STEBBINS PAVING

48" ALUMINUM SAFETY LANDINGS ARE INSTALLED IN THE FOLLOWING MANHOLES AND ARE OF THE TYPE USED BY J.D. OAKS & SON LTD. FOR PRE-CAST MANHOLES OR AN APPROVED EQUAL SA-15 & ST-15.
12. CURB & GUTTER ON JALNA BLVD IS STANDARD CITY STANDARD NO. STD 3.
13. STANDARD STRUCTURE REFER TO CITY OF LONDON STD No. STD 1007 AND 1009.
14. FOR TYPICAL ROADWAY CROSS-SECTIONS SEE DWG. No. 36.
15. TYPE OF SUBSOIL IN THIS AREA IS MOSTLY CLAY.
16. DEGREE OF COMPACTION IN THE TRENCH BACKFILL BY SHEEPSFOOT ROLLER.
17. DEGREE OF COMPACTION IN THE TRENCH 90% STANDARD PROCTOR.

REGISTERED PROFESSIONAL ENGINEER — K. W. HODGES — PROVINCE OF ONTARIO

6502

1. AS CONSTRUCTED INFORMATION DEC 78 DED

CITY OF LONDON
REGISTERED PLAN M-14

WHITE OAKS SUBDIVISION - PHASE II
MATTHEWS GROUP LTD. LONDON, ONT.

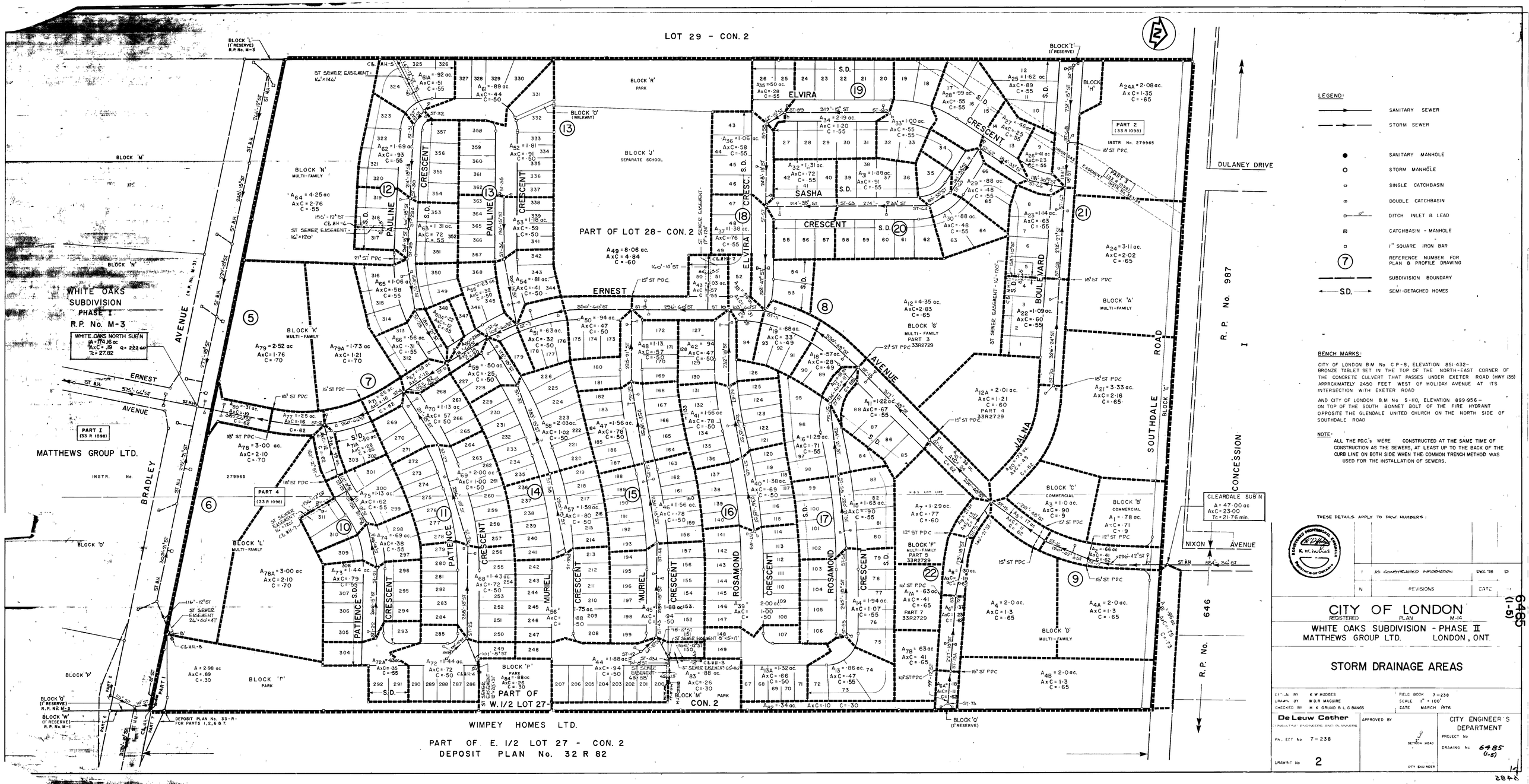
JALNA BOULEVARD
(WESTERLY PORTION)
FROM WEST LIMIT OF R.P. M-14 LOT 12 TO BLOCK G ON ERNEST AVE.

DESIGN BY: K. W. HODGES
DRAWN BY: W.D.R. MAGUIRE & H. VAN DOREN
CHECKED BY: H.K. GRUND & L.G. BANGS
7-238
SCALE: HORIZ 1" = 40', VERT. 1" = 4'
DATE: MARCH 1976

De Leuw Cather
CONSULTING ENGINEERS AND PLANNERS
PROJECT No. 7-238
DRAWING No. 21

APPROVED BY

CITY ENGINEER'S DEPARTMENT
DRAWING NO 6502


LOT 29 - CON. 2
PART OF LOT 28 - CON. 2
PART OF W.1/2 LOT 27
CON. 2
WHITE OAKS SUBDIVISION PHASE I
R.P. No. M-3
WHITE OAKS NORTH SUB'N
MATTHEWS GROUP LTD.
INSTR. No. 279965
PART I (33 R 1098)
PART 2 (33 R 1098)
PART 3 (33 R 1098)
PART 4 (33 R 1098)
WIMPEY HOMES LTD.
PART OF E. 1/2 LOT 27 - CON. 2
DEPOSIT PLAN No. 32 R 82
DEPOSIT PLAN No. 33-R- FOR PARTS 1,2,6 & 7.
BLOCK 'A' MULTI-FAMILY
BLOCK 'B' COMMERCIAL
BLOCK 'C' COMMERCIAL
BLOCK 'D' MULTI-FAMILY
BLOCK 'F' MULTI-FAMILY 33R2729
BLOCK 'G' MULTI-FAMILY PART 3 33R2729
BLOCK 'H'
BLOCK 'I' (1' RESERVE)
BLOCK 'J' SEPARATE SCHOOL
BLOCK 'K' MULTI-FAMILY
BLOCK 'L' MULTI-FAMILY
BLOCK 'M' PARK
BLOCK 'N' MULTI-FAMILY
BLOCK 'O' (WALKWAY)
BLOCK 'P' PARK
BLOCK 'R' PARK
BLOCK 'S' (1' RESERVE) R.P. No. M-3
BLOCK 'W' (1' RESERVE) R.P. No. M-1
BLOCK 'O' (1' RESERVE)
ELVIRA CRESCENT
SASHA CRESCENT
PAULINE CRESCENT
PATIENCE CRESCENT
MURIEL CRESCENT
ROSAMOND CRESCENT
ERNEST AVENUE
BRADLEY AVENUE
WALNA AVENUE
SOUTHDALE ROAD
DULANEY DRIVE
BOULEVARD
CONCESSION
NIXON AVENUE
R.P. No. 987
R.P. No. 646
CLEARDALE SUB'N
ST SEWER EASEMENT - 16' WIDE
ST SEWER EASEMENT - 20' WIDE
ST SEWER EASEMENT - 40' WIDE
ST SEWER EASEMENT - 66' WIDE
21' ST PDC
15' ST PDC
18' ST PDC
12' ST PDC
BENCH MARKS:
CITY OF LONDON B.M No C.P-8, ELEVATION 851.432- BRONZE TABLET SET IN THE TOP OF THE NORTH-EAST CORNER OF THE CONCRETE CULVERT THAT PASSES UNDER EXETER ROAD (HWY 135) APPROXIMATELY 2450 FEET WEST OF HOLIDAY AVENUE AT ITS INTERSECTION WITH EXETER ROAD
AND CITY OF LONDON B.M No S-110, ELEVATION 899.956- ON TOP OF THE SOUTH BONNET BOLT OF THE FIRE HYDRANT OPPOSITE THE GLENDALE UNITED CHURCH ON THE NORTH SIDE OF SOUTHDALE ROAD
NOTE:
ALL THE PDC's WERE CONSTRUCTED AT THE SAME TIME OF CONSTRUCTION AS THE SEWERS, AT LEAST UP TO THE BACK OF THE CURB LINE ON BOTH SIDE WHEN THE COMMON TRENCH METHOD WAS USED FOR THE INSTALLATION OF SEWERS.
LEGEND:
SANITARY SEWER
STORM SEWER
SANITARY MANHOLE
STORM MANHOLE
SINGLE CATCHBASIN
DOUBLE CATCHBASIN
DITCH INLET & LEAD
CATCHBASIN - MANHOLE
1" SQUARE IRON BAR
REFERENCE NUMBER FOR PLAN & PROFILE DRAWING
SUBDIVISION BOUNDARY
SEMI-DETACHED HOMES
THESE DETAILS APPLY TO DRW. NUMBERS:
K.W. HUDGES
REGISTERED PROFESSIONAL ENGINEER
PROVINCE OF ONTARIO
1 AS CONSTRUCTED INFORMATION DEC 78 D
N REVISIONS DATE
CITY OF LONDON
REGISTERED PLAN M-14
WHITE OAKS SUBDIVISION - PHASE II
MATTHEWS GROUP LTD. LONDON, ONT.
STORM DRAINAGE AREAS
DESIGN BY K.W.HUDGES
DRAWN BY W.D.R MAGUIRE
CHECKED BY H.K GRUND & L.G BANOS
FIELD BOOK 7-238
SCALE 1" = 100'
DATE MARCH 1976
De Leuw Cather
CONSULTING ENGINEERS AND PLANNERS
PROJECT No 7-238
DRAWING No 2
APPROVED BY
SECTION HEAD
CITY ENGINEER
CITY ENGINEER'S DEPARTMENT
PROJECT No
DRAWING No 6485 (1-6)
6485 (1-6)
2848

SOUTHDALE ROAD EAST
(BY BY-LAW No. S-3847-8, REGISTERED AS INSTRUMENT No. LT415919)
(ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2)
(WIDTH VARIES)
P.I.N. 08465 - 0152

CENTRE ISLAND
CENTRELINE OF ASPHALT ROAD
ASPHALT
SITE BENCHMARK
ELEVATION=274.893
HCM 028970009
87.225
(P & SET)
EDGE OF ASPHALT
CONCRETE CURB
CONCRETE SIDEWALK

unit A
unit B
SECTION A - A

unit A
unit B
SECTION B - B

unit A | unit C
unit B | unit D
SECTION C - C

LOT 01-11	1,136.7 sq.f	22 UNIT
	627.5 sq.f	14 UNIT
LOT 12-25	1,255 sq.f	14 UNIT
	620.8 sq.f	14 UNIT
26-39	1,241.5 sq.f	14 UNIT
	TOTAL	78 UNIT

PARKING 89
78 x 1.15 = 89.7

PROPOSED AMENITY 466 m2
78 x 5 = 390

LOT 01 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 02 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 03 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 04 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 05 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 06 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 07 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 08 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 09 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 10 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F
LOT 11 52.80 sq. M 568.4 sq. F — 3.5 - STOREY 2 - PLEX 2 UNIT — 2 X 105.60 sq. M 2 X 1,136.7 sq. F

LOT 12 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 13 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 14 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 15 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 16 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 17 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 18 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 19 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 20 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 21 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 22 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 23 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 24 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 25 58.30 sq. M 627.5 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 116.6 sq. M 1 X 1,255 sq. F 1 X 58.30 sq. M 1 X 627.5 sq. F
LOT 26 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 27 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 28 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 29 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 30 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 31 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 32 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 33 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 34 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 35 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 36 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 37 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 38 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F
LOT 39 57.67 sq. M 620.8 sq. F — 3 - STOREY 2 - PLEX 2 UNIT — 1 X 115.34 sq. M 1 X 1,241.5 sq. F 1 X 57.67 sq. M 1 X 620.8 sq. F

SIDEWALK
STREET
PROPOSED AMENITY 466 Sq. m²
P01 P22 P23 P24 P25 P26 P27 P35 P36 P39
R5.00
R12.00
CONCRETE SIDEWALK
CONCRETE CURB
EDGE OF ASPHALT
CENTRELINE OF ASPHALT ROAD
21.485 (P & SET)
206.599 (MEAS)
R=100.584 (P & MEAS)
A=56.472 (MEAS) (A=56.528 P)
C=55.733 (MEAS) (C=55.788 P)
N80°28'08"W (MEAS) (N81°30'00"W P)
(N7°36'00"W P)
N6°33'54"W (MEAS)
2.123 (MEAS)
(2.134 P)
CURB CUT
JALNA BOULEVARD
(ESTABLISHED BY PLAN M-14)
(21.336 WIDE)
P.I.N. 08498 - 0192

N

PROJECT NAME: 900 JALNA BOULAVARD		REVISION NO.: [1]	DRAWN:	
		SC: 1:200	DWG NO.: A-01	
DRAWING TITLE: SITE PLAN		SHEET SIZE: A0		
		DATE: JUNE 2023		