



Unity Square - 2000 Rogers Road, Town of Perth

Functional Servicing & Stormwater Management Report



Prepared For:
2186379 Ontario Inc

Prepared By:
EFI Engineering

Date: May 2025

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1.0 INTRODUCTION

This Functional Servicing and Stormwater Management Report (“this Report”) has been prepared in support of concurrent applications for a Zoning By-law Amendment (ZBLA) and Official Plan Amendment (OPA) for the property municipally known as 2000 Rogers Road, Town of Perth, ON (“the subject lands”). The purpose of the Report is to demonstrate that the subject lands can be appropriately serviced with municipal infrastructure, and that preliminary stormwater management (SWM) strategies are achievable, consistent with Town and provincial policy. This Report is intended to inform planning approvals at the Official Plan and Zoning stage and does not constitute detailed engineering design.

The proposed development—branded as Unity Square—represents the adaptive reuse of a former industrial building (approx. 6,821.5 m²) into a mixed-use Business Park. The proposal includes a combination of professional and business offices, wellness services, personal service establishments, self-storage facilities, a small-format café, and publicly accessible outdoor spaces including a plaza and a landscaped park. These uses are organized within the existing building envelope and fully serviced by municipal water, sanitary, and storm systems.

The development is located within the Town of Perth’s designated Settlement Area, and reflects a compact, infrastructure-efficient intensification strategy that aligns with provincial policy direction (PPS 2024), the Lanark County Sustainable Communities Official Plan, and the Town of Perth Official Plan (OPA 16 Consolidation). Through the introduction of permeable paving, landscaped buffers, and integrated stormwater features, the development also supports the Town’s low-impact development and climate resilience objectives.

This Report summarizes the existing servicing conditions, confirms the feasibility of proposed servicing and drainage systems, and establishes a framework for future detailed design submissions in support of site plan approval.

1.1 Consultation Summary

Pre-consultation for the proposed redevelopment of 2000 Rogers Road—branded as Unity Square—was undertaken with planning and engineering staff at the Town of Perth in early 2025. The purpose of the consultation was to confirm submission requirements for the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) applications, and to discuss servicing expectations, site constraints, and stormwater management considerations at a high level.

Key takeaways from the pre-consultation process are discussed below.

Municipal Servicing Availability

Town engineering staff confirmed that the subject lands are fully serviced by existing municipal water, sanitary sewer, and stormwater infrastructure. No off-site servicing upgrades are anticipated at this stage. Connection to existing municipal systems will be confirmed through future detailed design and site plan control.

Capacity Review

Preliminary review of water and wastewater system capacity indicated that sufficient reserve capacity exists to support the proposed adaptive reuse and range of proposed Business Park uses. No concerns were raised regarding hydraulic constraints or servicing limitations.

Stormwater Management Expectations

Staff identified the need to demonstrate appropriate stormwater management through a conceptual-level strategy that aligns with Town of Perth standards and supports quality, quantity, and water balance objectives. Emphasis was placed on the integration of Low Impact Development (LID) features, particularly given the site's size and adjacency to residential areas.

Site Constraints

Town staff noted that the site lies outside any regulated floodplain and does not contain significant natural heritage features or source water protection constraints. The existing grade separation from adjacent residential properties was recognized as beneficial for land use compatibility and drainage design.

Submission Requirements

This Functional Servicing and Stormwater Management Report is being submitted in accordance with the Town's development application guidelines. It is intended to confirm the feasibility of full municipal servicing and provide a high-level stormwater strategy to accompany the planning approvals process.

Ongoing coordination with municipal staff will occur through the site plan control stage, at which time detailed servicing, grading, and stormwater design—including sizing of storage, outlet configuration, and quality treatment measures—will be advanced.

1.2 Required Permits / Approvals

At the time of this submission, the proposed redevelopment of 2000 Rogers Road does not anticipate any formal permitting requirements related to servicing or stormwater management, based on the following considerations:

- **Servicing**
 - **Water and Sanitary Services:** The development will utilize existing municipal water and sanitary connections. No expansion or off-site work is proposed. Pre-consultation with Town staff confirmed that capacity is sufficient to accommodate the proposed land uses and intensification.
 - **Potential Relocation or Modification:** Should it be determined during detailed design that a relocated or upgraded water or sanitary service connection would better support internal site operations (e.g., improved internal circulation, fire protection, or tenant servicing), such modifications may be subject to:

- Municipal Connection Permit issued by the Town of Perth (or its delegated review authority), typically processed as part of the Site Plan Control approval package.
- Associated Service Connection Drawings stamped by a Professional Engineer and reviewed by municipal engineering staff.
- **Stormwater Management**
 - Low Impact Development Strategy: Stormwater quantity and quality control will be managed entirely through distributed LID features, including permeable pavers, landscaped swales, and surface infiltration. No end-of-pipe SWM facilities (e.g., dry or wet ponds, oil-grit separators, or storm chambers) are proposed at this time.
 - MECP Environmental Compliance Approval (ECA): As no stormwater control works requiring ECA under O. Reg. 525/98 are proposed – and all stormwater discharge will occur via sheet flow and infiltration or existing minor system connections—the development is anticipated to be exempt from provincial approvals under the Environmental Protection Act.
 - Drainage Outlet Considerations: Should detailed design identify the need to alter or expand drainage connections to municipal roadside ditches, culverts, or minor conveyance infrastructure, such works may be subject to:
 - Municipal engineering review and approval under Site Plan Control.
 - Road Cut or Utility Work Permit, if disturbance of municipal ROWs is required for new or modified service laterals or drainage features.
- **Other Permits (Not Anticipated)**
 - No Conservation Authority permits are expected, as the site is not regulated under O. Reg. 174/06 or similar CA-regulated mapping.
 - No MECP Sewage ECA is expected, as no new stormwater management facilities or communal systems are proposed.
 - No Ministry of Transportation (MTO) or County ROW permits are expected, as access is via local municipal streets, not provincial highways or county arterials.

2.0 GUIDELINES, PREVIOUS STUDIES, AND REPORTS

2.1 Existing Studies, Guidelines, and Reports

The proposed redevelopment of the subject lands is guided by a comprehensive planning and policy framework, as well as several technical documents and standards that inform servicing, drainage, and stormwater design across the Town of Perth and Lanark County. The following studies and guidelines are relevant to the servicing and stormwater management strategy for the site:

1. Planning Justification Report (EFI Engineering, April 2025)

Prepared in support of the concurrent Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) applications, this report provides detailed background on site conditions, policy conformity, and the proposed adaptive reuse of the former industrial building. It confirms that the subject lands are fully serviced by municipal water, wastewater, and minor storm infrastructure, and outlines a development concept that includes permeable pavers, landscape buffers, and on-site infiltration to manage stormwater through Low Impact Development (LID) strategies.

2. Town of Perth Official Plan (2019, consolidated with OPA 16)

The Town's Official Plan designates the lands as *Industrial Area*, with the proposed redesignation to *Business Park* intended to enable a broader mix of low-impact, employment-supportive uses. Section 3.4 of the Plan addresses infrastructure requirements, confirming that new development must demonstrate servicing feasibility and not require unplanned expansion of municipal systems. Policy also encourages sustainable site design and LID approaches to stormwater management.

3. Lanark County Sustainable Communities Official Plan (2024 Consolidation)

The SCOP identifies the Town of Perth as a Settlement Area and promotes efficient, infill development that optimizes existing infrastructure. Section 4.4.1 and Section 4.4.3 of the SCOP require that stormwater be managed through best practices, with a preference for green infrastructure and minimized impervious coverage, principles that are reflected in the Unity Square site plan.

4. Provincial Planning Statement (PPS 2024)

The PPS, which came into effect on October 20, 2024, consolidates previous provincial policies into a single document. Section 3.6 addresses infrastructure and stormwater management, directing that development should optimize existing servicing and prioritize LID techniques. Section 2.9 highlights the importance of climate resilience, infiltration, and sustainable site-level water balance, objectives directly addressed by the proposed development strategy.

5. MOECP Stormwater Management Planning and Design Manual (2003)

Although no formal end-of-pipe stormwater management facilities are proposed, the Manual's principles remain applicable. The proposed LID measures – such as permeable pavers, reduced impervious area, and vegetated buffers – align with the Manual's emphasis on quality control, runoff volume mitigation, and water balance.

6. Servicing and Development Guidelines – Town of Perth

While no standalone servicing guidelines were issued as part of pre-consultation, standard Town of Perth engineering and servicing requirements for water, sanitary, and storm infrastructure will guide detailed design at the Site Plan Control stage. These are expected to align with MECP and Ontario Building Code standards, particularly regarding service connection specifications, ROW coordination, and as-constructed approvals.

2.2 As-Built Records

As part of the background research for this Functional Servicing and Stormwater Management Report, the project team received a package of as-built engineering drawings and servicing records from the Town of Perth, supplied by Noah Greer, Manager of Construction & Development Services, via email correspondence dated March 11, 2025.

These records are included as **Appendix B** and indicate the following:

- Existing municipal water and sanitary service connections to the subject property;
- The presence of a roadside ditch network and local storm conveyance infrastructure along Rogers Road;
- Approximate inverts, pipe sizes, and alignments for adjacent servicing infrastructure, allowing the team to assess feasibility of re-use and identify potential tie-in locations if needed at Site Plan stage.

The as-built drawings have been reviewed and form the basis of the preliminary servicing assessment included herein. No deficiencies or constraints were identified that would preclude the continued use of existing services. However, as noted in **Section 1.2**, should any relocation or reconfiguration of connections be pursued during detailed design, this may trigger the need for municipal connection permits and related approvals through Site Plan Control.

Supporting site servicing and grading details are also shown on **Drawing EX-1, Existing Site Servicing and Grading Plan** (refer to Appendix).

3.0 WATER SUPPLY SERVICING

3.1 Existing Water Supply Services

The subject site is currently serviced by an existing municipal watermain located within the Rogers Road right-of-way, fronting the property. As confirmed through Town-supplied as-built records, the watermain is a 150 mm diameter PVC pipe, providing both domestic and fire supply. A Town-standard blue fire hydrant is located on the site's frontage, approximately mid-way along Rogers Road, directly opposite the Perth Fire Station, providing excellent emergency response proximity and water access.

3.2 Water Supply Servicing Design

The proposed development will retain and reuse the existing water connection for both domestic consumption and fire protection purposes. No upgrades or modifications are anticipated at this time. The presence of a nearby hydrant and the site's location opposite the fire station provide ideal fire coverage. Any future service relocation or internal reconfiguration, if identified during detailed design, will be coordinated with the Town and addressed through Site Plan Control.

3.3 Water Supply Conclusion

The site is adequately serviced by existing municipal infrastructure. Water supply capacity and fire protection coverage are considered sufficient to support the proposed development.

4.0 WASTEWATER SERVICING

4.1 Existing Wastewater Services

The subject site is currently serviced by an existing municipal sanitary sewer located within the Rogers Road right-of-way. As per Town as-built records, the sewer is a 200 mm diameter PVC gravity main running along the south side of the road. A service connection extends into the site from this main, previously used to accommodate the former industrial use.

4.2 Wastewater Servicing Design

The proposed development will reuse the existing sanitary service connection without modification. Based on preliminary discussions with Town staff, there is adequate downstream capacity to accommodate the projected sanitary flows associated with the proposed business park uses. Should internal reconfiguration or relocation of the service connection be identified during detailed design, it will be reviewed and approved through the Site Plan Control process.

4.3 Wastewater Servicing Conclusion

The existing sanitary service is suitable to support the proposed redevelopment. No upgrades or new infrastructure are required at this time.

5.0 STORMWATER MANAGEMENT

This section outlines the preliminary stormwater management (SWM) strategy for the proposed redevelopment at 2000 Rogers Road. The purpose is to confirm the feasibility of managing stormwater on-site through low impact development (LID) measures and integration with existing municipal infrastructure. No quantitative modeling or detailed design is included at this stage; instead, the focus is on demonstrating that the proposed strategy is achievable and supports the Town's SWM objectives. Detailed sizing and implementation will be addressed during Site Plan Control, in consultation with Town staff and in accordance with applicable municipal standards and BMPs.

5.1 Existing Stormwater Services

The site currently drains overland to the existing roadside ditch system along Rogers Road and South Street, consistent with typical urban-industrial development patterns in the area. The Town of Perth has confirmed that there are no municipal SWM facilities directly servicing the site. Surface runoff from paved areas and roofs is generally conveyed via sheet flow or shallow swales to the adjacent municipal ditch system.

5.2 Pre-Development Conditions

The existing site consists of a single-storey industrial building, internal paved access roads, parking and loading areas, and limited landscaped open space. These features result in a moderate degree of impervious coverage, with limited formal stormwater controls in place. Drainage patterns generally follow existing grades toward the Rogers Road and South Street ditch and other minor swales along the site perimeter.

The existing & proposed catchment areas and overland drainage patterns are illustrated on **Drawing STM-1** (see Appendix). This confirms the general drainage direction toward roadside ditches along Rogers Road and the distribution of impervious and landscaped areas across the property.

5.3 Post-Development Conditions

The proposed development will retain the existing building footprint and general site grading, ensuring that pre- and post-development drainage patterns remain consistent. Importantly, the redevelopment introduces a variety of permeable surface treatments, including:

- Permeable pavers in pedestrian plaza areas and parking stalls;
- Landscaped community park and buffer zones for enhanced infiltration.

These features result in a net reduction in impervious area relative to existing conditions. As a result:

- Post-development runoff volume and rates are expected to be lower than existing levels;
- Groundwater recharge and water balance performance will improve;
- Runoff quality will be enhanced through natural filtration provided by LID elements.

As shown on the *Building Area Plan* (**Drawing A102**, Rev. B, dated April 16, 2025) and the *Site Area Schedule* from EFI Engineering, the proposed development reduces net impervious area using permeable parking (4,007.5 m²) and permeable paver surfaces (2,699.5 m²), contributing to improved infiltration and stormwater performance.

5.4 Stormwater Management Measures

The stormwater strategy is based entirely on on-site LID techniques, designed to manage quality, quantity, and water balance objectives in accordance with MECP and Town guidance. While detailed locations and configurations will be finalized at the design stage, proposed measures may include:

- Permeable pavers for parking stalls and pedestrian zones;
- Landscaped infiltration areas within setback zones and community park areas;

- Surface-level grading adjustments to promote passive infiltration and limit runoff concentration.

Reference area quantities are detailed in the *Area Schedule Table* (EFI Engineering), which confirms over 20,800 m² of open landscape and 6,700 m² of permeable surface treatments. These areas will be further refined at detailed design to ensure optimal runoff capture and treatment.

To support detailed design and final configuration of LID features, the following site-specific investigations and data may be undertaken during future design phases:

- Test pits and boreholes to confirm soil texture, infiltration capacity, and depth to seasonal high groundwater or restrictive layers;
- In-situ percolation testing to confirm performance assumptions for LID sizing and drawdown time;
- A hydrogeological screening or scoped assessment, if necessary, to support water balance objectives and confirm infiltration feasibility in accordance with applicable guidelines.

These investigations will help confirm the feasibility and effectiveness of proposed LID measures and ensure compliance with Town and provincial design criteria. All LID design and performance targets will be refined in consultation with Town staff through the Site Plan Control process.

5.5 Stormwater Management Conclusions

The proposed stormwater management strategy for the redevelopment at 2000 Rogers Road is feasible and appropriate given the existing site conditions and proposed land use. The design approach relies on matching existing topography and drainage patterns, while introducing Low Impact Development (LID) measures to enhance infiltration and reduce runoff.

As illustrated on **Drawings EX-1 and STM** (EFI Engineering, see Appendix), no alterations to major drainage flow paths are proposed. The *Building Area Plan (Drawing A102, Rev. B, April 16, 2025)* and corresponding *Area Schedule* confirm a net reduction in impervious coverage through the incorporation of:

- 4,007.5 m² of permeable parking surfaces;
- 2,699.5 m² of permeable paver surfaces;
- Over 20,800 m² of landscaped open space.

These elements collectively improve groundwater recharge, reduce post-development runoff volume and rates, and provide enhanced water quality treatment through passive filtration. No new end-of-pipe SWM facilities are required, and the project will continue to discharge to the existing roadside ditch system.

Additional investigations, such as test pits, in-situ infiltration testing, and/or a scoped hydrogeological review, will be undertaken during detailed design to confirm local subsurface

conditions and optimize LID performance. These will be completed in consultation with Town staff and designed in accordance with MECP and municipal standards.

Overall, the proposed stormwater approach meets the functional requirements for this stage of planning and aligns with the Town's goals for sustainable development, infrastructure efficiency, and climate resilience.

6.0 EROSION & SEDIMENT CONTROL

Erosion and sediment control (ESC) measures will be implemented during construction to minimize the risk of sediment transport from disturbed areas to adjacent lands and municipal infrastructure. The approach will be consistent with Town of Perth standards, MECP best management practices, and the Erosion and Sediment Control Guide for Urban Construction (TRCA, 2019).

At the detailed design stage, an *ESC Plan* will be prepared to address:

- Stabilization of exposed soils through temporary seeding, mulch, or erosion control blankets;
- Perimeter controls, including silt fences, filter socks, and check dams to intercept and settle sediment-laden runoff;
- Inlet protection for any catch basins or culverts within or adjacent to the site;
- Dust suppression techniques as required;
- Construction phasing to minimize the area of active disturbance at any one time.

ESC measures will be installed prior to the commencement of earthworks and will be maintained throughout the construction period until final site stabilization is achieved.

7.0 CONCLUSIONS & RECOMMENDATIONS

The proposed redevelopment at 2000 Rogers Road can be adequately serviced by existing municipal water and sanitary infrastructure, with no upgrades required. Stormwater management will be achieved through a combination of low impact development (LID) measures, resulting in a net reduction in impervious area, improved infiltration, and enhanced water quality.

The servicing and SWM strategy presented herein is conceptually feasible and supports the proposed Zoning By-law Amendment and Official Plan Amendment. Detailed design, including geotechnical and infiltration investigations, will be completed at the Site Plan Control stage in coordination with Town staff.

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Respectfully submitted by:
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APPENDIX A

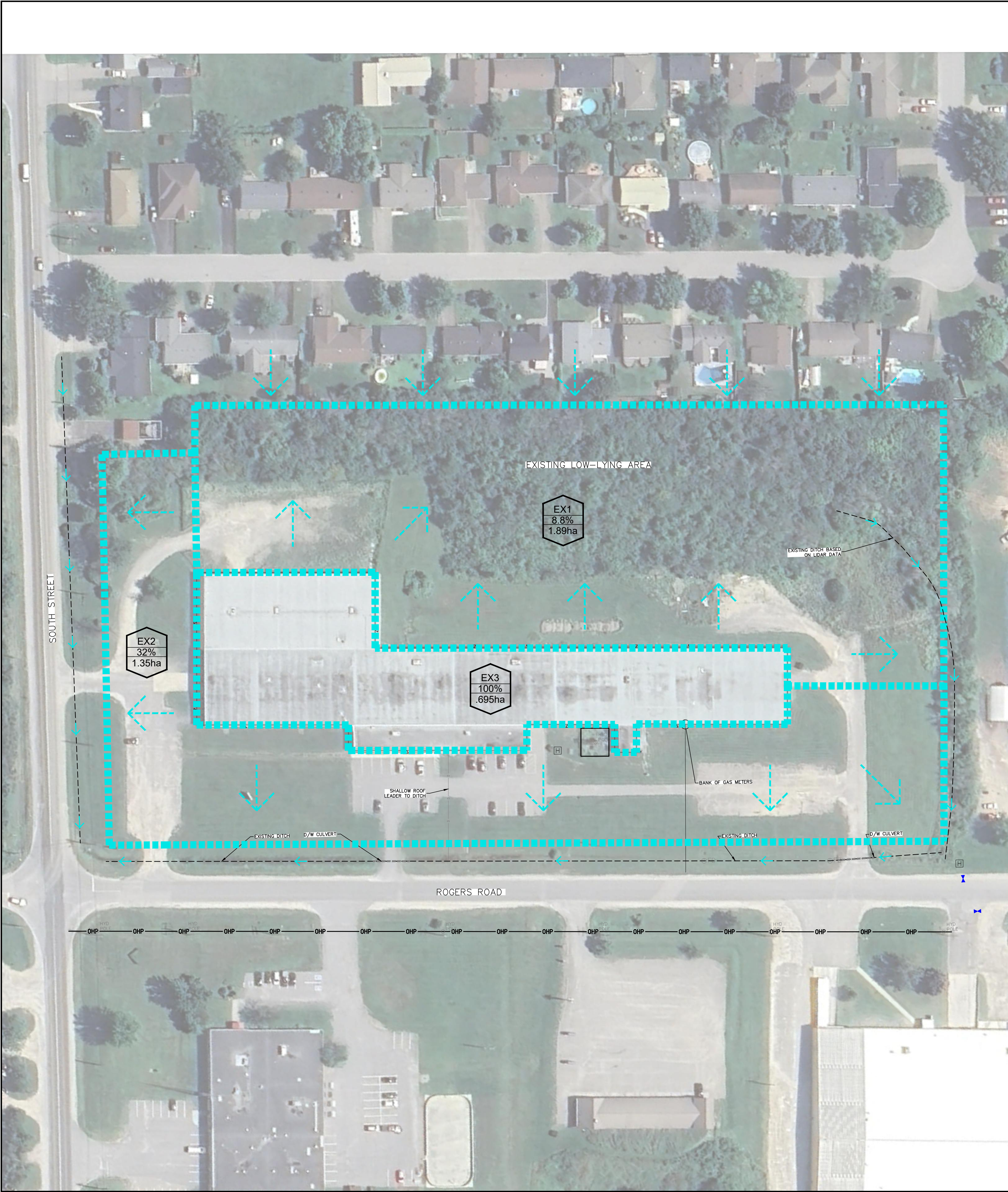
PRELIMINARY CIVIL ENGINEERING PLANS

DWG EX-1 REV A – EXISTING SITE SERVICING AND GRADING PLAN

DWG STM REV A – EXISTING SITE SERVICING AND GRADING PLAN



REFERENCES			
NO. REF.	NO. DWG.	TITLE	BY
1			



NOTE(S):

- FOR CIVIL NOTES SEE DRAWING 7639-C001.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL REFERENCE DRAWINGS.
- ALL DIMENSIONS ARE IN METERS UNLESS NOTES OTHERWISE. METERS CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NOTES:

- FOR CIVIL NOTES SEE DRAWING 6730C001.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL REFERENCE DRAWINGS.
- ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE. METERS CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

LEGEND:

- STORM DRAINAGE AREA
- WATERSHED I.D.
- IMPERVIOUSNESS
- AREA (ha)
- OVERLAND DRAINAGE ARROW
- DITCH DRAINAGE ARROW

- GENERAL NOTES:**
- ALL WORK ON THIS PROJECT SHALL CONFORM TO THE 2012 ONTARIO BUILDING CODE (OBC), ANY LOCAL REGULATIONS AND BYLAWS, AND THE OCCUPATIONAL HEALTH AND SAFETY ACT (OHS) FOR CONSTRUCTION PROJECTS (LATEST VERSION). ALL APPLICABLE CODES AND STANDARDS SHALL BE THOSE REFERENCED IN OBC 2012.
 - READ THESE DRAWINGS IN CONJUNCTION WITH ALL REFERENCE DRAWINGS LISTED.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS.
 - THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS, UTILITIES & MEASUREMENTS AT THE SITE BEFORE THE START OF CONSTRUCTION. CONTRACTOR TO INFORM THE ENGINEER OF ANY DIFFERING SITE CONDITIONS & ANY DISCREPANCIES OR UNSATISFACTORY CONDITIONS WHICH MAY ADVERSELY AFFECT THE PROPER COMPLETION OF THE PROJECT BEFORE PROCEEDING WITH THE WORK.
 - SURVEY TAKEN FROM "PART OF LOT 26, CONCESSION 2, GEOGRAPHIC TOWNSHIP OF OXFORD MUNICIPALITY OF NORTH GRENVILLE UNITED COUNTIES OF LEEDS AND GRENVILLE MONUMENT - URSO SURVEYING LTD.
 - ALL WORK INVOLVED IN THE CONSTRUCTION, RELOCATION, REPAIR OF MUNICIPAL SERVICES FOR THE PROJECT SHALL BE TO THE SATISFACTION OF THE PLANNING AND BUILDING DEPARTMENTS AT THE MUNICIPALITY OF NORTH GRENVILLE.
 - THE APPROVAL OF THIS PLAN DOES NOT EXEMPT THE OWNER'S BONDED CONTRACTOR FROM THE REQUIREMENTS TO OBTAIN THE VARIOUS PERMITS/APPROVALS NORMALLY REQUIRED TO COMPLETE A CONSTRUCTION PROJECT, SUCH AS, BUT NOT LIMITED TO THE FOLLOWING:
 - BUILDING PERMIT
 - SEWER AND WATER PERMITS
 - ROAD CUT PERMITS
 - RELOCATION OF SERVICES
 - APPROACH APPROVAL PERMITS
 - ENCROACHMENT AGREEMENTS (IF REQUIRED)
 - COMMITTEE OF ADJUSTMENT

- GRADING NOTES:**
- ALL TOPSOIL, ORGANIC OR DELETERIOUS MATERIAL MUST BE ENTIRELY REMOVED FROM BENEATH THE PROPOSED PAVED AREAS AS DIRECTED BY THE SITE ENGINEER OR GEOTECHNICAL ENGINEER.
 - EXPOSED SUBGRADES IN PROPOSED PAVED AREAS SHOULD BE PROOF ROLLED WITH A LARGE STEEL DRUM ROLLER AND INSPECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF GRANULARS.
 - ANY SOFT AREAS EVIDENT FROM THE PROOF ROLLING SHOULD BE SUB-EXCAVATED AND REPLACED WITH SUITABLE MATERIAL THAT IS FROST COMPATIBLE WITH THE EXISTING SOILS AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
 - THE GRANULAR BASE SHOULD BE COMPACTED TO AT LEAST 99% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE. ANY ADDITIONAL GRANULAR FILL USED BELOW THE PROPOSED PAVEMENT SHOULD BE COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE.
 - MINIMUM OF 2% GRADE FOR ALL GRASS AREAS UNLESS OTHERWISE NOTED. MAXIMUM HARD SURFACE GRADE TO BE 8.0% UNLESS OTHERWISE NOTED ON THE DRAWING.
 - MAXIMUM TERRACING GRADE TO BE 3:1 UNLESS OTHERWISE NOTED.
 - ALL GRADES BY CURBS ARE EDGE OF PAVEMENT GRADES UNLESS OTHERWISE INDICATED.
 - ALL CURBS SHALL BE BARRIER CURB (150mm) UNLESS OTHERWISE NOTED AND CONSTRUCTED AS PER CITY STANDARDS.
 - REFER TO LANDSCAPE PLAN FOR PLANTING AND OTHER LANDSCAPE FEATURE DETAILS.
 - CONTRACTOR AND /OR SURVEYOR TO PROVIDE THE CONSULTANT WITH A GRADING PLAN INDICATING THE AS-BUILT ELEVATIONS OF ALL DESIGN GRADES SHOWN ON THIS PLAN



USE AND INTERPRETATION OF DRAWINGS:

DRAWINGS ARE NOT TO BE SCALED.

BY USE OF THE DRAWINGS FOR CONSTRUCTION OF THE PROJECT, THE OWNER REPRESENTS THAT HE HAS REVIEWED AND APPROVED THE DRAWINGS. THE CONTRACTOR REPRESENTS THAT HE HAS VISITED THE SITE, FAMILIARIZED HIMSELF WITH THE LOCAL CONDITIONS, VERIFIED FIELD DIMENSIONS AND CORRELATED HIS OBSERVATIONS WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

THIS DRAWING ILLUSTRATES THE WORK TO BE DONE. THE ENGINEER IS NOT RESPONSIBLE FOR THE MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES USED TO DO THE WORK, OR THE SAFETY ASPECTS OF CONSTRUCTION, AND NOTHING ON THIS DRAWING EXPRESSED OR IMPLIED CHANGES THIS CONDITION. CONTRACTOR SHALL DETERMINE ALL CONDITIONS AT THE SITE AND SHALL BE RESPONSIBLE FOR KNOWING HOW THEY AFFECT THE WORK.

UNAUTHORIZED CHANGES:

IN THE EVENT THE CLIENT, THE CLIENTS CONTRACTORS OR SUBCONTRACTORS, OR ANYONE FOR WHOM THE CLIENT IS LEGALLY LIABLE MAKES OR PERMITS TO BE MADE ANY CHANGES TO ANY REPORTS, PLANS, SPECIFICATIONS OR OTHER CONSTRUCTION DOCUMENTS PREPARED BY EFI WITHOUT OBTAINING EFI'S PRIOR WRITTEN CONSENT, THE CLIENT SHALL ASSUME FULL RESPONSIBILITY FOR THE RESULTS OF SUCH CHANGES. THEREFORE THE CLIENT AGREES TO WAIVE ANY CLAIM AGAINST EFI AND TO RELEASE EFI FROM ANY LIABILITY ARISING DIRECTLY OR INDIRECTLY FROM SUCH CHANGES.

IN ADDITION, THE CLIENT AGREES, TO THE FULLEST EXTENT PERMITTED BY LAW, TO INDEMNIFY AND HOLD HARMLESS EFI FROM ANY DAMAGES, LIABILITIES OR COST, INCLUDING REASONABLE ATTORNEY'S FEES AND COST OF DEFENSE, ARISING FROM SUCH CHANGES.

IN ADDITION, THE CLIENT AGREES TO INCLUDE IN ANY CONTRACTS FOR CONSTRUCTION APPROPRIATE LANGUAGE THAT PROHIBITS THE CONTRACTOR OR ANY SUBCONTRACTORS OF ANY TIER FROM MAKING ANY CHANGES OR MODIFICATIONS TO EFI'S CONSTRUCTION DOCUMENTS WITHOUT PRIOR WRITTEN APPROVAL OF EFI AND THAT FURTHER REQUIRES THE CONTRACTOR TO INDEMNIFY BOTH EFI AND THE CLIENT FROM ANY LIABILITY OR COST ARISING FROM SUCH CHANGES MADE WITHOUT SUCH PROPER AUTHORIZATION.

REFERENCES			
NO. REF.	NO. DWG.	TITLE	BY
1			

03/31/25	A	FOR REVIEW	ML TR
DATE	REV.	REVISIONS	BY APP'D

ISSUED STATUS: —

	INITIALS:	YYYY/MM/DD
DRAWN BY:	ML	2025/03/31
DESIGNED BY:	ML/TR	
DRAWING CHECKED BY:	TR	
QC BY:	TR	
PM:	TR	

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PERTH, ONTARIO
K7H 1P9

SITE:

TITLE: EXISTING SITE SERVING
AND GRADING PLAN

SCALE: 1:500	DATE: 2025/03/31
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PROJECT NO: 7639	DRAWING NO: STM	REVISION: A
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APPENDIX B

AS-BUILT RECORDS



Layers

Search

Selection

Find a layer...

☐ Service Requests

Services

☐ Garbage and Bin Collection☐ Garbage Cans☐ Grass Cutting

Sanitary

☐ Sanitary - Brian Data☐ Sanitary Manhole - Labels☒ Sanitary Manholes☒ Sanitary Pipes - Material☐ AC☐ AC/CI☐ AC/PVC☐ CI☐ CONC☐ CONC/PVC☐ DI☐ PVC☐ PVC/VCT☐ VCT☐ VCT/AC/PVC☐ VCT/CIPP☐ VCT/PVC☐ Other☐ Sewage Lagoon☐ Sign Inventory☐ Stop Signs☐ Storm☐ Street Light Network



Layers

Search

Selection

Find a layer...

...

Summary

▸ ☐ Sewage Lagoon

▸ Sign Inventory

☐ Stop Signs

▸ Storm

▸ ☐ Street Light Network

☐ Street Lights Decorative

☐ Street Lights LED

▼ Water

☒ Hydrants

☐ Blue

☐ Green

☐ Orange

☐ Red

☐ Others

☒ Mains - Material

☐ CI

☐ CI/CIPP

☐ COP

☐ DI

☐ GALV

☐ PVC

☐ N/A

☐ Mains - Private

☐ Mains - Replacement Overdue

☒ Valve Exercising

☐ To Do

☐ Done

▸ Tourism

▸ Transportation

Blue

Green

Orange

Red

Others

CI

CI/CIPP

COP

DI

GALV

PVC

N/A

Mains - Private

Mains - Replacement Overdue

To Do

Done

Blue

Green

Orange

Red

Others

CI

CI/CIPP

COP

DI

GALV

PVC

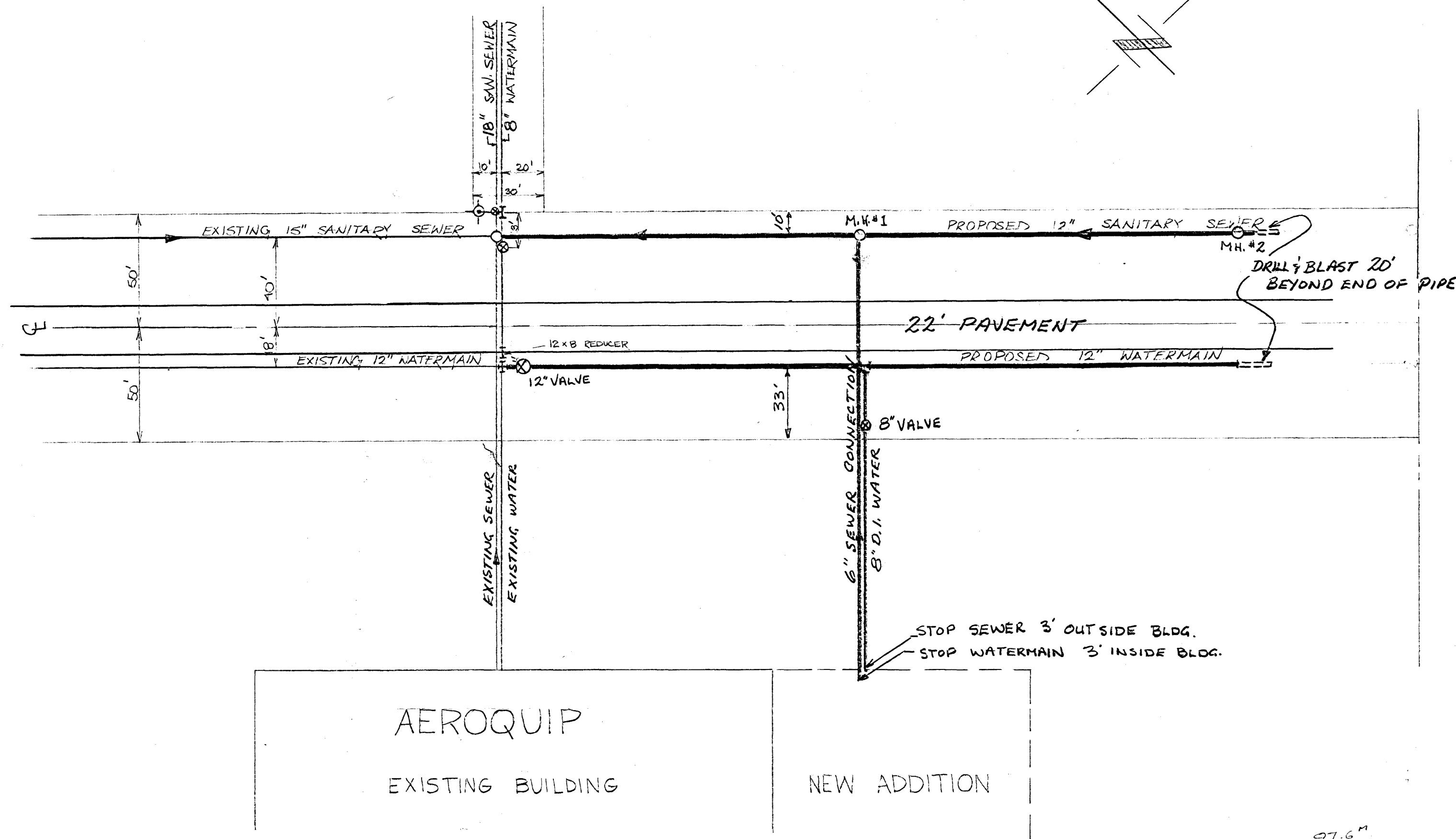
N/A

Mains - Private

Mains - Replacement Overdue

To Do

Done



QUANTITIES

MAIN SEWER

- 333' - 12" CL 2400 A/C PIPE
- 1 - 42" DIA. M.H.S. - 9' HIGH
- 1 - 24" M.H. FRAMES & COVERS
- 280 TONS SAND
- 200 C.Y. ROCK.

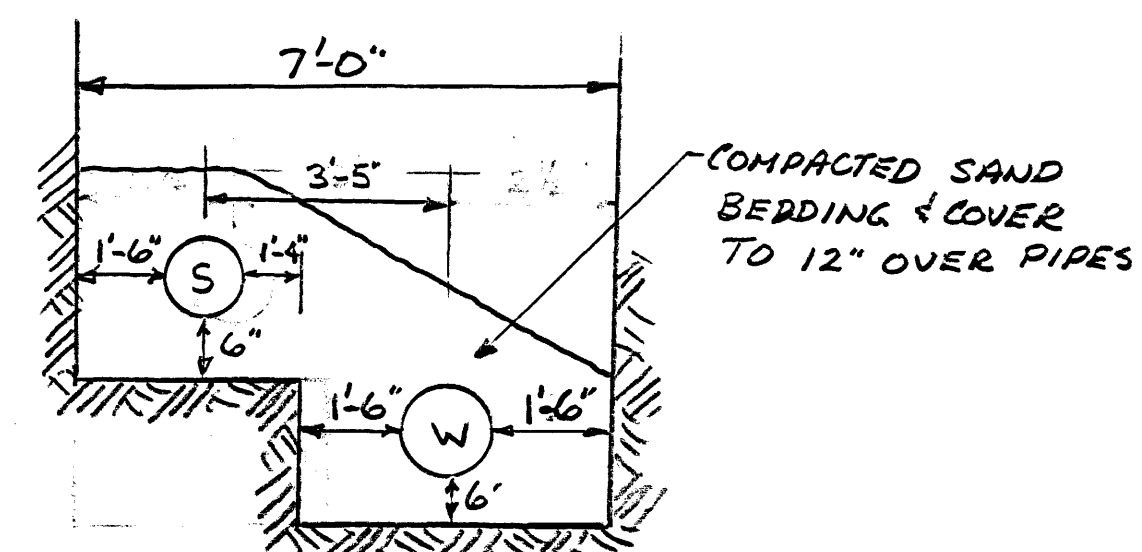
WATERMAIN

- 320' - 12" D.I. WATERMAIN
- 1 - 12" VALVE
- 1 - 12" x 12" x 8" TEE
- 280 TONS - SAND
- 220 C.Y. ROCK

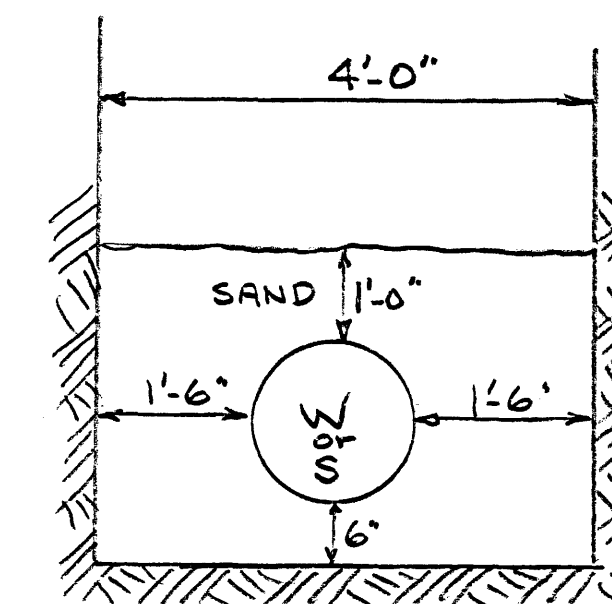
CONNECTIONS

- 190' - 6" A/C CL 2400 SEWER PIPE
- 135' - 8" D.I. WATER MAIN
- 1 - 8" VALVE
- 1 - 42" M.H. 9' HIGH
- 1 - 24" M.H. FRAME & COVER
- 200 TONS SAND
- 170 C.Y. ROCK.

AIRPORT



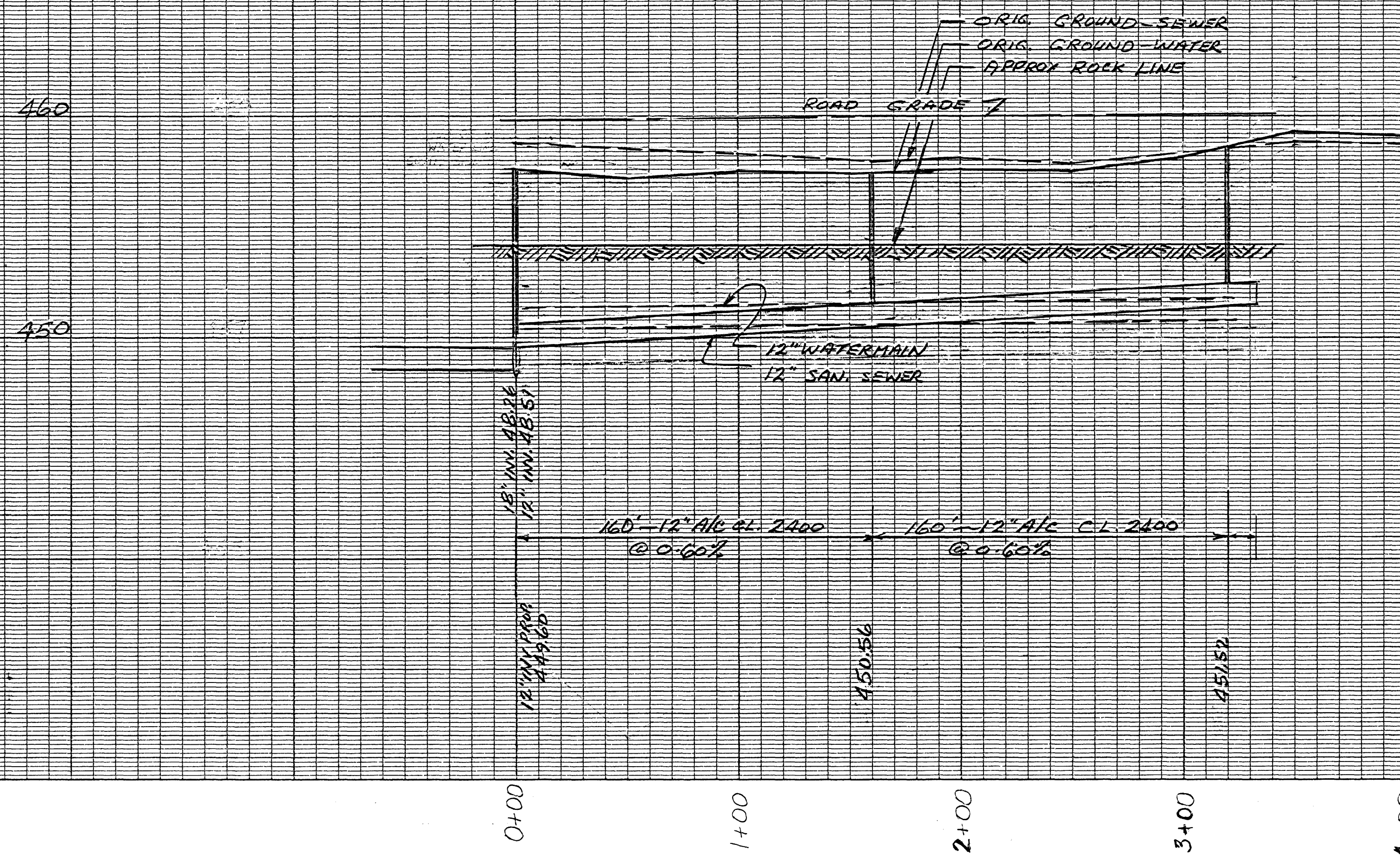
SECTION ON SEWER & WATER CONNECTION



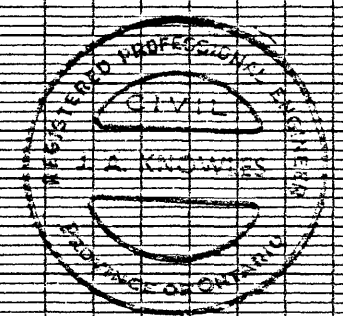
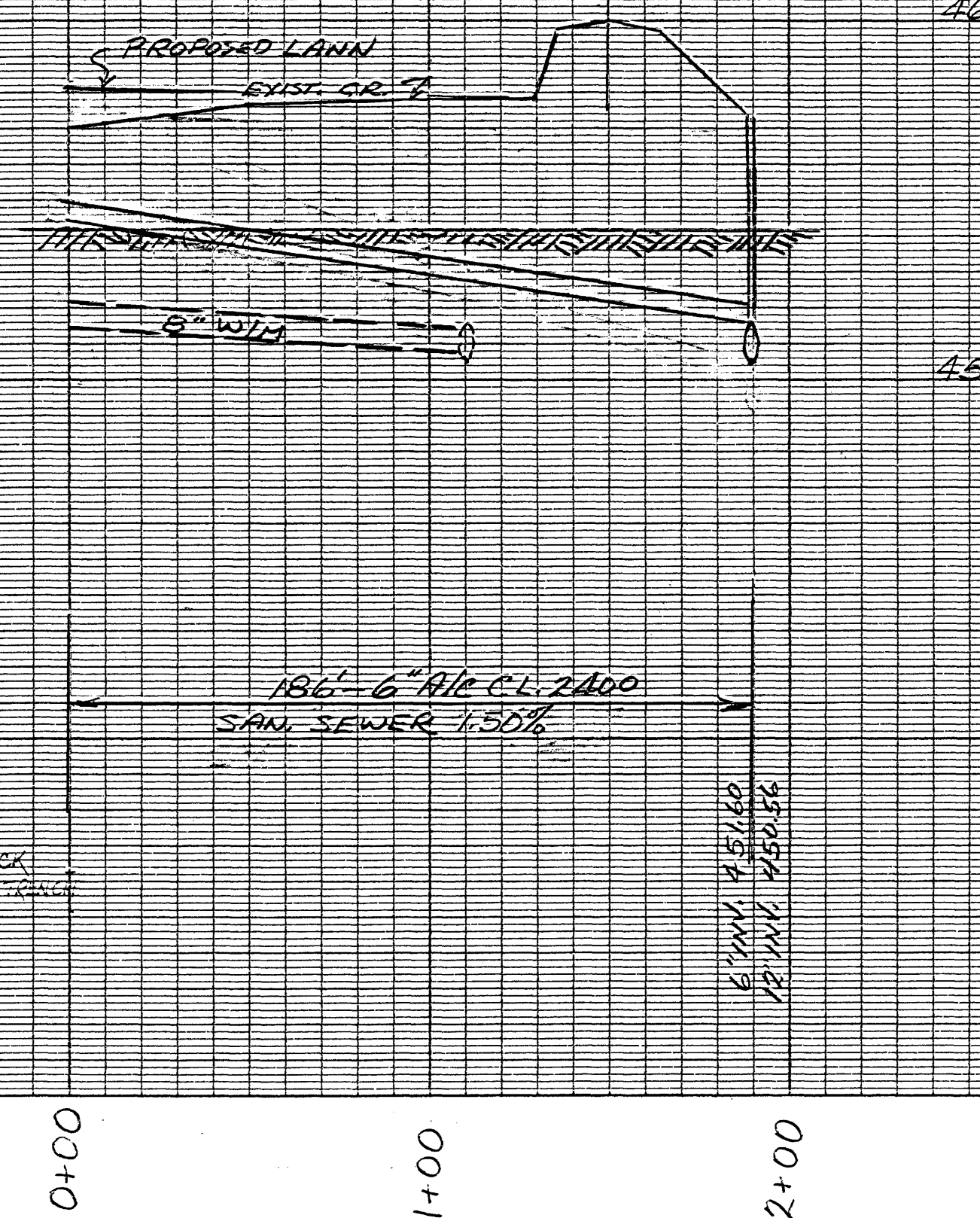
SECTION OF MAIN SEWER OR WATER

AEROQUIP CONNECTION

BENCH MARK ELEV.



TOP OF ROCK IN FOUNDATION TRENCH



ROGERS RD. SEWER & WATER EXTENSION

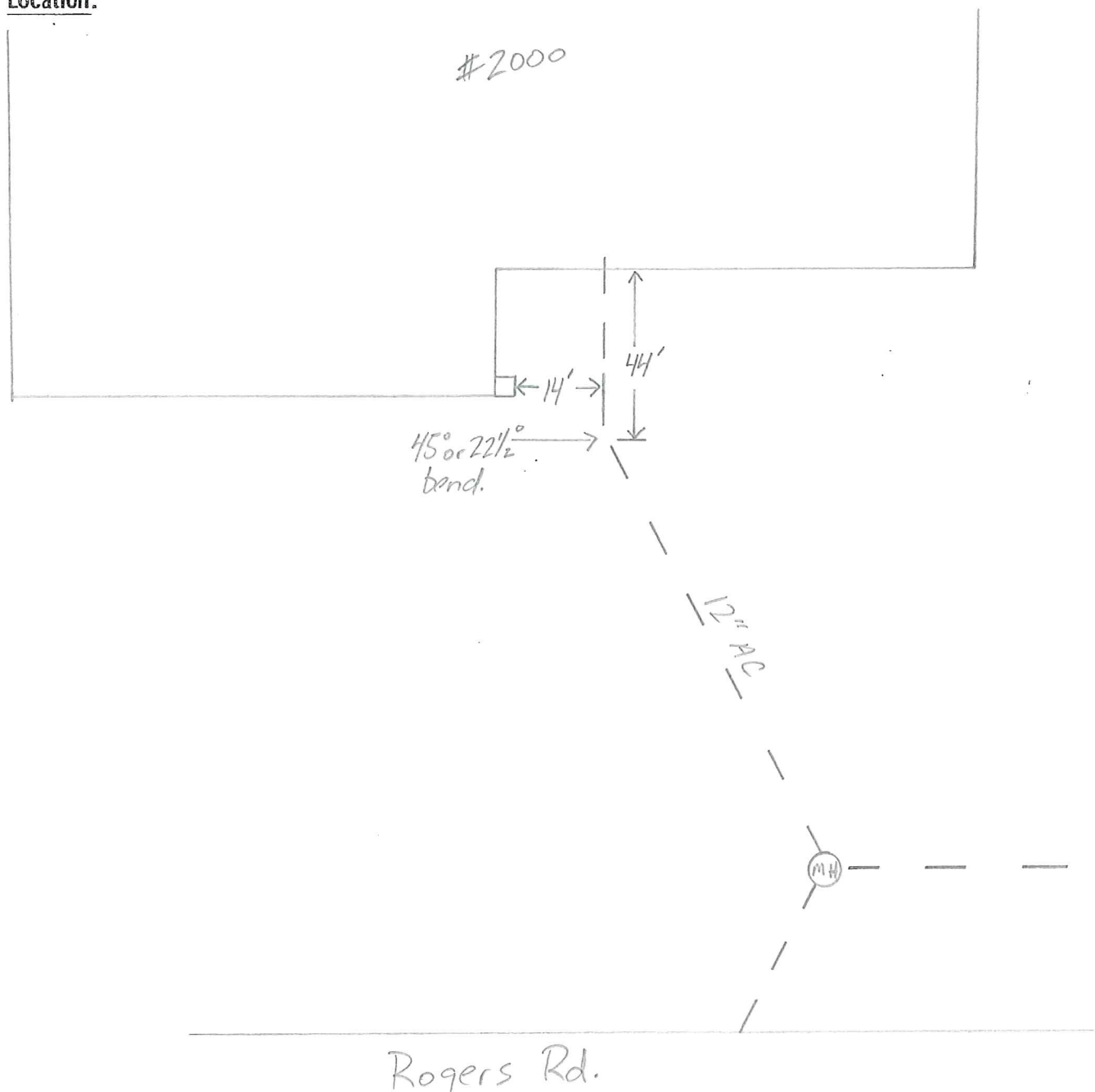
SCALE 1" = 40' H.
1" = 4' V.

E.B.H.
JUNE 1, 1977

PLAN NO. 77-1

<u>Type of Service:</u> AC	<u>Service Location:</u> 2000 Rogers Rd.
<u>Size of Service:</u> 12"	<u>Date Installed:</u> Mapped Sept. 2012
<u>Service Repairs:</u> Private issues with sewer. Problems inside with sewer, but when the 12" leaves the building, it is good to the manhole.	

Location:



Type of Service:

DUCTILE.

Service Location:

2000 ROBENS RD.

Size of Service:

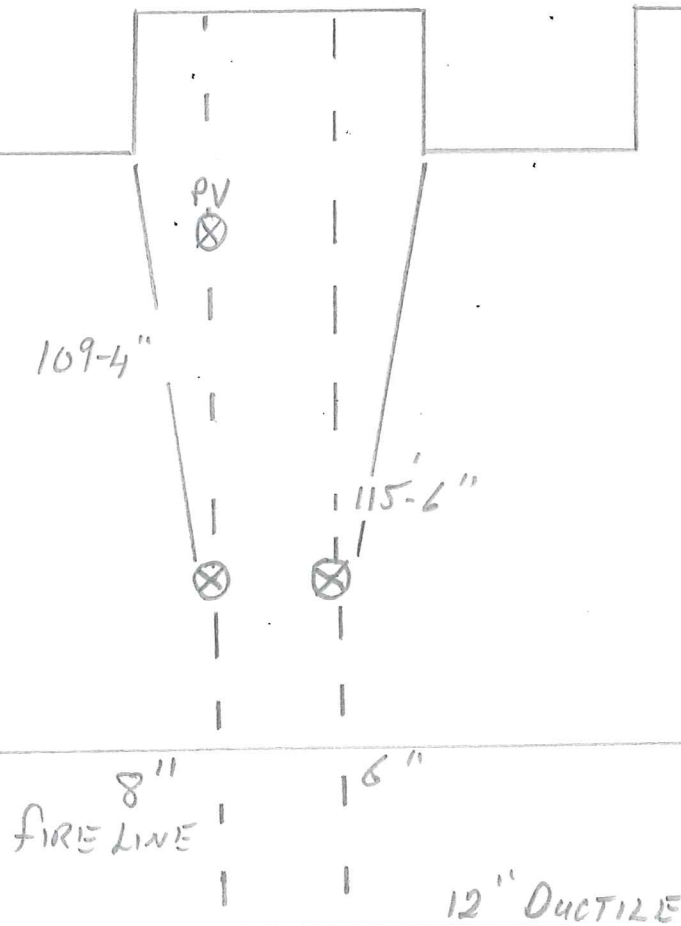
6" + 8"

Date Installed:

Service Repairs:

Location:

#2000



ROBENS RD.