



MEMO

DATE May 7, 2026 **FILE NO.** 721-4240
RE Nottawasaga Station Phase 3
Servicing & Stormwater Management Memorandum – Redline Draft Plan

TO Christine Taggart, Development Technologist
COMPANY Township of Clearview
FROM Jessie Elder, P.Eng. **CC** Joseph Mirabella

C.F. Crozier & Associates Inc. (Crozier) has been retained by The Estates of Clearview Inc. c/o MacPherson Builders (Stayner) Ltd. (MacPherson) to provide engineering services in support of a Zoning By-Law Amendment and a redline Draft Plan of Subdivision application and to support the servicing strategy for the third phase of the Nottawasaga Station Subdivision.

The Subject Property is legally described as part of Lot 25, Concession 1, in the Town of Stayner within the Township of Clearview. The site is bounded by Mowat Street North to the west, County Road 7 to the east, Highway 26 to the south and farmland (proposed Clearview Park development) to the north. Refer to **Figure 1** for the Site Location Plan.

This memorandum has been prepared to support the Zoning By-law amendment and redline Draft Plan of Subdivision applications by confirming the servicing and stormwater management strategies originally identified in the TMIG Detailed Design Report (November 2017) and the TMIG Stormwater Management Detailed Design Report (January 2018) remain suitable. Please refer to these reports in conjunction with this memo for a full description of the subdivision servicing strategy. Discussion of servicing strategy in this memo has been scoped to the redline draft plan area and Phase 3 area.

This memo has been split into two sections. First, discussion regarding the redline draft plan and associated servicing and stormwater management (SWM) impacts and strategies. Second, discussion of the servicing and stormwater management strategy specific to Phase 3.

1.0 REDLINE DRAFT PLAN FUNCTIONAL SERVICING & SWM

The redline draft plan proposes land use changes to the Approved Draft Plan. There is a total of 54 townhouse units proposed within 8 blocks (Blocks 74-81), of which 35 units will contain accessory dwelling units (ADUs) that will replace 32 single detached units located north of the stormwater channel between the walkway block and Grand Trunk Road. To accommodate additional parking for the ADUs, parking is proposed in a Condominium Block central to the proposed townhouse units (Block 82). The widths of some single detached lots fronting Prescott Drive and McKenzie Drive were also revised.

The redline draft plan also includes a 1.85 ha school block east of Grand Trunk Road. The school block (Block 83) would potentially replace 31 single detached units and a portion of Prescott Drive, and

proposes an additional roadway connection to the future development lands to the north from McKenzie Drive. This area of the redline is included as an option to provide the school board the opportunity to purchase this land. Should the school board not choose this parcel, the original draft plan line work will be used in this area with Prescott extending east of Grand Trunk Road and looping with McKenzie, single detached lots fronting Prescott Drive, and no connection to the north property at the east end of McKenzie Drive. Refer to **Figure 2** for the redline draft plan.

The total number of dwellings in the redline draft plan with the school block is 1005 and 35 accessory dwelling units, compared to 999 total dwellings previously proposed, with an increased number of street townhomes and reduced number of single detached homes.

1.1 Water Servicing

The changes outlined in the redline draft plan do not alter the alignment of the watermain as originally proposed in the TMIG Detailed Design Report apart from the option with the school block which would eliminate watermain along Prescott Drive and add an additional watermain connection to the north subdivision, maintaining looping along McKenzie Drive. Refer to **Appendix C** for the previously approved general servicing plans for the subdivision. With the addition of 6 additional units, 35 ADUs and a school block, the expected domestic and fire flow demands may slightly increase for these phases.

Due to the proximity to the 300mm diameter trunk watermain proposed on Grand Trunk Road, it is anticipated that the required flows and pressures will be provided for these phases, and the increase in domestic and fire flow demands can be accommodated. If the increased fire flow requirement for the townhouse units or school cannot be met, options such as fire break walls and/or sprinkler systems can be explored to lower the required fire flow. Detailed domestic demand and fire flow calculations will be completed during detailed design.

1.2 Sanitary Servicing

The overall sanitary servicing strategy for the subdivision will largely follow the previously approved design, with an adjustment to the drainage divide along McKenzie Drive. The sanitary system will consist of 200 to 375 mm diameter PVC pipe, with the drainage divided at Grand Trunk Road for the lands north of the channel. The sanitary sewers west of Grand Trunk Road will drain via gravity towards the existing 525 mm trunk sanitary sewer on Mowat Street, and the lands east of Grand Trunk Road will drain via gravity to the proposed sanitary pump station on Keewatin Crescent south of the drainage channel. The sanitary pump station will pump sewage via forcemain and outlet to the 375 mm diameter sewer on Prescott Drive draining to the trunk sewer on Mowat Street. The sanitary servicing strategy for the lands south of the channel remains unchanged, please refer to the TMIG Detailed Design report for details and **Appendix C** for the preliminary general servicing plans for the subdivision.

Sanitary sewers west of Grand Trunk Road on Prescott Drive will continue to drain west via gravity. The drainage divide on McKenzie will accommodate everything west of Grand Trunk Road draining to the west, previously, a portion (approx. 100m) of McKenzie drained east to the future sanitary pump station.

Sanitary drainage north of the channel and east of Grand Trunk Road will follow the previous design concept with sanitary flows from Prescott and McKenzie draining to the eastern extent of each road and continuing south through a pedestrian path block and easement along the western side of the park block. Flows cross the channel to the pathway on the south side and continue west to the pump

station block located at the corner of Keewatin Crescent (east of Grand Trunk Road). Should a school be developed in this subdivision, a sanitary sewer stub will be provided to the east side of the school block at the north end of McKenzie Drive. Once the school building location is confirmed an assessment can be completed to determine whether sanitary flows can drain west to the Prescott Drive sanitary sewer to limit flows going to the future sanitary pump station. Both sanitary servicing stub options for the school block are included on **Figure 3**.

The sanitary sewer design sheet was updated to account for the additional residential units, and to account for the units draining westward on McKenzie Drive with an adjusted drainage divide. The sanitary sewer system as currently designed has sufficient capacity to accommodate the changes proposed by the redline draft plan.

To confirm the proposed sanitary system can accommodate the sewage demand of the school block option, an additional scenario was prepared for the sanitary sewer design sheet. Based on preliminary sewage demand for the school block (assuming 28 m³/ha/day), the sanitary system as currently designed has capacity to accommodate the school block option. The institutional flow of 28 m³/ha/day assumed for the school block is equivalent to a school population of 370 to 740 students using the MOE Design Guidelines for Sewage Works flow of 70-140 L/day/ student. The design sheet accounts for the school block draining east and to the future SPS, however there is sufficient capacity on Prescott should the school drain west via gravity. The SPS forcemain outlets to the Prescott Drive sanitary sewer, therefore the flows will contribute to the Prescott Drive sewer regardless which direction the school drains.

Refer to **Appendix A** for the sanitary sewer design sheets and supporting calculations.

1.3 Stormwater Management

The stormwater management strategy for the subdivision will remain the same as outlined in the TMIG Stormwater Management Detailed Design report, with drainage being collected within a dual major/minor drainage network and conveyed towards drainage channels east and west of Grand Trunk Road. These channels have been designed as infiltration channels to provide quantity and quality control for the site. The west channel has a total length of approximately 445m and includes a large detention area with an outlet that crosses Mowat Street to Lamont Creek. The east channel has a total length of approximately 570 m with a berm to contain and control high flows before releasing to the County Road 7 ditch.

A storm sewer system consisting of 300 – 1050 mm diameter storm sewers will convey runoff from the minor storm events towards the east and west drainage channels, with runoff during major storm events conveyed to the channels via overland flow within the internal road networks. Refer to **Appendix C** for the preliminary general servicing plans for the subdivision.

With the higher density townhouse units proposed within the redline draft plan, the total impervious area will be slightly increased for the northern drainage area directed to the west channel. Quantity and Quality control volumes from the Stormwater Management Detailed Design Report (TMIG, 2018) for the west channel and detention basin are summarized in **Table 1**, noting the residual capacity available.

Table 1: West Catchment SWM Criteria Summary

SWM Criteria	Required (m³)	Provided (m³)	Residual Capacity (m³)
Quantity Control (100-yr Active Storage)	28,872	27,221	1 651 (6%)
Quality Control (MECP Enhanced Treatment)	1,785	1,427	358 (20%)

As shown in **Table 1**, 6% residual quantity control volume and 20% residual quality control volume is available in the existing system. A modified rational method calculation was completed to demonstrate that the increased imperviousness from the townhouse and associated parking area compared to single detached units can be accommodated in the quantity control volume available in the west SWM Facility. This calculation yielded a required 100-year storage volume of 141 m³, which is significantly less than the residual capacity and can therefore be accommodated. Refer to **Appendix B** for the modified rational method calculations.

Water quality volume was similarly assessed through a comparison of volume required per MECP Table 3.2 for Enhanced Treatment in an infiltration facility in the original draft plan vs. the redline draft plan. The comparison area was limited to the area of the proposed townhouses and parking area. Calculations concluded that an additional 17 m³ is required for the water quality volume to accommodate the redline draft plan. The west SWM facility has sufficient storage to accommodate this additional volume. Refer to **Appendix B** for water quality calculations.

Water quantity and quality volume requirements are anticipated to be the same for the school block option and the option without the school block. Similar size elementary school blocks in the area are approximately 40% to 50% impervious which is comparable to single detached houses with a road.

Based on the above, sufficient water quality and quantity controls are available to accommodate the changes proposed in the redline draft plan.

1.4 Site Access & Roadway

Primary access to the subdivision will continue to be provided from Mowat Street from the west, connecting at Junction Road and Prescott Drive, Highway 26 from the south via Grand Trunk Road, and a future connection to County Road 7 from the east via Junction Road as shown on the Draft Plan. The roadway configuration follows the previous draft plan with the exception of the option with the school block which would remove a portion of Prescott Drive east of Grand Trunk Road and add a local roadway connection to the subdivision to the north located directly east of the school block.

All proposed internal roadways for the subdivision will be public right-of-ways and feature an urban cross section as per municipal standard. Junction Road and Grand Trunk Road are considered Major Urban Collector roadways with a typical right-of-way width of 26 m, with all remaining internal public roadways considered Local Urban roadways with a typical right-of-way width of 20 m.

Refer to **Figure 2**, the Redline Draft Plan for the proposed road alignment.

2.0 PHASE 3 FUNCTIONAL SERVICING & STORMWATER MANAGEMENT

Phase 3 will consist of development east from the Phase 2 limits on Prescott Drive and McKenzie Drive to the future Grand Trunk Road right-of-way consisting of single detached units and townhouse blocks, as contemplated in the redline draft plan. Phase 3 will also include the semi-detached units along the west side of Keewatin Crescent backing onto the single detached units on Springfield Crescent. Refer to **Figure 2** for the proposed Phase 3 limits.

Phase 3 will include 47 single detached units, and 54 townhouse units with 35 accessory dwelling units on Prescott Drive and McKenzie Drive, and 20 semi-detached units along Keewatin Crescent for a total unit count of 121 units and 35 ADUs.

The preliminary servicing strategy for Phase 3 is depicted on **Figure 3**, attached to this memo.

2.1 Site Access & Roadway

Primary access to the Phase 3 development will be provided via Prescott Drive and McKenzie Drive to the lots north of the channel, and via Junction Road to Keewatin Crescent for the lots south of the channel. All roads proposed under the Phase 3 works will be public, 20 m right-of-ways and feature an urban cross section as per municipal standard. The pavement structure for all roads will be constructed as per municipal standards and the recommendations of the geotechnical consultant.

Temporary roadworks are proposed at phasing limits, including a temporary connection between the terminus of Prescott Drive and the terminus of McKenzie Drive at the eastern Phase 3 limits. This temporary access road will loop within the future Grand Trunk Road right-of-way to avoid dead-ends at Prescott Drive and McKenzie Drive in the interim condition prior to building out the remainder of Grand Trunk Road.

Additionally, a temporary cul-de-sac is proposed at the north end of Keewatin Crescent prior to the extension of Keewatin Crescent east towards the future extension of Grand Trunk Road.

Grand Trunk Road between Junction Road and Prescott Drive is not proposed as part of Phase 3. A temporary gravel emergency access and construction access road is proposed along this section of Grand Trunk Road. This will ensure that existing residents are not subject to construction traffic due to Phase 3 servicing and house construction activities.

Refer to **Figure 3** for the proposed roadways and temporary access roads within the Phase 3 limits.

2.2 Water Servicing

The water servicing strategy for Phase 3 will remain the same as the previously approved design. The proposed watermain system will consist of 200 mm diameter watermain continuing from the existing watermain at the Phase 2 limits on Prescott Drive and McKenzie Drive and 150 mm diameter watermain continuing north along Keewatin Crescent from the stub on Junction Road.

The existing watermain infrastructure installed during Phase 2 construction at or near the Phase 3 development includes the following:

- 200 mm diameter watermain on Prescott Drive

- 200 mm diameter watermain on McKenzie Drive
- 150 mm diameter watermain stub on Keewatin Crescent (Junction Road intersection)
- 300 mm diameter watermain stub on Grand Trunk Road (Junction Road intersection)

Under interim conditions prior to building out the future phases, the 200 mm diameter watermain on Prescott Drive and McKenzie Drive will connect with a temporary 50 mm diameter polyethylene loop through the future Grand Trunk Road right-of-way, similar to what was done at the phase limits during Phase 2 construction. If it is determined through detailed design that the required flows and pressures cannot be met with a 50 mm diameter connection, the options to build out the 300 mm diameter trunk watermain along the Grand Trunk Road right-of-way from the stub at the Junction Road intersection as part of the Phase 3 works, or to provide a larger temporary loop, will be explored. Refer to **Figure 3** for the proposed watermain distribution system alignment.

The 150 mm diameter watermain along Keewatin Crescent will end in a temporary 50 mm polyethylene loop within the temporary cul-de-sac. A 150 mm diameter stub will be provided to continue the watermain east on Keewatin Crescent to connect to the trunk watermain on Grand Trunk Road in future phases.

Domestic water demand and fire flow calculations will be completed during detailed design to confirm if temporary looping will provide sufficient flows and pressures, or if buildout of the trunk watermain on Grand Trunk Road will be required to support the Phase 3 demands.

2.3 Sanitary Servicing

The sanitary servicing strategy for Phase 3 will largely follow the previously approved design, with a minor adjustment to the drainage divide. All sanitary flows from Phase 3 will drain west and will connect to the existing gravity sanitary sewer system in the subdivision.

The existing sanitary sewer infrastructure at or near the Phase 3 development limits includes:

- 375 mm diameter sewer on Prescott Drive
- 200 mm diameter sewer on McKenzie Drive
- 200 mm diameter stub on pedestrian pathway (south of the drainage channel)

The proposed sanitary sewer system for the Phase 3 lands north of the channel will consist of 200 & 375 mm diameter sewer continuing from the existing stubs at the Phase 2 limits on McKenzie Drive and Prescott Drive, respectively. South of the channel, 200 mm diameter sanitary sewer will drain north along Keewatin Crescent and west along the pedestrian pathway south of the drainage channel before connecting to the existing stub. Refer to **Figure 3** for the proposed sanitary sewer layout.

The previous Draft Plan design included approximately 110m of sanitary sewer on McKenzie draining east to Grand Trunk Road to the future pump station. The sanitary sewer design sheet was updated to demonstrate that it is feasible for this portion of sewer to drain west to the existing gravity sewer. Minor grading revisions including additional fill will be required locally to accommodate this change, however overland flow routes to the linear channel are maintained.

2.4 Stormwater Management

The stormwater management strategy for Phase 3 will remain generally the same as previously approved, with drainage being collected within a dual major/minor drainage network and conveyed towards the west drainage channel.

A storm sewer system consisting of 300 – 600 mm diameter storm sewers will convey runoff from the minor storm events towards the west drainage channel. Runoff generated during major storm events will be conveyed to the channels via overland flow within the internal road networks. Refer to **Figure 3** for the proposed storm sewer layout.

The existing storm sewer infrastructure installed during Phase 2 construction at or near the Phase 3 development includes the following:

- 300 mm diameter storm stub on Prescott Drive
- 300 mm diameter storm stub on McKenzie Drive
- West drainage channel graded to the western limit of the Grand Trunk Road ROW
- Rear yard storm sewer and catchbasins along the western limit of Phase 3 lots fronting onto Keewatin Crescent.

For the Phase 3 lands north of the drainage channel, storm sewers are proposed along Prescott Drive and McKenzie Drive with a low point at the pedestrian walkway and a highpoint approximately 120m west of the Grand Trunk Road right-of-way. Runoff generated west of the highpoint will drain to a storm sewer within the pedestrian pathway and outlet to the channel adjacent the existing pedestrian bridge, labelled Outlet #1 on **Figure 3**. Runoff generated east of the highpoint will be conveyed via storm sewer towards the Grand Trunk Road ROW and will daylight to a temporary drainage swale that will direct flows to the eastern limit of the west stormwater channel, labelled Outlet #3 on **Figure 3**. The temporary swale will be replaced with storm sewer when Grand Trunk Road is constructed during a future phase.

Phase 3 lands south of the drainage channel will be serviced by 375 mm diameter storm sewer along Keewatin Crescent that will convey runoff north towards a proposed permanent outlet to the west channel, labelled Outlet #2 on **Figure 3**. This will allow stormwater runoff from this area to outlet to the channel during interim and ultimate conditions while Keewatin Crescent is built out to Grand Trunk Road. Rear yards of the lots of Keewatin Crescent will drain to the existing rear yard catchbasin system installed along the western property line of these future lots during Phase 2.

As discussed in Section 1.3, there is residual water quality and active storage volumes available in the west channel and detention area, thus it is anticipated that the slight increase in impervious area from the higher density townhomes in the drainage area north of the channel can be accommodated from a quality and quantity perspective.

3.0 CONCLUSIONS

Based on the foregoing, the proposed servicing and stormwater management design as it is currently proposed will meet the relevant design criteria and we recommend approval of the Redlined Draft Plan for the development from the perspective of engineering service requirements, and we can confirm that Phase 3 can be adequately serviced as described in this memorandum.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Yours truly,

C.F. CROZIER & ASSOCIATES INC.



Jessie Elder, P.Eng.
Project Manager

NS/jc

C.F. CROZIER & ASSOCIATES INC.



Nicholas Sproule, E.I.T.
Engineering Intern

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APPENDIX A

Sanitary Design Calculations

Sanitary Sewer Design Sheets

Equivalent Unit Calculation

Nottawasaga Station in Stayner - Phase 3 Redline Draft Plan																																	
SANITARY SEWER DESIGN SHEET																																	
		EXISTING PHASE 2 PHASE 3 FUTURE		N = 0.013 Peak Factor (M) = 1+(14/4+[P/1000]^0.5) Avg. Daily/Capita Flow = 400 L/cap.d Q infiltration = 0.23 L/ha.s														PROJECT: Nottawasga Station PROJECT No.: 0721-4240 FILE: Sanitary Sewer Design				DESIGNED BY: ML CHECKED BY: RW DATE: July 28, 2019 REVISED: April 29, 2026 REVISED BY: NS											
				STREET	FROM MH	TO MH	Area (Ha)	Units	Person/ Unit	ADUs	Person/ ADU	Pop.	TOTAL trib pop	Peak Factor	Avg. Flow (l/s)	Max Flow (l/s)	Infiltr. (l/s)	TOTAL Infiltr.	TOTAL FLOW (l/s)	Pipe Diam (mm)	Length (m)	Slope (%)	Cap. (l/s)	Cap. (%)	Vel. (m/s)	Upper Inv. El.	Lower Inv. El.	Upper Obv. El.	Lower Obv. El.	Ground Upper	Ground Lower	Cover Upper	Cover Lower
SPRINGFIELD CRES.	MH5A	MH6A	0.88	10	3.00			30	30.0	4.35	0.14	0.60	0.20	0.20	0.81	200	61.1	1.00%	32.80	2.46%	1.04	207.92	207.31	208.12	207.52	210.88	210.42	2.76	2.91				
SPRINGFIELD CRES.	MH6A	MH7A	0.58	9	3.00			27	57.0	4.30	0.26	1.14	0.13	0.34	1.47	200	61.3	0.41%	21.00	7.01%	0.67	207.29	207.05	207.49	207.25	210.42	210.09	2.93	2.85				
SPRINGFIELD CRES.	MH7A	MH8A	0.17	2	3.00			6	63.0	4.29	0.29	1.25	0.04	0.37	1.63	200	14.1	1.24%	36.52	4.46%	1.16	206.98	206.81	207.18	207.02	210.09	209.98	2.91	2.97				
SPRINGFIELD CRES.	MH8A	MH15A	0.37	5	3.00			15	78.0	4.27	0.36	1.54	0.09	0.46	2.00	200	80.0	1.36%	38.25	5.24%	1.22	206.74	205.65	206.94	205.86	209.98	209.65	3.04	3.80				
JUNCTION ROAD	LTC Block	SAMH13C	2.66	-	-			354	354.0	4.05	1.64	6.63	0.61	0.61	7.24	200	13.4	1.90%	45.21	16.02%	1.44	208.46	208.20	208.66	208.41	-	211.46	-	3.06				
JUNCTION ROAD	SAMH13C	SAMH13B	0.13	0	0.00			0	354.0	4.05	1.64	6.63	0.03	0.64	7.27	200	52.0	0.51%	23.42	31.06%	0.75	208.11	207.84	208.31	208.05	211.46	211.40	3.15	3.36				
JUNCTION ROAD	SAMH13B	MH13A	0.19	0	0.00			0	354.0	4.05	1.64	6.63	0.04	0.69	7.32	200	80.2	0.44%	21.76	33.64%	0.69	207.83	207.48	208.03	207.68	211.40	211.00	3.37	3.32				
JUNCTION ROAD	PLUG	MH13A	1.47	23	2.40			55	55.0	4.31	0.25	1.10	0.34	0.34	1.43	200	13.7	1.11%	34.56	4.15%	1.10	207.55	207.40	207.75	207.61	-	211.00	-	3.40				
BRETON ST.	MH13A	MH14A	0.74	10	3.00			30	439.0	4.00	2.03	8.13	0.17	1.19	9.33	200	89.6	0.99%	32.63	28.58%	1.04	207.39	206.50	207.59	206.71	211.00	210.04	3.41	3.34				
BRETON ST.	MH14A	MH15A	0.51	8	3.00			24	463.0	3.99	2.14	8.56	0.12	1.31	9.87	200	66.1	1.07%	33.93	29.08%	1.08	206.46	205.75	206.66	205.96	210.04	209.65	3.38	3.70				
KEEWATIN CRES.	SAMH40A	SAMH41A	0.45	8	2.40			19	19.0	4.38	0.09	0.39	0.10	0.10	0.49	200	72.0	0.40%	20.74	2.36%	0.66	208.39	208.10	208.59	208.31	211.09	210.73	2.50	2.43				
RES BLK 647	SAMH41AA	SAMH41A	2.56	107	2.40			257	257.0	4.11	1.19	4.89	0.59	0.59	5.47	200	10.7	0.40%	20.74	26.39%	0.66	208.20	208.15	208.40	208.36	210.81	210.73	2.41	2.38				
KEEWATIN CRES.	SAMH41A	SAMH42A	0.45	10	2.40			24	300.0	4.08	1.39	5.66	0.10	0.80	6.46	200	93.5	0.40%	20.74	31.14%	0.66	208.07	207.70	208.27	207.91	210.73	210.27	2.46	2.37				
KEEWATIN CRES.	SAMH42A	SAMH43A	0.10	2	2.40			5	305.0	4.08	1.41	5.75	0.02	0.82	6.57	200	12.0	0.40%	20.74	31.69%	0.66	207.65	207.60	207.85	207.81	210.27	210.19	2.42	2.39				
CHANNEL	SAMH43A	SAMH44A	0.16	0	2.40			0	305.0	4.08	1.41	5.75	0.04	0.86	6.61	200	12.4	0.40%	20.74	31.87%	0.66	207.00	206.95	207.20	207.16	210.19	210.06	2.99	2.91				
CHANNEL	SAMH44A	SAMH44AA	0.04	0	2.40			0	305.0	4.08	1.41	5.75	0.01	0.86	6.62	200	83.3	0.40%	20.74	31.91%	0.66	207.42	207.09	207.62	207.30	210.06	209.69	2.44	2.40				
CHANNEL	SAMH44AA	SAMH30A	0.03	0	2.40			0	305.0	4.08	1.41	5.75	0.01	0.87	6.63	200	46.0	0.40%	20.74	31.94%	0.66	206.46	206.28	206.66	206.48	209.69	209.84	3.03	3.36				
SPRINGFIELD CRES.	PLUG	SAMH33B	4.92	81	2.40			195	195.0	4.15	0.90	3.75	1.13	1.13	4.88	200	19.4	0.40%	20.74	23.53%	0.66	207.30	207.22	207.50	207.43	208.28	210.79	0.78	3.37				
SPRINGFIELD CRES.	SAMH33B	SAMH33A	0.15	0	2.40			0	195.0	4.15	0.90	3.75	0.03	1.17	4.91	200	23.3	0.40%	20.74	23.69%	0.66	207.17	207.08	207.37	207.29	210.79	210.72	3.42	3.44				
SPRINGFIELD CRES.	SAMH33A	SAMH32A	0.49	8	3.00			24	219.0	4.13	1.01	4.19	0.11	1.28	5.47	200	70.2	0.40%	20.74	26.37%	0.66	207.00	206.72	207.20	206.93	210.72	210.29	3.52	3.37				
SPRINGFIELD CRES.	SAMH32A	SAMH31A	0.62	11	3.00			33	252.0	4.11	1.17	4.79	0.14	1.42	6.22	200	76.0	0.40%	20.74	29.97%	0.66	206.69	206.39	206.89	206.59	210.29	209.90	3.40	3.32				
SPRINGFIELD CRES.	SAMH31A	SAMH30A	0.20	2	3.00			6	258.0	4.11	1.19	4.90	0.05	1.47	6.37	200	14.5	0.40%	20.74	30.71%	0.66	206.34	206.28	206.54	206.48	209.90	209.84	3.37	3.36				
SPRINGFIELD CRES.	SAMH30A	SAMH29A	0.36	5	3.00			15	578.0	3.94	2.68	10.55	0.08	2.42	12.97	250	68.5	0.40%	37.61	34.48%	0.77	206.23	205.95	206.48	206.16	209.84	210.16	3.36	3.96				
CLIPPER DRIVE	SAMH27A	SAMH28A	0.65	8	3.00			24	24.0	4.37	0.11	0.49	0.15	0.15	0.63	200	54.0	2.00%	46.38	1.37%	1.48	207.89	206.81	208.09	207.02	210.92	210.49	2.93	3.48				
CLIPPER DRIVE	SAMH28A	SAMH29A	0.59	10	3.00			30	54.0	4.31	0.25	1.08	0.14	0.29	1.36	200	77.9	1.00%	32.80	4.15%	1.04	206.78	206.00	206.98	206.21	210.49	210.16	3.61	3.96				
SPRINGFIELD CRES.	SAMH29A	SAMH4A	0.40	6	3.00			18	650.0	3.91	3.01	11.77	0.09	2.80	14.57	250	80.0	0.40%	37.61	38.75%	0.77	205.92	205.60	206.17	205.81	210.16	210.12	3.99	4.27				
CUBITT ST	SAMH2A	SAMH3A	0.50	8	3.00			24	24.0	4.37	0.11	0.49	0.12	0.12	0.60	200	50.6	2.00%	46.38	1.29%	1.48	208.02	207.01	208.22	207.22	211.07	210.57	2.85	3.36				
CUBITT ST	SAMH3A	SAMH4A	0.59	10	3.00			30	54.0	4.31	0.25	1.08	0.14	0.25	1.33	200	77.9	1.70%	42.76	3.10%	1.36	206.98	205.65	207.18	205.86	210.57	210.12	3.39	4.27				
SPRINGFIELD CRES.	SAMH4A	MH15A	0.36	5	3.00			15	719.0	3.89	3.33	12.94	0.08	3.13	16.07	250	80.0	0.40%	37.55	42.80%	0.76	205.57	205.25	205.82	205.46	210.12	209.65	4.30	4.15				
BRETON ST.	MH15A	MH16A	0.14	0	3.00			0	1260.0	3.73	5.83	21.78	0.03	4.94	26.71	300	78.2	0.26%	49.31	54.17%	0.70	205.21	205.01	205.51	205.22	209.65	209.58	4.14	4.27				
BRETON ST.	MH16A	MH19A	0.19	3	3.00			9	1269.0	3.73	5.88	21.92	0.04	4.98	26.90	450	38.1	0.26%	145.38	18.50%	0.91	204.89	204.79	205.34	204.99	209.58	209.74	4.24	4.50				
MACKENZIE DRIVE	SAMH109A	SAMH122A	0.89	19	3.00	13	1.60	78	78.0	4.27	0.36	1.54	0.20	0.20	1.75	200	110.0	0.40%	20.74	8.42%	0.66	207.49	207.05	207.69	207.26	209.70	210.38	2.01	3.13				
MACKENZIE DRIVE	SAMH122A	SAMH121A	0.89	20	3.00	5	1.60	68	146.0	4.19	0.68	2.84	0.20	0.41	3.24	200	110.0	0.78%	28.97	11.20%	0.92	207.02	206.17	207.22	206.38	210.38	209.91	3.16	3.54				
MACKENZIE DRIVE	SAMH121A	SAMH17A	0.68	11	3.00			33	179.0	4.17	0.83	3.45	0.16	0.57	4.02	200	86.4	0.40%	20.74	19.37%	0.66	206.14	205.79	206.34	206.00	209.91	210.38	3.57	4.39				
MACKENZIE DRIVE	SAMH17A	SAMH18A	0.54	10	3.00			30	209.0	4.14	0.97	4.01																					

Nottawasaga Station in Stayner - Phase 3 Redline Draft Plan (School Block Option)																													
SANITARY SEWER DESIGN SHEET																													
		EXISTING PHASE 2 PHASE 3 FUTURE		N = 0.013 Peak Factor (M) = 1+(14/4+[P/1000]^0.5) Avg. Daily/Capita Flow = 400 L/cap.d Q infiltration = 0.23 L/ha.s														DESIGNED BY: ML CHECKED BY: RW DATE: July 28, 2019 REVISD: April 29, 2026 REVISED BY: NS											
				PROJECT: Nottawasga Station PROJECT No.: 0721-4240 FILE: Sanitary Sewer Design																									
STREET	FROM MH	TO MH	Area (Ha)	Units	Person/ Unit	ADUs	Person/ ADU	Pop.	TOTAL trib pop	Peak Factor	Avg. Flow (l/s)	Max Flow (l/s)	Infilt. (l/s)	TOTAL Infilt.	TOTAL FLOW (l/s)	Pipe Diam (mm)	Length (m)	Slope (%)	Cap. (l/s)	Cap. (%)	Vel. (m/s)	Upper Inv. El.	Lower Inv. El.	Upper Obv. El.	Lower Obv. El.	Ground Upper	Ground Lower	Cover Upper	Cover Lower
SPRINGFIELD CRES.	MH5A	MH6A	0.88	10	3.00			30	30.0	4.35	0.14	0.60	0.20	0.20	0.81	200	61.1	1.00%	32.80	2.46%	1.04	207.92	207.31	208.12	207.52	210.88	210.42	2.76	2.91
SPRINGFIELD CRES.	MH6A	MH7A	0.58	9	3.00			27	57.0	4.30	0.26	1.14	0.13	0.34	1.47	200	61.3	0.41%	21.00	7.01%	0.67	207.29	207.05	207.49	207.25	210.42	210.09	2.93	2.85
SPRINGFIELD CRES.	MH7A	MH8A	0.17	2	3.00			6	63.0	4.29	0.29	1.25	0.04	0.37	1.63	200	14.1	1.24%	36.52	4.46%	1.16	206.98	206.81	207.18	207.02	210.09	209.98	2.91	2.97
SPRINGFIELD CRES.	MH8A	MH15A	0.37	5	3.00			15	78.0	4.27	0.36	1.54	0.09	0.46	2.00	200	80.0	1.36%	38.25	5.24%	1.22	206.74	205.65	206.94	205.86	209.98	209.65	3.04	3.80
JUNCTION ROAD	LTC Block	SAMH13C	2.66	-	-			354	354.0	4.05	1.64	6.63	0.61	0.61	7.24	200	13.4	1.90%	45.21	16.02%	1.44	208.46	208.20	208.66	208.41	-	211.46	-	3.06
JUNCTION ROAD	SAMH13C	SAMH13B	0.13	0	0.00			0	354.0	4.05	1.64	6.63	0.03	0.64	7.27	200	52.0	0.51%	23.42	31.06%	0.75	208.11	207.84	208.31	208.05	211.46	211.40	3.15	3.36
JUNCTION ROAD	SAMH13B	MH13A	0.19	0	0.00			0	354.0	4.05	1.64	6.63	0.04	0.69	7.32	200	80.2	0.44%	21.76	33.64%	0.69	207.83	207.48	208.03	207.68	211.40	211.00	3.37	3.32
JUNCTION ROAD	PLUG	MH13A	1.47	23	2.40			55	55.0	4.31	0.25	1.10	0.34	0.34	1.43	200	13.7	1.11%	34.56	4.15%	1.10	207.55	207.40	207.75	207.61	-	211.00	-	3.40
BRETON ST.	MH13A	MH14A	0.74	10	3.00			30	439.0	4.00	2.03	8.13	0.17	1.19	9.33	200	89.6	0.99%	32.63	28.58%	1.04	207.39	206.50	207.59	206.71	211.00	210.04	3.41	3.34
BRETON ST.	MH14A	MH15A	0.51	8	3.00			24	463.0	3.99	2.14	8.56	0.12	1.31	9.87	200	66.1	1.07%	33.93	29.08%	1.08	206.46	205.75	206.66	205.96	210.04	209.65	3.38	3.70
KEEWATIN CRES.	SAMH40A	SAMH41A	0.45	8	2.40			19	19.0	4.38	0.09	0.39	0.10	0.10	0.49	200	72.0	0.40%	20.74	2.36%	0.66	208.39	208.10	208.59	208.31	211.09	210.73	2.50	2.43
RES BLK 647	SAMH41AA	SAMH41A	2.56	107	2.40			257	257.0	4.11	1.19	4.89	0.59	0.59	5.47	200	10.7	0.40%	20.74	26.39%	0.66	208.20	208.15	208.40	208.36	210.81	210.73	2.41	2.38
KEEWATIN CRES.	SAMH41A	SAMH42A	0.45	10	2.40			24	300.0	4.08	1.39	5.66	0.10	0.80	6.46	200	93.5	0.40%	20.74	31.14%	0.66	208.07	207.70	208.27	207.91	210.73	210.27	2.46	2.37
KEEWATIN CRES.	SAMH42A	SAMH43A	0.10	2	2.40			5	305.0	4.08	1.41	5.75	0.02	0.82	6.57	200	12.0	0.40%	20.74	31.69%	0.66	207.65	207.60	207.85	207.81	210.27	210.19	2.42	2.39
CHANNEL	SAMH43A	SAMH44A	0.16	0	2.40			0	305.0	4.08	1.41	5.75	0.04	0.86	6.61	200	12.4	0.40%	20.74	31.87%	0.66	207.00	206.95	207.20	207.16	210.19	210.06	2.99	2.91
CHANNEL	SAMH44A	SAMH44AA	0.04	0	2.40			0	305.0	4.08	1.41	5.75	0.01	0.86	6.62	200	83.3	0.40%	20.74	31.91%	0.66	207.42	207.09	207.62	207.30	210.06	209.69	2.44	2.40
CHANNEL	SAMH44AA	SAMH30A	0.03	0	2.40			0	305.0	4.08	1.41	5.75	0.01	0.87	6.63	200	46.0	0.40%	20.74	31.94%	0.66	206.46	206.28	206.66	206.48	209.69	209.84	3.03	3.36
SPRINGFIELD CRES.	PLUG	SAMH33B	4.92	81	2.40			195	195.0	4.15	0.90	3.75	1.13	1.13	4.88	200	19.4	0.40%	20.74	23.53%	0.66	207.30	207.22	207.50	207.43	208.28	210.79	0.78	3.37
SPRINGFIELD CRES.	SAMH33B	SAMH33A	0.15	0	2.40			0	195.0	4.15	0.90	3.75	0.03	1.17	4.91	200	23.3	0.40%	20.74	23.69%	0.66	207.17	207.08	207.37	207.29	210.79	210.72	3.42	3.44
SPRINGFIELD CRES.	SAMH33A	SAMH32A	0.49	8	3.00			24	219.0	4.13	1.01	4.19	0.11	1.28	5.47	200	70.2	0.40%	20.74	26.37%	0.66	207.00	206.72	207.20	206.93	210.72	210.29	3.52	3.37
SPRINGFIELD CRES.	SAMH32A	SAMH31A	0.62	11	3.00			33	252.0	4.11	1.17	4.79	0.14	1.42	6.22	200	76.0	0.40%	20.74	29.97%	0.66	206.69	206.39	206.89	206.59	210.29	209.90	3.40	3.32
SPRINGFIELD CRES.	SAMH31A	SAMH30A	0.20	2	3.00			6	258.0	4.11	1.19	4.90	0.05	1.47	6.37	200	14.5	0.40%	20.74	30.71%	0.66	206.34	206.28	206.54	206.48	209.90	209.84	3.37	3.36
SPRINGFIELD CRES.	SAMH30A	SAMH29A	0.36	5	3.00			15	578.0	3.94	2.68	10.55	0.08	2.42	12.97	250	68.5	0.40%	37.61	34.48%	0.77	206.23	205.95	206.48	206.16	209.84	210.16	3.36	3.96
CLIPPER DRIVE	SAMH27A	SAMH28A	0.65	8	3.00			24	24.0	4.37	0.11	0.49	0.15	0.15	0.63	200	54.0	2.00%	46.38	1.37%	1.48	207.89	206.81	208.09	207.02	210.92	210.49	2.93	3.48
CLIPPER DRIVE	SAMH28A	SAMH29A	0.59	10	3.00			30	54.0	4.31	0.25	1.08	0.14	0.29	1.36	200	77.9	1.00%	32.80	4.15%	1.04	206.78	206.00	206.98	206.21	210.49	210.16	3.61	3.96
SPRINGFIELD CRES.	SAMH29A	SAMH4A	0.40	6	3.00			18	650.0	3.91	3.01	11.77	0.09	2.80	14.57	250	80.0	0.40%	37.61	38.75%	0.77	205.92	205.60	206.17	205.81	210.16	210.12	3.99	4.27
CUBITT ST	SAMH2A	SAMH3A	0.50	8	3.00			24	24.0	4.37	0.11	0.49	0.12	0.12	0.60	200	50.6	2.00%	46.38	1.29%	1.48	208.02	207.01	208.22	207.22	211.07	210.57	2.85	3.36
CUBITT ST	SAMH3A	SAMH4A	0.59	10	3.00			30	54.0	4.31	0.25	1.08	0.14	0.25	1.33	200	77.9	1.70%	42.76	3.10%	1.36	206.98	205.65	207.18	205.86	210.57	210.12	3.39	4.27
SPRINGFIELD CRES.	SAMH4A	MH15A	0.36	5	3.00			15	719.0	3.89	3.33	12.94	0.08	3.13	16.07	250	80.0	0.40%	37.55	42.80%	0.76	205.57	205.25	205.82	205.46	210.12	209.65	4.30	4.15
BRETON ST.	MH15A	MH16A	0.14	0	3.00			0	1260.0	3.73	5.83	21.78	0.03	4.94	26.71	300	78.2	0.26%	49.31	54.17%	0.70	205.21	205.01	205.51	205.22	209.65	209.58	4.14	4.27
BRETON ST.	MH16A	MH19A	0.19	3	3.00			9	1269.0	3.73	5.88	21.92	0.04	4.98	26.90	450	38.1	0.26%	145.38	18.50%	0.91	204.89	204.79	205.34	204.99	209.58	209.74	4.24	4.50
MACKENZIE DRIVE	SAMH109A	SAMH122A	0.89	19	3.00	13	1.60	78																					



Project: N.Station
File: 721-4240
Date: 2026.04.08
By: NS
Check By: JE

Nottawasaga Station Phase 3 - SANITARY EQUIVALENT FLOW CALCULATIONS

Total Institutional Area	1.85 ha
<u>Sanitary Design Flows</u>	
Institutional	(Clearview Township Standards) 28 m3/ha/day
Inflow & Infiltration	(Clearview Township Standards) 0.23 L/s/ha
Average Institutional Daily Flow	0.6 L/sec
Max Day Peak Factor (Institutional)	(Clearview Township Standards) 5.9
Max Day Flow	3.5 L/sec
Inflow & Infiltration	0.43 L/sec
Total Daily Peak Flow from School Block	3.96 L/sec
Average Residential Daily Flow per Capita	400 L/C-day
Max Day Peak Factor (Residential)	(Harmon Formula) 4.2
Equivalent Population	183 persons
Person Per Residential Unit	(Clearview Township Standards) 3.00 persons/unit
Equivalent Residential Units	61 Units

APPENDIX B

Stormwater Design Calculations

Modified Rational Method Calculations

MTO IDF Lookup

Water Quality Calculations

Modified Rational Method Extra Storage Requirement

Peak Flow

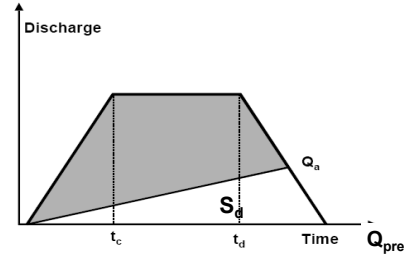
$$Q_{\text{post}} = 0.0028 \cdot C_{\text{post}} \cdot i_{(T_d)} \cdot A$$

Intensity

$$i_{(T_d)} = A (T_d)^B$$

Storage

$$S_d = Q_{\text{post}} \cdot T_d - Q_{\text{pre}} (T_d + T_c) / 2$$



Single Detached Units Scenario Data			
Inputs		Outputs	
IDF Location	Clearview	Intensity (mm/hr):	122.81
Return Period	100 yr		
Time of Concentration (min)	15		
Coeff A	46.6		
Coeff B	-0.699		
Runoff Coeff (Unadjusted)	0.50	Flow (m³/s)	0.29
Runoff Coefficient (Adjusted)	0.63		
Area (ha)	1.35		

Townhouse Units Scenario Data			
Inputs		Outputs	
IDF Location	Clearview	Intensity (mm/hr):	122.81
Return Period	100 yr		
Time of Concentration (min)	15		
Coeff A	46.6		
Coeff B	-0.699		
Runoff Coeff (unadjusted)	0.77	Flow (m³/s)	0.45
Runoff Coefficient (Adjusted)	0.96		
Area (ha)	1.35		

Target Flow (m³/s) 0.29

REQUIRED STORAGE VOLUME: 141.0

Storage Volume Determination (Detailed)				
T _d	i	T _d	Q _{Uncont}	S _d
min	mm/hr	sec	m³/s	m³
15	122.81	900	0.447	141.0
20	100.44	1200	0.365	133.9
25	85.93	1500	0.313	120.8
30	75.65	1800	0.275	103.7
35	67.92	2100	0.247	83.7
40	61.87	2400	0.225	61.5
45	56.98	2700	0.207	37.5
50	52.93	3000	0.193	12.0
55	49.52	3300	0.180	-14.7
60	46.60	3600	0.170	-42.4
65	44.06	3900	0.160	-71.1
70	41.84	4200	0.152	-100.5
75	39.87	4500	0.145	-130.6
80	38.11	4800	0.139	-161.3
85	36.53	5100	0.133	-192.6
90	35.10	5400	0.128	-224.3



Water Quality Requirements

Project #: 721-4240
 Project: Nottawasaga Station - Phase 3
 Date: Apr 10, 2026
 By: JE

Water Quality Requirements

West SWM Facility

Quality Calculations

Parameter	Original DP	Proposed DP	
Area Statistics			
Contributing Areas	Revised area	Revised area	-
Area	1.35	1.35	ha
% Impervious	38	80	%
MOE Volumes (per Table 3.2, Infiltration)			
MOE Total Enhanced Water Quality (WQ) Volume	26	38	m ³ /ha

Required Volumes

Required Volumes	35	52	m ³
Additional Water Quality Volume Required	17		m ³
Residual WQ Volume Available	358		m ³
Residual WQ Volume Available With Redline	341		m ³

Active coordinate

44° 25' 45" N, 80° 4' 44" W (44.429167,-80.079167)

Retrieved: Fri, 10 Apr 2026 15:32:44 GMT



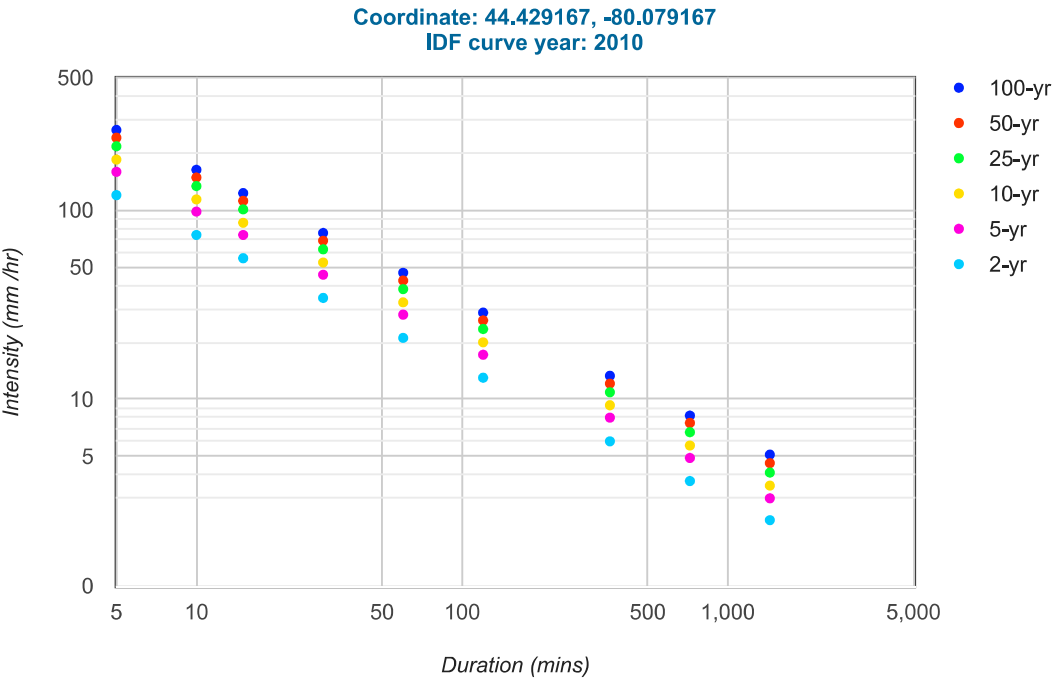
Location summary

These are the locations in the selection.

IDF Curve: 44° 25' 45" N, 80° 4' 44" W (44.429167,-80.079167)

Results

An IDF curve was found.



Coefficient summary

IDF Curve: 44° 25' 45" N, 80° 4' 44" W (44.429167,-80.079167)

Retrieved: Fri, 10 Apr 2026 15:32:44 GMT

Data year: 2010

IDF curve year: 2010

Return period	2-yr	5-yr	10-yr	25-yr	50-yr	100-yr
A	21.1	28.0	32.5	38.2	42.4	46.6
B	-0.699	-0.699	-0.699	-0.699	-0.699	-0.699

Statistics

Rainfall intensity (mm hr⁻¹)

Duration	5-min	10-min	15-min	30-min	1-hr	2-hr	6-hr	12-hr	24-hr
2-yr	119.8	73.8	55.6	34.3	21.1	13.0	6.0	3.7	2.3
5-yr	159.0	98.0	73.8	45.5	28.0	17.2	8.0	4.9	3.0
10-yr	184.6	113.7	85.6	52.8	32.5	20.0	9.3	5.7	3.5
25-yr	217.0	133.7	100.7	62.0	38.2	23.5	10.9	6.7	4.1
50-yr	240.8	148.4	111.7	68.8	42.4	26.1	12.1	7.5	4.6
100-yr	264.7	163.0	122.8	75.6	46.6	28.7	13.3	8.2	5.1

Rainfall depth (mm)

Duration	5-min	10-min	15-min	30-min	1-hr	2-hr	6-hr	12-hr	24-hr
2-yr	10.0	12.3	13.9	17.1	21.1	26.0	36.2	44.6	54.9
5-yr	13.3	16.3	18.4	22.7	28.0	34.5	48.0	59.2	72.9
10-yr	15.4	19.0	21.4	26.4	32.5	40.0	55.7	68.7	84.6
25-yr	18.1	22.3	25.2	31.0	38.2	47.1	65.5	80.7	99.4
50-yr	20.1	24.7	27.9	34.4	42.4	52.2	72.7	89.6	110.4
100-yr	22.1	27.2	30.7	37.8	46.6	57.4	79.9	98.5	121.3

Terms of Use

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APPENDIX C

Historic Reference Material

Previously Approved Draft Plan of Subdivision (Mainline Planning Services, 2009)

General Servicing Plans (TMIG, 2018)

GENERAL NOTE:

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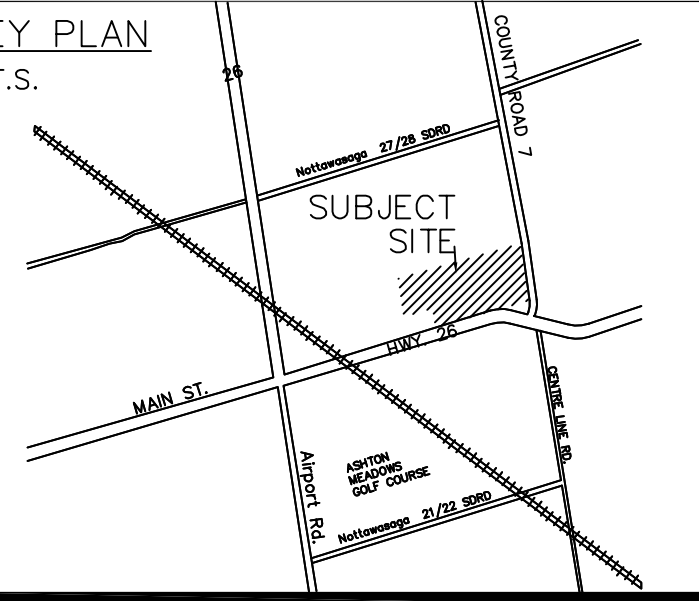
LEGEND:

- PARK AREAS/SWM POND
- 3m PASSING BRIDGE
- 4m min. PEDESTRIAN PATH
- NEW REGIONAL FLOOD LINE

ADDITIONAL INFORMATION AS REQUIRED UNDER SECTION 51 OF THE ONTARIO PLANNING ACT, R.S.O. 1990, c.P.13 (AS AMENDED APRIL, 1997).

- a) AS SHOWN
- b) AS SHOWN
- c) SEE LAND USE SCHEDULE
- d) AS SHOWN
- e) AS SHOWN
- f) AS SHOWN
- g) AS SHOWN
- h) MUNICIPAL WATER SUPPLY AVAILABLE
- i) SANDY
- j) AS SHOWN
- k) MUNICIPAL SANITARY AND STORM SEWERS
- l) AS SHOWN

KEY PLAN
N.T.S.



LAND USE SCHEDULE

TOTAL AREA TO BE SUBDIVIDED	726,885.5 sm (100.00%)
Detached Lots	282,103.88 sm (38.8%)
Streets A to U	170,721.44 sm (23.5%)
Semi-detached Lots, Blocks 1-31	18,798.82 sm (2.6%)
Street Dedication, Blocks 32-35	2,917.99 sm (0.4%)
Medium Density Residential, Blocks 36-38	68,443.42 sm (9.4%)
Park Dedication, Blocks 53	41,222.16 sm (5.7%)
Blocks 44-45 = Pedestrian Path	
Mowat Road Widening, Block 56	3,221.80 sm (0.4%)
Future Road Dedication, Blocks 68-69	1,538.93 sm (0.2%)
0.3m Reserve, Blocks 59-67	681.56 sm (0.1%)
Lands To Be Retained, Block 39-41	74,713.85 sm (10.3%)
Block 39 (Commercial / Residential)	70,670.36 sm
Block 40 (6 Semis & 3 Townhomes)	3,240.13 sm
Block 41 (2 Detached Homes)	803.36 sm
Hwy #26 Widening, Block 57	2,350.45 sm (0.3%)
County Road 7 Widening, Block 58	4,339.98 sm (0.6%)
SWM Pond - Blocks 54, 55, 70-73	55,831.22 sm (7.7%)

TOTAL NUMBER OF DWELLINGS

Medium Density Residential	= 995
Total Street Townhouse Homes	= 12
Total Semi-detached Homes	= 62
Total Detached Homes	= 613

Existing Zoning: Agricultural
Proposed Zoning: Residential, Commercial

Medium Density: Townhomes/Apts = max 45 units/ NET Ha.
Low Density: Single Detached = max 12 units/ GROSS Ha.
Semi Detached = max 15 units/ GROSS Ha.

	Street Townhouse	Semi-Detached Homes	Detached Homes
Min Lot Depth	30.0m	30.0m	30.0m
Min Lot Frontage	6.10m	9.00m	13.5m
Min Lot Area	201.0 sm	270.0 sm	405.0 sm

Existing Official Plan: 'Residential', 'Future Residential'
Proposed Use of Land: 'Residential', 'Commercial'
Adjacent Use of Land: See Plan

NOTE:
ALL SURVEY INFORMATION TAKEN FROM A PLAN OF SURVEY BY BENNETT YOUNG LIMITED, ONTARIO LAND SURVEYOR, 1040 MARTINGROVE ROAD, TORONTO, ONTARIO.

NO.	DATE	DESCRIPTION	BY
10	07-10	Revised Per City Staff Comments	J.P.P.
9	01-09	Revised Per Staff Comments	J.P.P.
8	12-08	Revised Per Staff Comments	J.P.P.
7	9-08	Revised Per Staff Comments	J.P.P.
6	8-08	Revised Per Staff Comments	J.P.P.
5	4-08	Revised Per Staff Comments	J.P.P.
4	10-07	Simcoe/ NYCA Comments	J.P.P.
3	1-07	Revised per Staff Comments	J.P.P.
2	10-06	Revised per Staff Comments	J.P.P.
1	6-06	Submitted for Draft Plan Approval	J.P.P.
REVISIONS			

mainline
planning services inc.

PH (905) 893-0046 FAX (905) 893-5446
P.O. BOX 319, Kleinburg, ONTARIO, L0J 1C0

DRAWING TITLE

PLAN OF SUBDIVISION

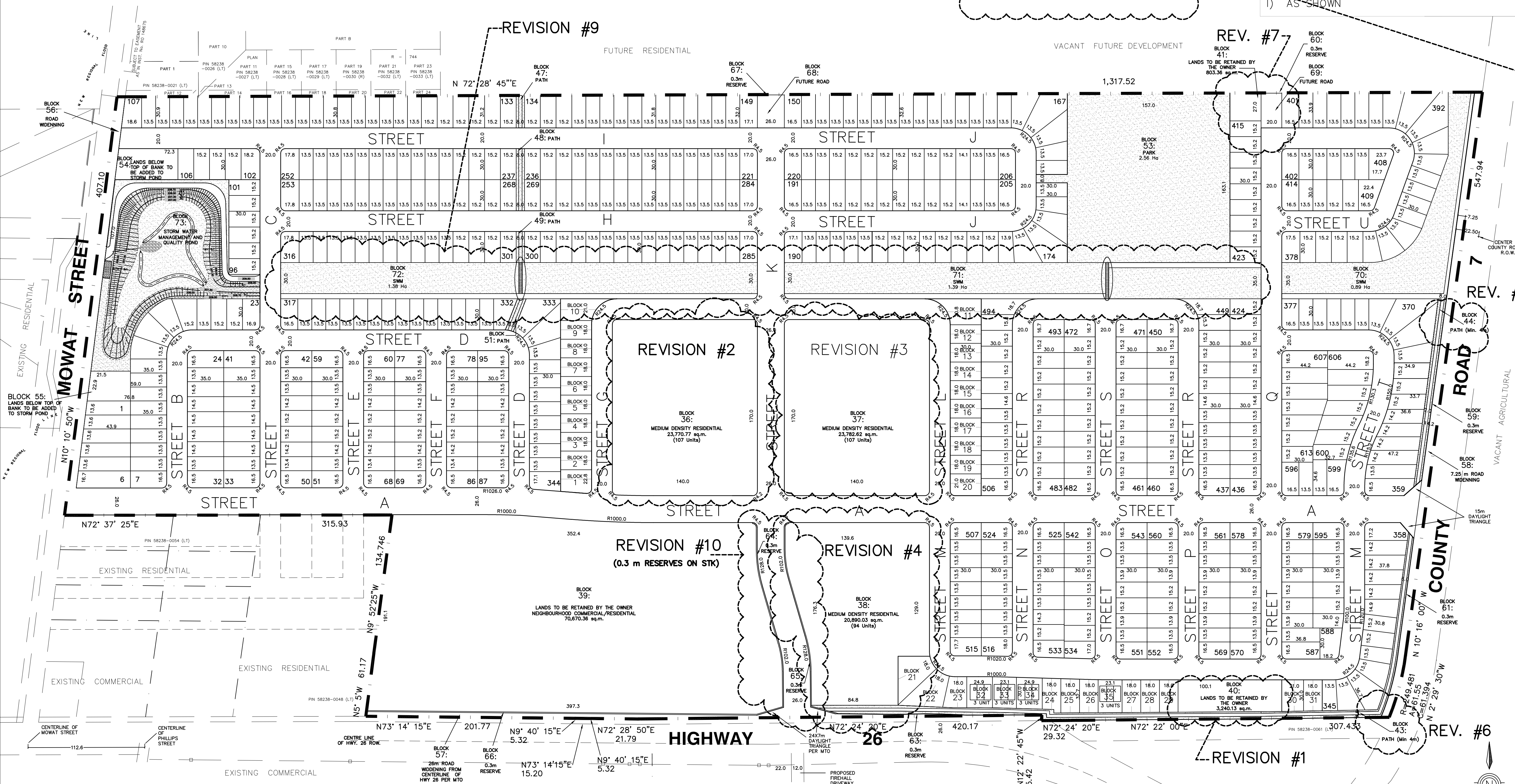
PROJECT

GRAND CLEARVIEW ESTATES

DEVELOPER/OWNER



DRAWN	CHECKED	SCALE	DWG. NO.
J.P.P./MAX	J.P.P.	1 = 2000	SP1
DATE	ISSUED	JOB NO.	
01-09	J.P.P.	DANCOR1	



OWNER'S CERTIFICATE

I HEREBY AUTHORIZE MAINLINE PLANNING SERVICES INC. TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION.

THE ESTATES OF CLEARVIEW INC.
6 MELANIE DRIVE, SUITE 101
BRAMPTON, ONTARIO L6T 4K9

Sean P. Ford

SEAN P. FORD

JUN 5, 2006

SURVEYOR'S CERTIFICATE

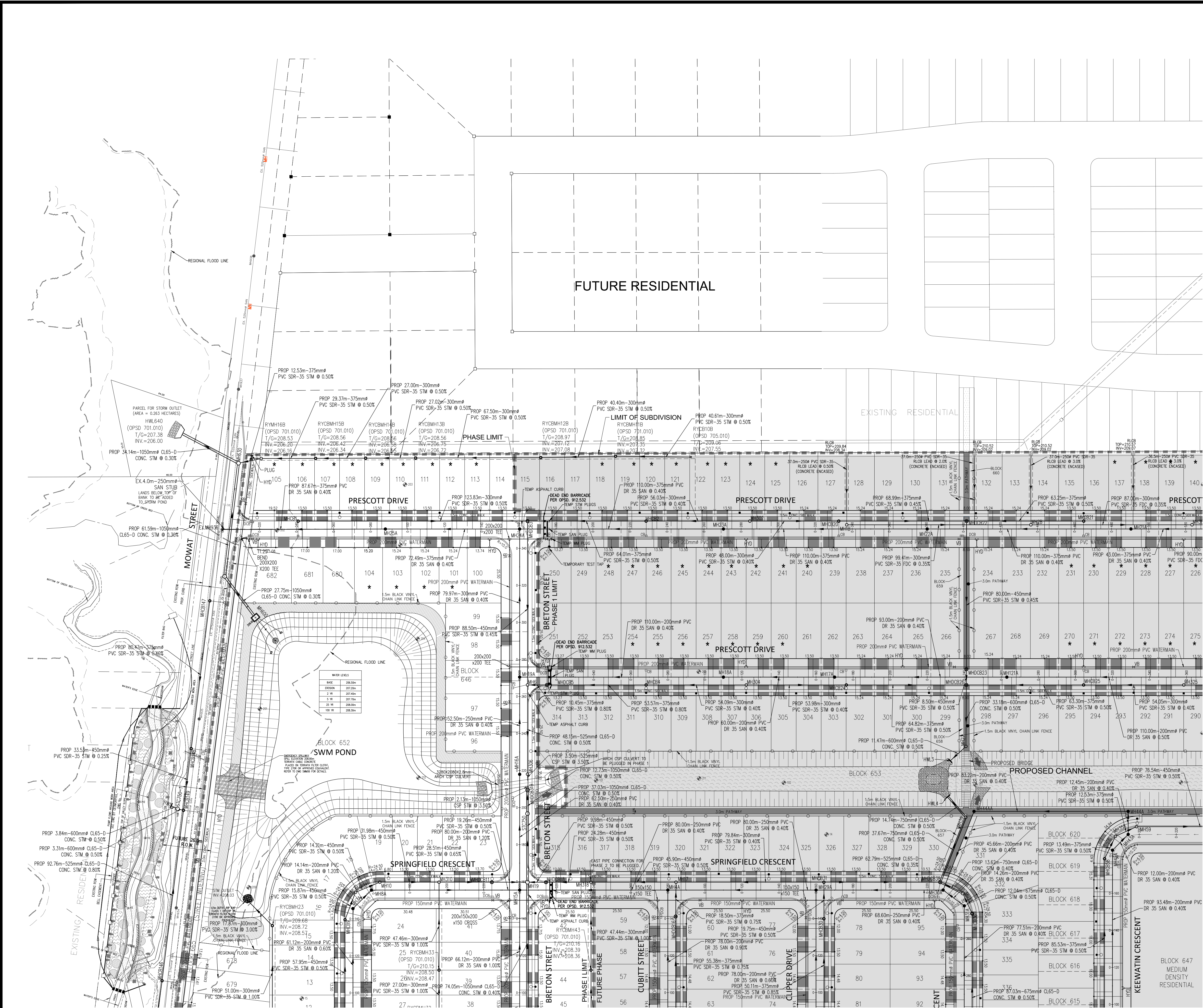
I HEREBY CERTIFY THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY SHOWN.

Rodney H. Geyer

RODNEY H. GEYER, OLS DEC 15, 2008
STEL + GEYER LAND SURVEYORS

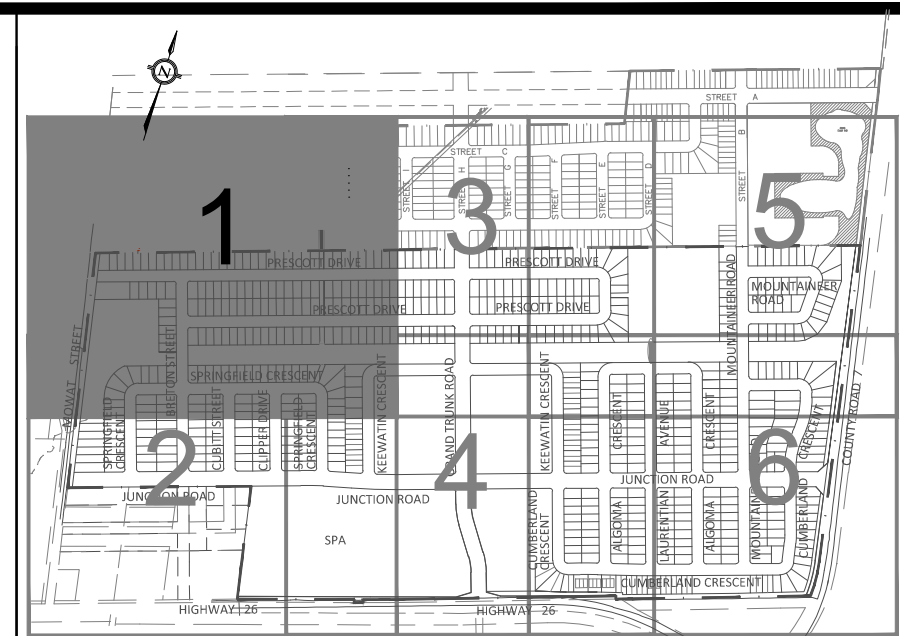
LEGAL DESCRIPTION

PART OF LOT 25, CONCESSION 1 AND PARK LOTS 1 TO 4 INCLUSIVE. NORTH OF FIRST RANGE, PARK LOTS 1 TO 3 INCLUSIVE, NORTH OF SECOND RANGE. PART OF PARK LOTS 3 AND 4, SOUTH OF FIRST RANGE. PLAN 197 FIRST RANGE, SECOND RANGE AND UNNAMED ROAD BY PLAN 197 GEOGRAPHIC TOWNSHIP OF NOTTAWASAGA, NOW IN THE TOWNSHIP OF CLEARVIEW COUNTY OF SIMCOE



SEE DWG. GP03

SEE DWG. GP02



- LEGEND**
- PROPOSED SANITARY MANHOLE
 - PROPOSED STORM MANHOLE
 - PROPOSED STORM CATCHBASIN MANHOLE
 - PROPOSED STORM DOUBLE CATCHBASIN MANHOLE
 - PROPOSED CATCHBASIN
 - PROPOSED CATCHBASIN WITH GOSS TRAP
 - PROPOSED DOUBLE CATCHBASIN
 - PROPOSED DOUBLE CATCHBASIN WITH GOSS TRAP
 - PROPOSED VALVE & CHAMBER
 - PROPOSED VALVE & BOX
 - PROPOSED HYDRANT & VALVE
 - WM TEST TAP - REFER TO DETAIL DWG DE06
 - EXISTING SANITARY MANHOLE
 - EXISTING STORM MANHOLE
 - EXISTING CATCHBASIN
 - EXISTING VALVE & CHAMBER
 - EXISTING HYDRANT & VALVE
 - PROPOSED BLOCK NUMBERS
 - ROGERS PEDESTAL
 - EXISTING MAIL BOX LOCATIONS
 - CANADA POST MAIL BOX
 - HYDRO TRANSFORMER
 - STREET LIGHTS
 - ENGINEERED FILL LOT
 - 25mm HOPE WATER SERVICE CONNECTION
 - AND WATERBOX LOCATIONS
 - PROPOSED DRIVEWAY LOCATION
 - 125mm SANITARY SERVICE CONNECTION (TYP.)
 - 150mm STORM SERVICE CONNECTION (TYP.)
 - LIMIT OF SUBDIVISION
 - PHASE LIMIT
 - CHAIN LINK FENCE
 - PROPOSED TREE LINE
 - SOLID DECORATIVE FENCE
 - OVERLAND FLOW ROUTE
 - RIP-RAP

No.	REVISIONS	Date	By
4.	THIRD SUBMISSION	JAN 2018	J.L.
3.	MTD SUBMISSION	DEC 2016	B.G.
2.	SECOND SUBMISSION	MAR 2015	B.G.
1.	FIRST SUBMISSION	SEP 2013	B.G.

BENCHMARK NOTE
ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE DERIVED FROM CONTROL STATION 20B19781.5 HAVING A PUBLISHED ELEVATION OF 217.108 METRES. VERTICAL DATUM OF CGVD-1928.1978.
BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN 81M, ZONE 17 BASED ON NAD 83 CSRS (1997 EPOCH).



Designed By: Approved By: P. Eng.

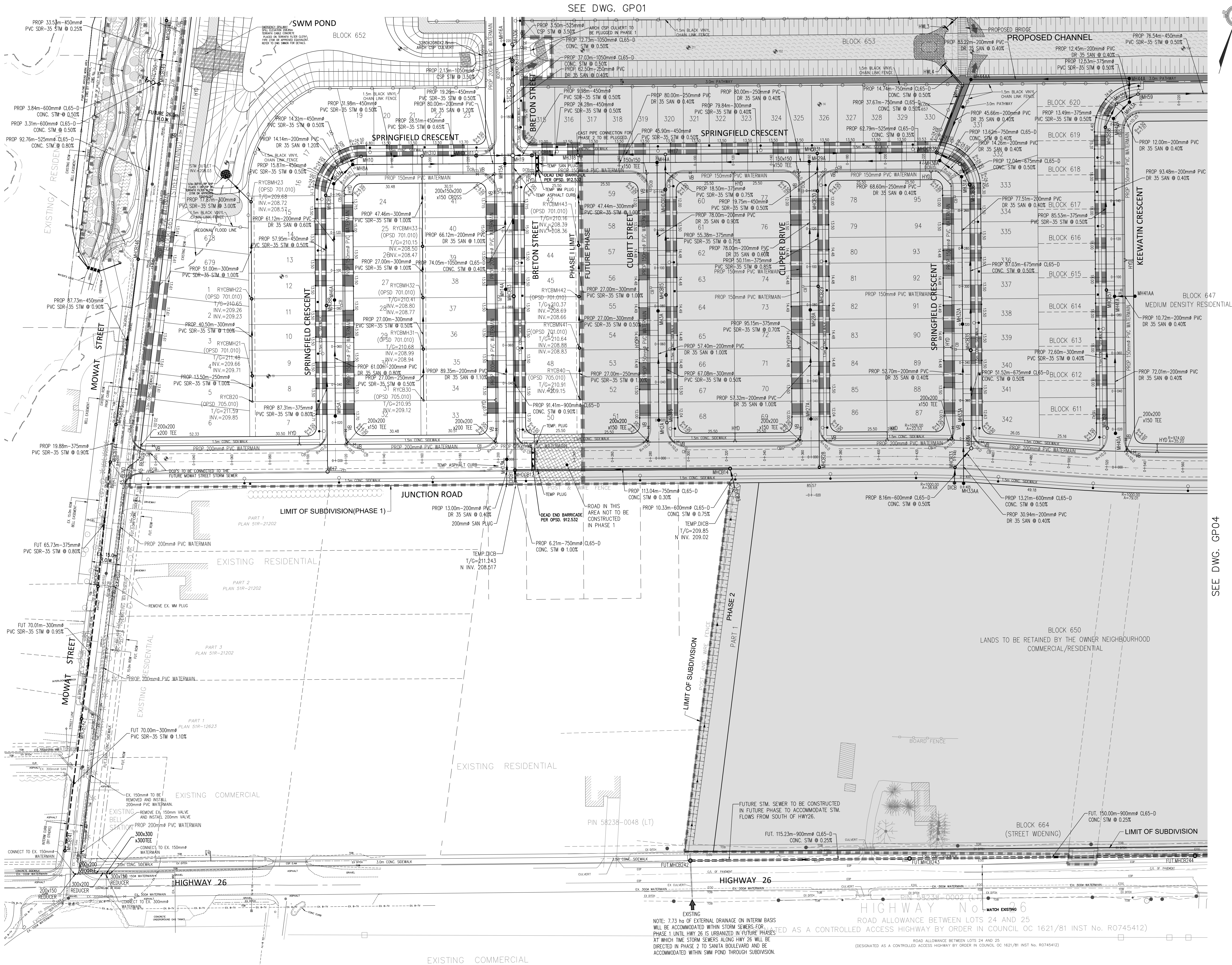
TMIG
The Municipal Infrastructure Group Ltd.
8800 Dufferin Street,
Suite 200
Vaughan, ON
L4K 0C5
p: 905.738.5700
f: 905.738.0065

NOTTAWASAGA STATION IN STAYNER
SD-2004-011

GENERAL SERVICING PLAN

Scale: 1:1000	Project No. 13108
Drawn By: CAD	Drawing No. GP01
Designed By: B.G.	
Checked By: D.A.	
Date: SEPTEMBER 2013	

File: G:\Projects\2013108 - Estates of Cleaver\Drawings\General Plans\GP01-SD-2004-011.DWG Layout: GP01 Date: Jan 08, 2015 1:12 PM. Edit By: J.L.



- LEGEND**
- PROPOSED SANITARY MANHOLE
 - PROPOSED STORM MANHOLE
 - PROPOSED STORM CATCHBASIN MANHOLE
 - PROPOSED STORM DOUBLE CATCHBASIN MANHOLE
 - PROPOSED CATCHBASIN
 - PROPOSED CATCHBASIN WITH GOSS TRAP
 - PROPOSED DOUBLE CATCHBASIN
 - PROPOSED DOUBLE CATCHBASIN WITH GOSS TRAP
 - PROPOSED VALVE & CHAMBER
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 - ENGINEERED FILL LOT
 - 25mm HOPE WATER SERVICE CONNECTION AND WATERBOX LOCATIONS
 - PROPOSED DRIVEWAY LOCATION
 - 125mm SANITARY SERVICE CONNECTION (TYP.)
 - 150mm STORM SERVICE CONNECTION (TYP.)
 - LIMIT OF SUBDIVISION
 - PHASE LIMIT
 - CHAIN LINK FENCE
 - PROF TREE LINE
 - SOLID DECORATIVE FENCE
 - OVERLAND FLOW ROUTE
 - RIP-RAP

No.	REVISIONS	Date	By
4.	THIRD SUBMISSION	JAN 2018	J.L.
3.	MTO SUBMISSION	DEC 2016	B.G.
2.	SECOND SUBMISSION	MAR 2015	B.G.
1.	FIRST SUBMISSION	SEP 2013	B.G.

BENCHMARK NOTE
ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE DERIVED FROM CONTROL STATION 008127881.5 HAVING A PUBLISHED ELEVATION OF 217.106 METRES. VERTICAL DATUM OF CGVD-1928.1978.
BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN 81M, ZONE 17 BASED ON NAD 83 CSRS (1997 EPOCH).

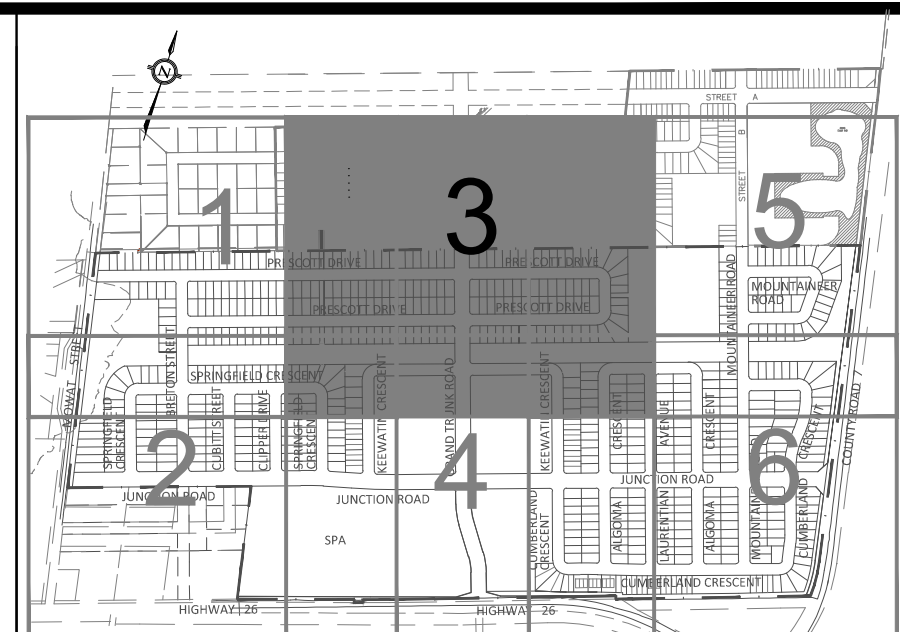
DESIGNED BY:  P. Eng.

APPROVED BY: _____

TMIG
The Municipal Infrastructure Group Ltd.
8800 Dufferin Street,
Suite 200
Vaughan, ON
L4K 0C5
P: 905.738.5700
F: 905.738.0065

NOTTAWASAGA STATION IN STAYNER
SD-2004-011
GENERAL SERVICING PLAN

Scale: 1:1000	Project No. 13108
Drawn By: CAD	Drawing No. GP02
Designed By: B.G.	
Checked By: D.A.	
Date: SEPTEMBER 2013	



- LEGEND**
- PROPOSED SANITARY MANHOLE
 - PROPOSED STORM MANHOLE
 - PROPOSED STORM CATCHBASIN MANHOLE
 - PROPOSED STORM DOUBLE CATCHBASIN MANHOLE
 - PROPOSED CATCHBASIN
 - PROPOSED CATCHBASIN WITH GOSS TRAP
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 - RIP-RAP

No.	REVISIONS	Date	By
4.	THIRD SUBMISSION	JAN 2018	J.L.
3.	MTD SUBMISSION	DEC 2016	B.G.
2.	SECOND SUBMISSION	MAR 2015	B.G.
1.	FIRST SUBMISSION	SEP 2013	B.G.

BENCHMARK NOTE
ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE DERIVED FROM CONTROL STATION 008192815 HAVING A PUBLISHED ELEVATION OF 217.108 METRES. VERTICAL DATUM OF CGVD-1928/1978.
BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN 81M, ZONE 17 BASED ON NAD 83 CRS (1997 EPOCH).



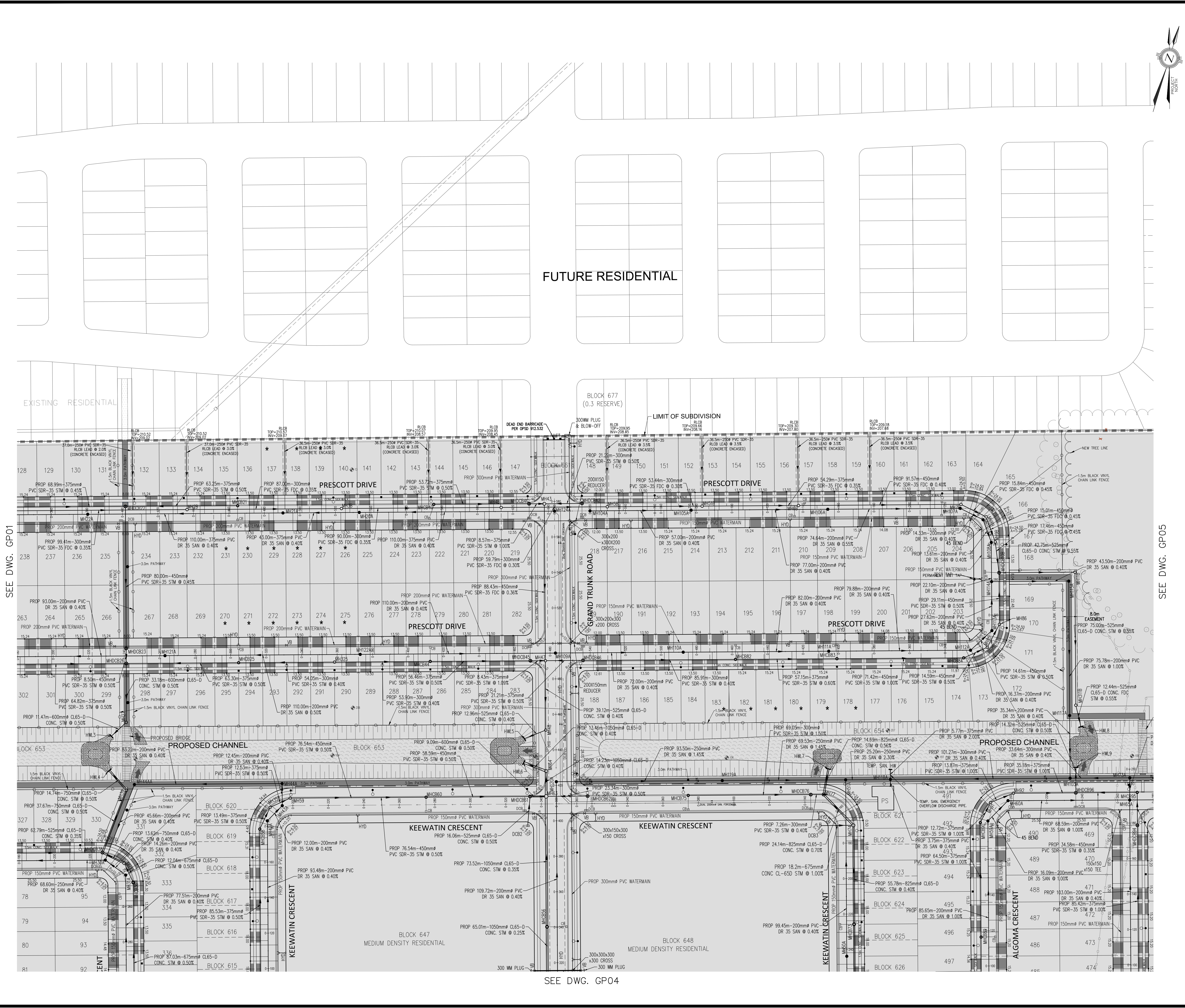
Designed By: Approved By: P. Eng.



NOTTAWASAGA STATION IN STAYNER
SD-2004-011

GENERAL SERVICING PLAN

Scale: 1:1000	Project No. 13108
Drawn By: CAD	Drawing No. GP03
Designed By: B.G.	
Checked By: D.A.	
Date: SEPTEMBER 2013	

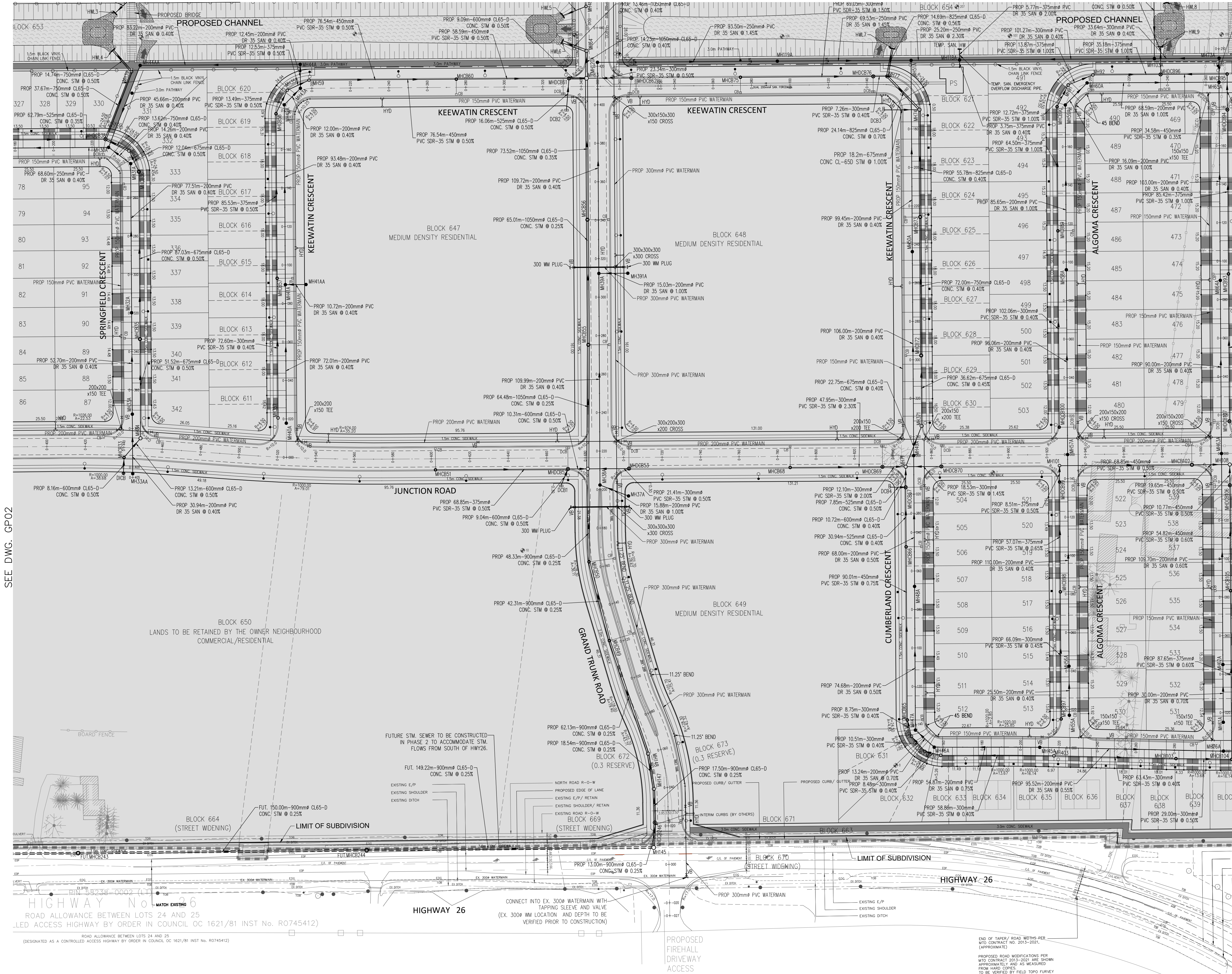


SEE DWG. GP01

SEE DWG. GP05

SEE DWG. GP04

SEE DWG. GP03



- LEGEND**
- PROPOSED SANITARY MANHOLE
 - PROPOSED STORM MANHOLE
 - PROPOSED STORM CATCHBASIN MANHOLE
 - PROPOSED STORM DOUBLE CATCHBASIN MANHOLE
 - PROPOSED CATCHBASIN
 - PROPOSED CATCHBASIN WITH GOSS TRAP
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No.	REVISIONS	Date	By
4.	THIRD SUBMISSION	JAN 2018	J.L.
3.	MTD SUBMISSION	DEC 2016	B.G.
2.	SECOND SUBMISSION	MAR 2015	B.G.
1.	FIRST SUBMISSION	SEP 2013	B.G.

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Designed By: Approved By: P. Eng.

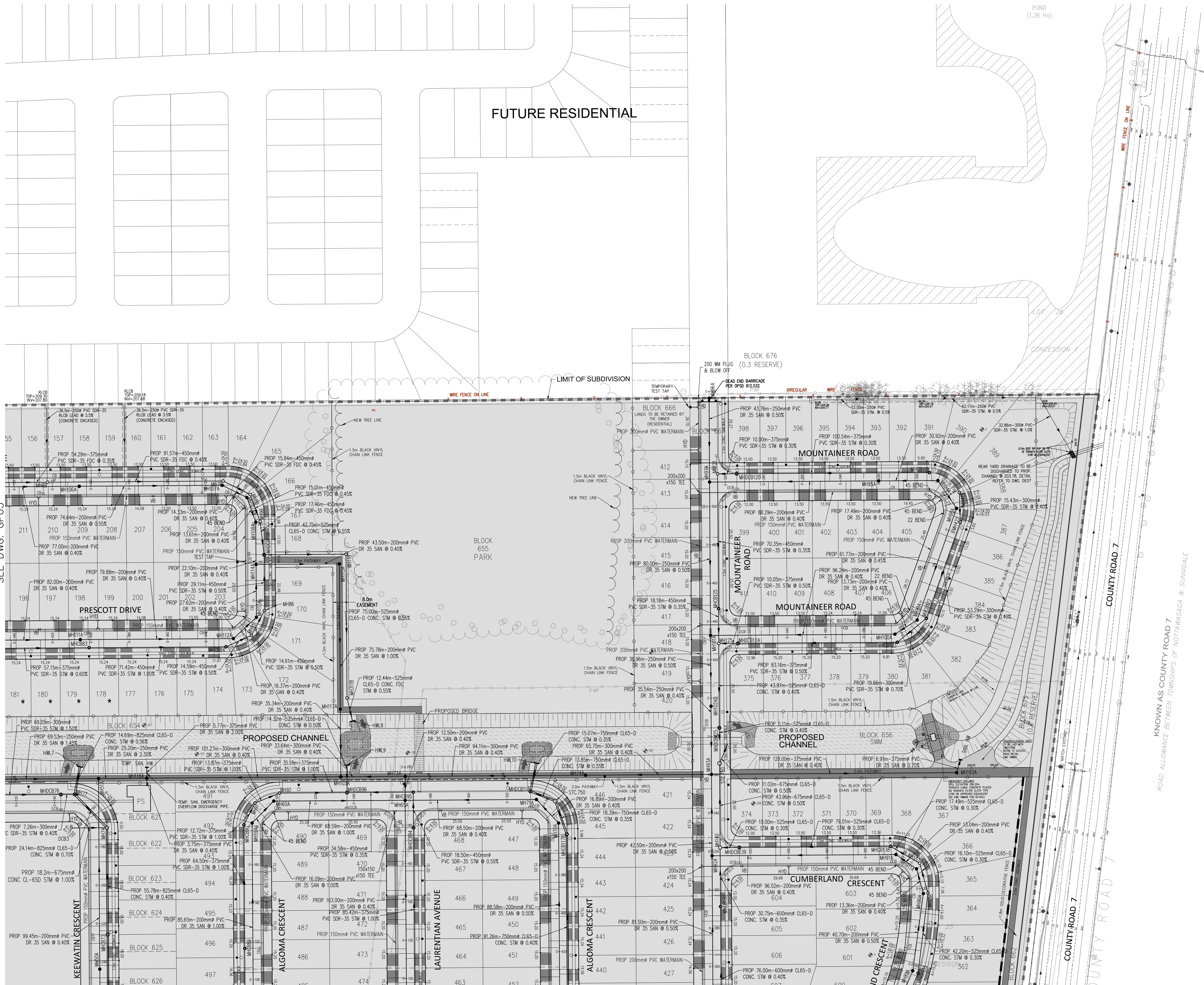


NOTTAWASAGA STATION IN STAYNER
SD-2004-011

GENERAL SERVICING PLAN

Scale: 1:1000	Project No. 13108
Drawn By: CAD	Drawing No. GP04
Designed By: B.G.	
Checked By: D.A.	
Date: SEPTEMBER 2013	

File: G:\Projects\2013108 - Estates of Clearview\Drawings\General Plan\GP04-06.DWG Layout: GP04 Date: Jan 08, 2018 1:18pm. Edit By: J.L.



- LEGEND**
- PROPOSED SANITARY MANHOLE
 - PROPOSED STORM MANHOLE
 - PROPOSED STORM CATCHBASIN MANHOLE
 - PROPOSED STORM DOUBLE CATCHBASIN MANHOLE
 - PROPOSED CATCHBASIN
 - PROPOSED CATCHBASIN WITH GOSS TRAP
 - PROPOSED DOUBLE CATCHBASIN
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No.	REVISIONS	Date	By
4.	THIRD SUBMISSION	JAN 2018	J.L.
3.	MTD SUBMISSION	DEC 2016	B.G.
2.	SECOND SUBMISSION	MAR 2015	B.G.
1.	FIRST SUBMISSION	SEP 2013	B.G.

BENCHMARK NOTE
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Designed By: Approved By: P. Eng.

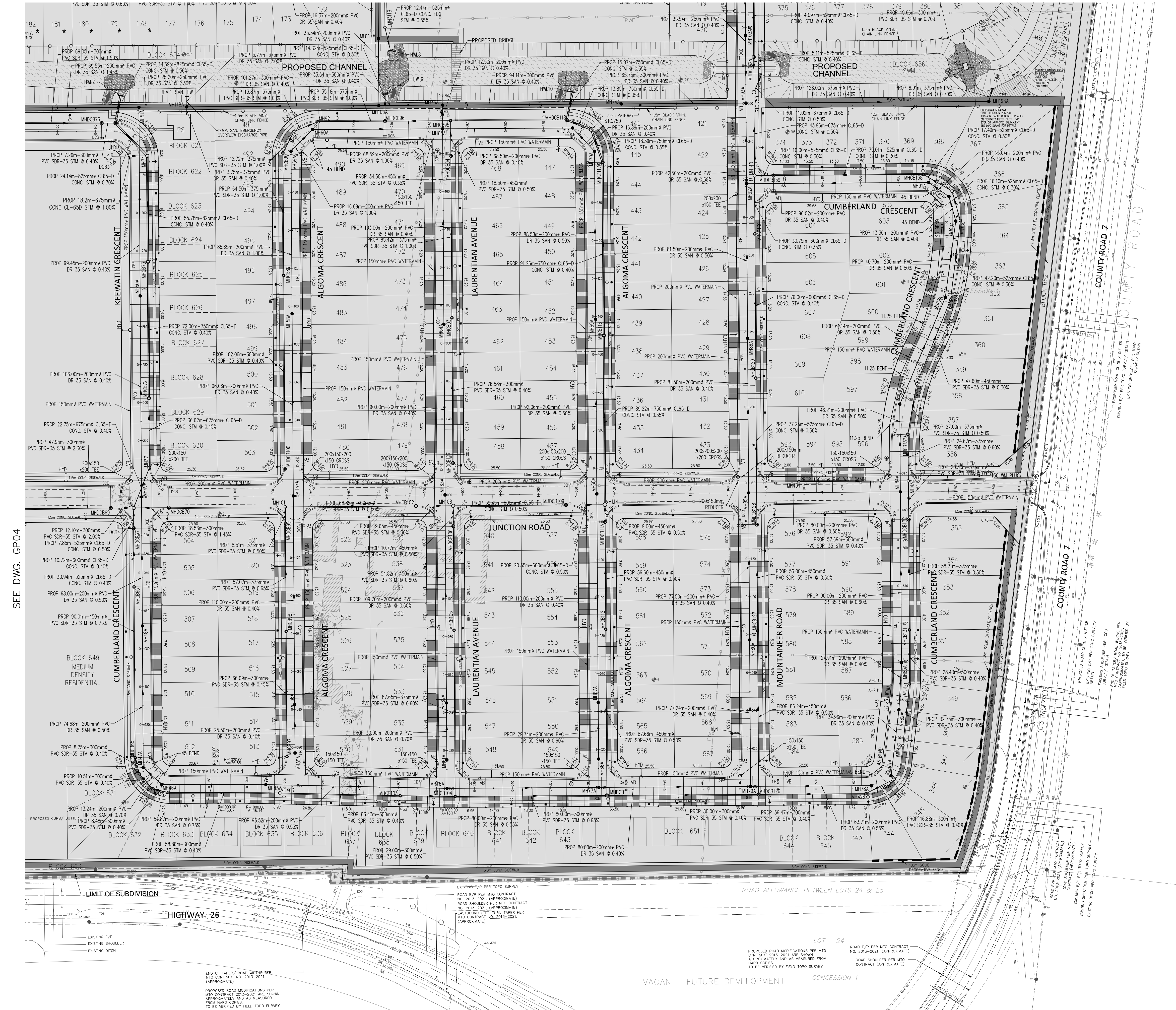


NOTTAWASAGA STATION IN STAYNER
SD-2004-011
GENERAL SERVICING PLAN

Scale: 1:1000	Project No. 13108
Drawn By: CAD	Drawing No. GP05
Designed By: B.G.	
Checked By: D.A.	
Date: SEPTEMBER 2013	

File: G:\Projects\2013\13108 - Estates of Clearview Drawings\General Plan\GP04-06.DWG Layout: GP05 Date: Jan 08, 2018 P: 138pm. Edit By: J.L.

SEE DWG. GP05



- LEGEND**
- PROPOSED SANITARY MANHOLE
 - PROPOSED STORM MANHOLE
 - PROPOSED STORM CATCHBASIN MANHOLE
 - PROPOSED STORM DOUBLE CATCHBASIN MANHOLE
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No.	REVISIONS	Date	By
4.	THIRD SUBMISSION	JAN 2018	J.L.
3.	MTD SUBMISSION	DEC 2016	B.G.
2.	SECOND SUBMISSION	MAR 2015	B.G.
1.	FIRST SUBMISSION	SEP 2013	B.G.

BENCHMARK NOTE
ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE DERIVED FROM CONTROL STATION 008127813 HAVING A PUBLISHED ELEVATION OF 217.106 METRES. VERTICAL DATUM OF CGVD-1928/1978.

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN 81M, ZONE 17 BASED ON NAD 83 CSRS (1997 EPOCH).

PROFESSIONAL ENGINEER
Z. LU
100143288
SEP 8/16
PROVINCE OF ONTARIO

Designed By: _____ Approved By: _____

P. Eng.

TMIG
The Municipal Infrastructure Group Ltd.

8800 Dufferin Street,
Suite 200
Vaughan, ON
L4K 0C5
p: 905.738.5700
f: 905.738.0065

NOTTAWASAGA STATION IN STAYNER
SD-2004-011

GENERAL SERVICING PLAN

Scale: 1:1000	Project No. 13108
Drawn By: CAD	Drawing No. GP06
Designed By: B.G.	
Checked By: D.A.	
Date: SEPTEMBER 2013	

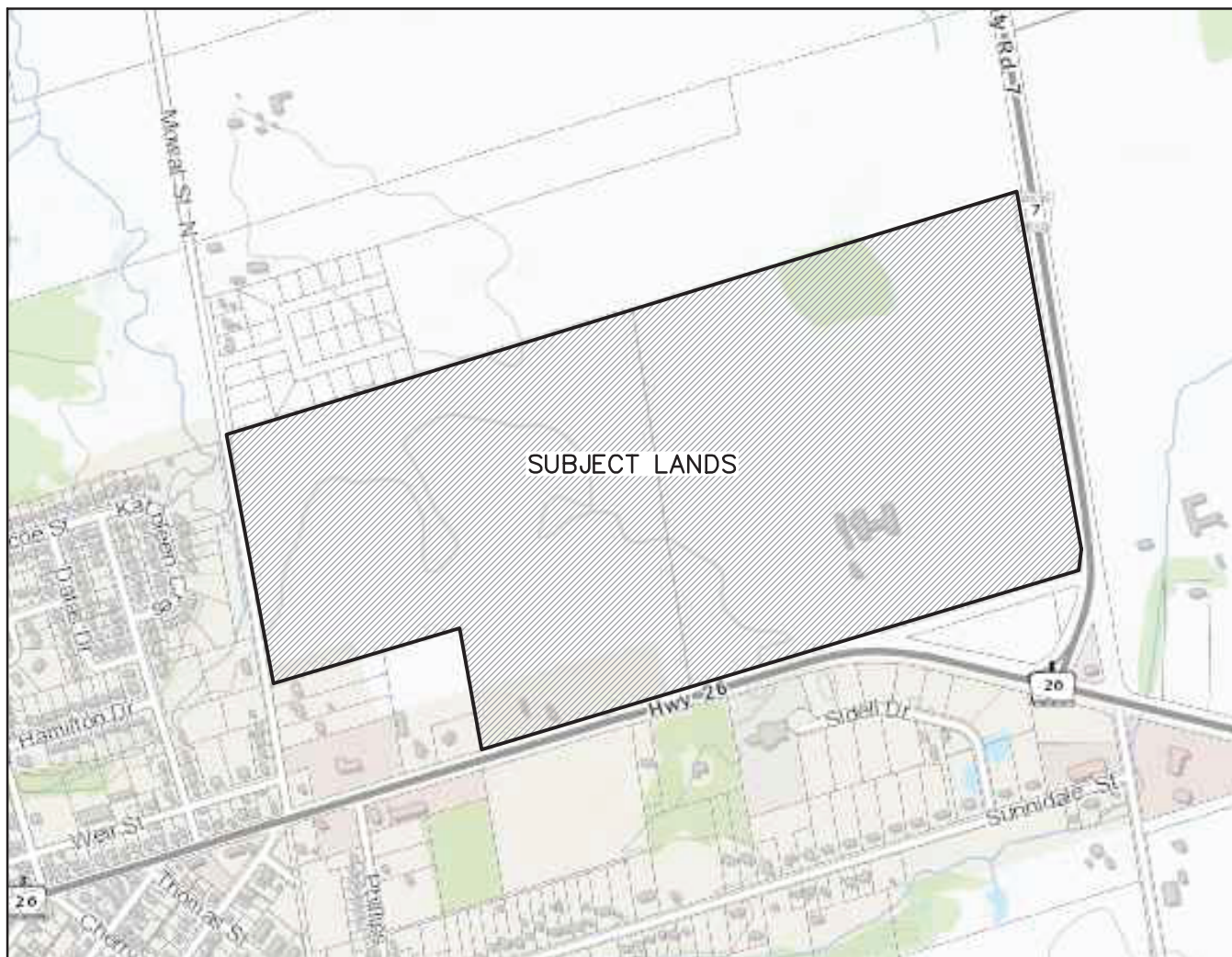
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FIGURES

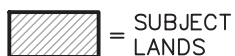
Figure 1: Location Plan

Figure 2: Redline Draft Plan

Figure 3: Phase 3 General Servicing Plan



Legend



Project

**GRAND CLEARVIEW ESTATES
TOWN OF STAYNER**

Drawing

SITE LOCATION



**CROZIER
& ASSOCIATES**
Consulting Engineers

The HarbourEdge Building,
40 Huron Street, Suite 301,
Collingwood, ON L9Y 4R3
705 446-3510 T
705 446-3520 F
www.crozier.ca
info@crozier.ca

Drawn By

L.W.

Design By

L.W.

Project

721-4240

Scale

N.T.S.

Date

08/31/2017

Check By

J.P.

Drawing

FIG. 1

LAND USE SCHEDULE		
TOTAL AREA TO BE SUBDIVIDED		
Detached Lots	726,885.5 sm (100.00%)	
Lots 1 to 565	253,789.88 sm (34.9%)	
Semi-detached Lots: Blocks 1-31 & 42	18,798.82 sm (2.6%)	
Street Townhouse Blocks 32-35 & 74-82	16,385.99 sm (2.3%)	
Medium Density Res.: Blocks 36-38	68,443.42 sm (9.4%)	
School Block: Block 83	18,512.00 sm (2.5%)	
Lands To Be Retained: Block 39-41	74,713.85 sm (10.3%)	
Block 39 (Commercial / Residential)	70,670.36 sm	
Block 40 (Residential)	3,240.13 sm	
Block 41 (Residential)	803.36 sm	
Park Dedication: Block 63, Block 43-44	41,222.16 sm (5.7%)	
= Pedestrian Path		
SWM Pond: Blocks 54, 55, 70-73	55,831.22 sm (7.7%)	
Roads: Streets A to U	167,065.44 sm (23.0%)	
Mowat Road Widening: Block 56	3,221.80 sm (0.4%)	
Hwy #26 Widening: Block 57	2,350.45 sm (0.3%)	
County Road 7 Widening: Block 58	4,339.98 sm (0.6%)	
0.3m Reserve: Blocks 59-67	681.56 sm (0.1%)	
Future Road Dedication: Blocks 68-69	1,538.93 sm (0.2%)	

TOTAL NUMBER OF DWELLINGS		
Medium Density Residential	=	1005
Medium Street Townhouse Homes	=	308
Total Semi-detached Homes	=	62
Total Detached Homes	=	569

Existing Zoning: Development Area
Proposed Zoning: Residential, Commercial, Stormwater Management Facilities, Institutional Residential, Recreation Lands, Development Area

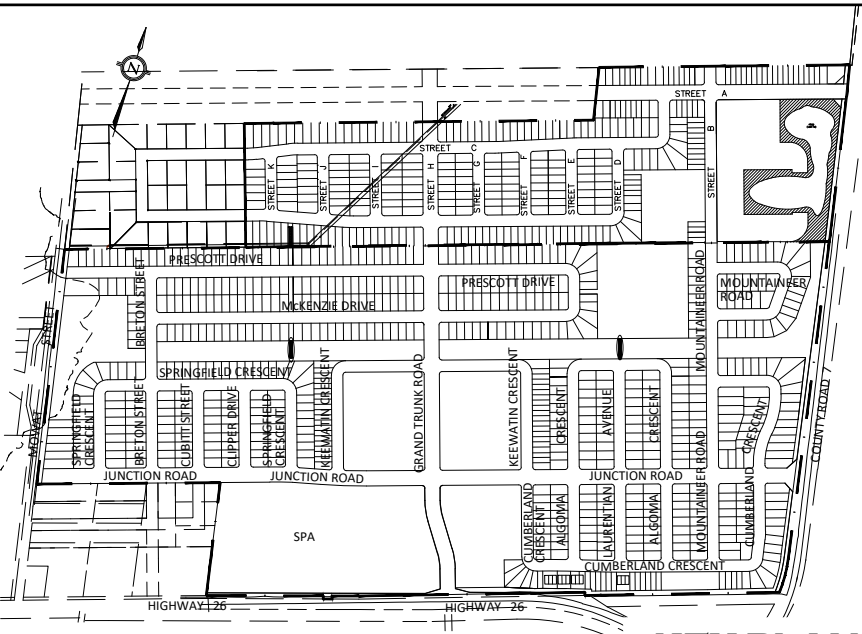
Medium Density: Townhomes/Apts = max 45 units/ NET Ha.
Low Density: Single Detached = max 12 units/ GROSS Ha.
Semi Detached = max 15 units/ GROSS Ha.

Street Townhouse	Semi-Detached Homes	Detached Homes
Min Lot Depth	30.0m	30.0m
Min Lot Frontage	6.10m	9.00m
Min Lot Area	201.0 sm	270.0 sm
		405.0 sm

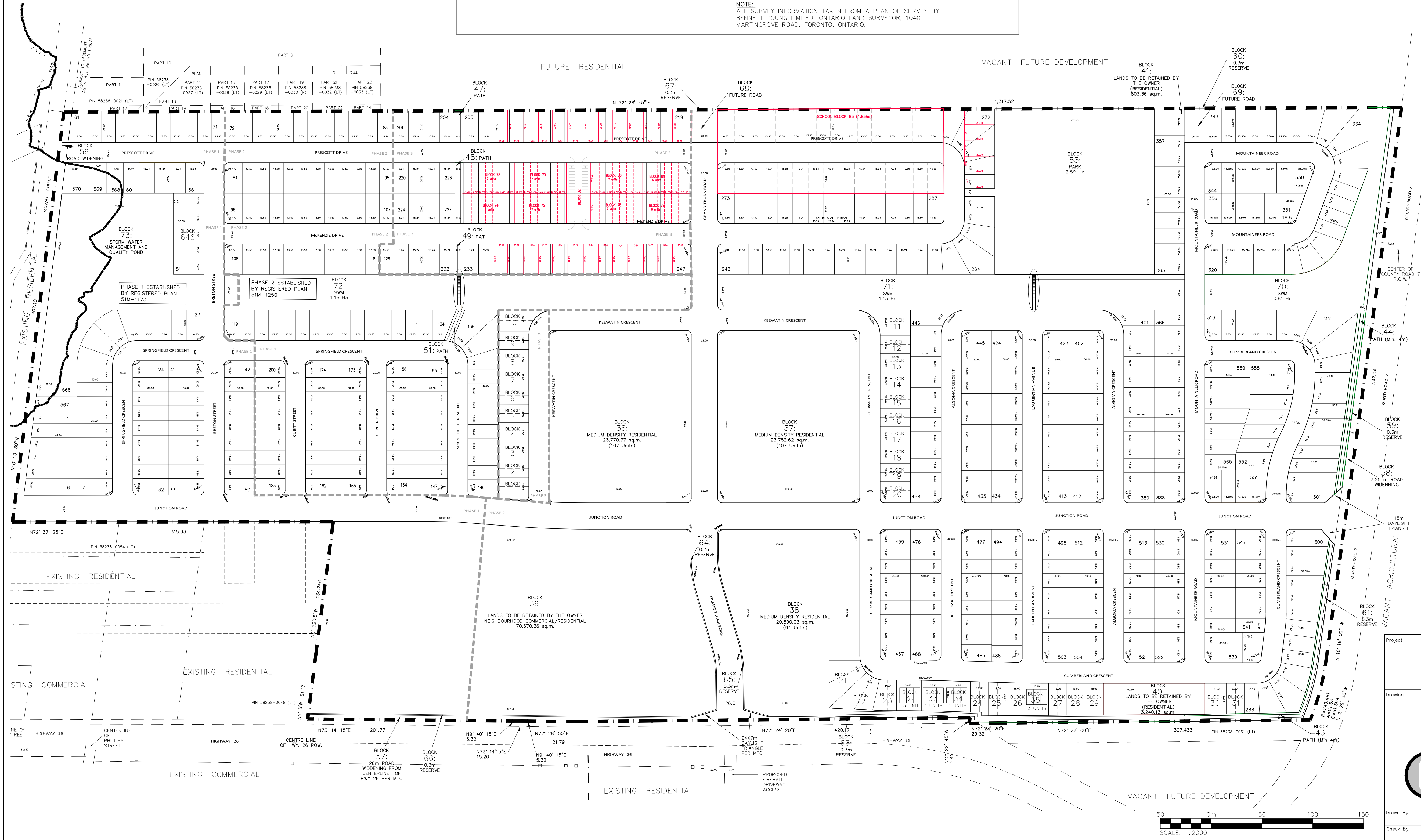
Existing Official Plan: 'Residential', 'Commercial'
Proposed Use of Land: 'Residential', 'Commercial'
Adjacent Use of Land: See Plan

NOTE:
ALL SURVEY INFORMATION TAKEN FROM A PLAN OF SURVEY BY BENNETT YOUNG LIMITED, ONTARIO LAND SURVEYOR, 1040 MARTINGROVE ROAD, TORONTO, ONTARIO.

LEGAL DESCRIPTION
PART OF LOT 25, CONCESSION 1 AND PARK LOTS 1 TO 4 INCLUSIVE, NORTH OF FIRST RANGE, PARK LOTS 1 TO 3 INCLUSIVE, NORTH OF SECOND RANGE, PART OF PARK LOTS 3 AND 4, SOUTH OF FIRST RANGE. PLAN 197
FIRST RANGE, SECOND RANGE AND UNNAMED ROAD BY PLAN 197
GEOGRAPHIC TOWNSHIP OF NOTTAWASAGA, NOW IN THE TOWNSHIP OF CLEARVIEW
COUNTY OF SIMCOE



KEY PLAN
SCALE: N.T.S.



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TEMPORARY BENCHMARKS
TBM#1- TOP NUT OF HYDRANT AT NW CORNER OF BRETON AND PRESCOTT DRIVE (SOUTH) INTERSECTION. ELEV. 210.830.
TBM#2- TOP NUT OF HYDRANT AT STATION 0+325 ON NORTH SIDE OF JUNCTION ROAD (LOT 18/19). ELEV. 212.511.

No.	ISSUE	DATE: MM/DD/YYYY
0	ISSUED FOR 1st SUBMISSION	01/30/2026

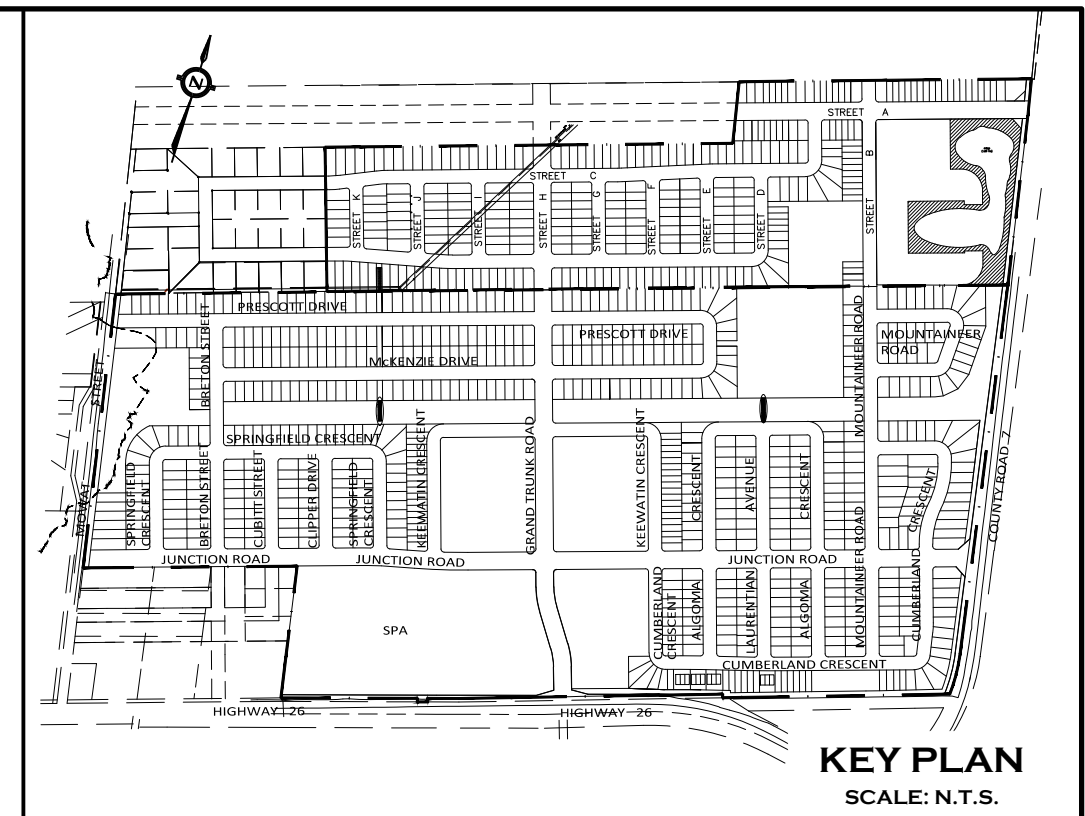
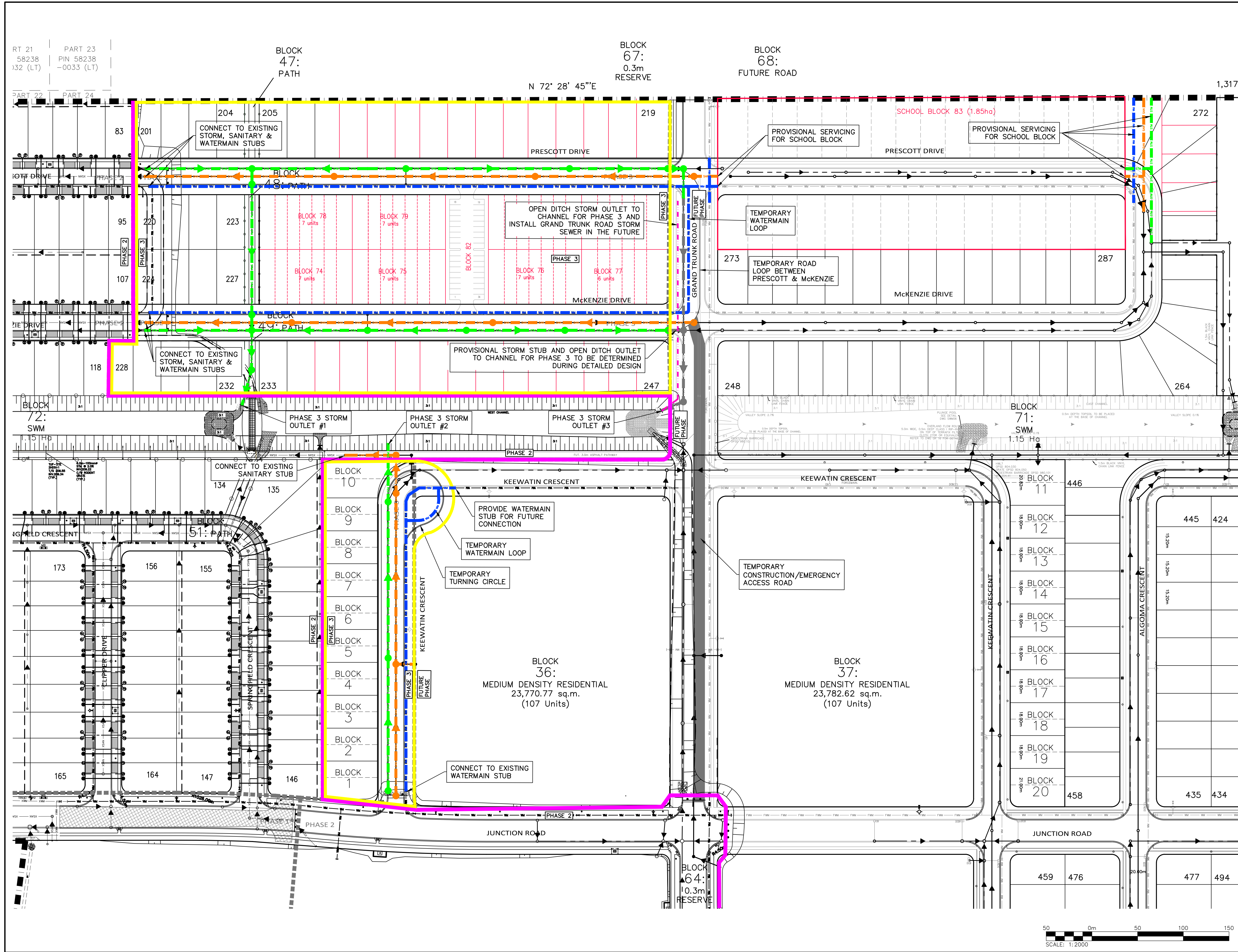
FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION

NOTTAWASAGA STATION
TOWNSHIP OF CLEARVIEW

RED LINE DRAFT PLAN

CROZIER
CONSULTING ENGINEERS
ADMIRAL BUILDING
1 FIRST STREET, SUITE 200
COLLINGWOOD, ON. L9Y 1A1
705-446-3510 T
705-446-3520 F
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

Drawn By: B.B. Design By: B.B. Project: 721-4240
Check By: R.W. Check By: J.P. Scale: 1:2000 Drawing: DRAFT



LEGEND

	PROPOSED PHASE 3 DITCH
	PHASE 2
	PHASE 3
	PROPOSED PHASE 3 STORM SEWER
	PROPOSED PHASE 3 SANITARY SEWER
	PROPOSED PHASE 3 WATERMAIN
	FUTURE STORM SEWER

- TEMPORARY BENCHMARKS**
- TBM#1 - TOP NUT OF HYDRANT AT NW CORNER OF BRETON AND PRESCOTT DRIVE (SOUTH) INTERSECTION. ELEV. 210.830.
- TBM#2 - TOP NUT OF HYDRANT AT STATION 0+325 ON NORTH SIDE OF JUNCTION ROAD (LOT 18/19). ELEV. 212.511.
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 - ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
 - DO NOT SCALE DRAWINGS.

No.	ISSUE	DATE: YYYY/MM/DD
0	ISSUED FOR 1st SUBMISSION	YYYY/MM/DD

Engineer _____ Engineer _____

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Project
**NOTTAWASAGA STATION – PHASE 3
TOWNSHIP OF CLEARVIEW**

Drawing
SITE SERVICING CONCEPT

CROZIER

Drawn By	B.B.	Design By	B.B.	Project	721-4240
Check By	R.W.	Check By	J.E.	Drawing	CP-1