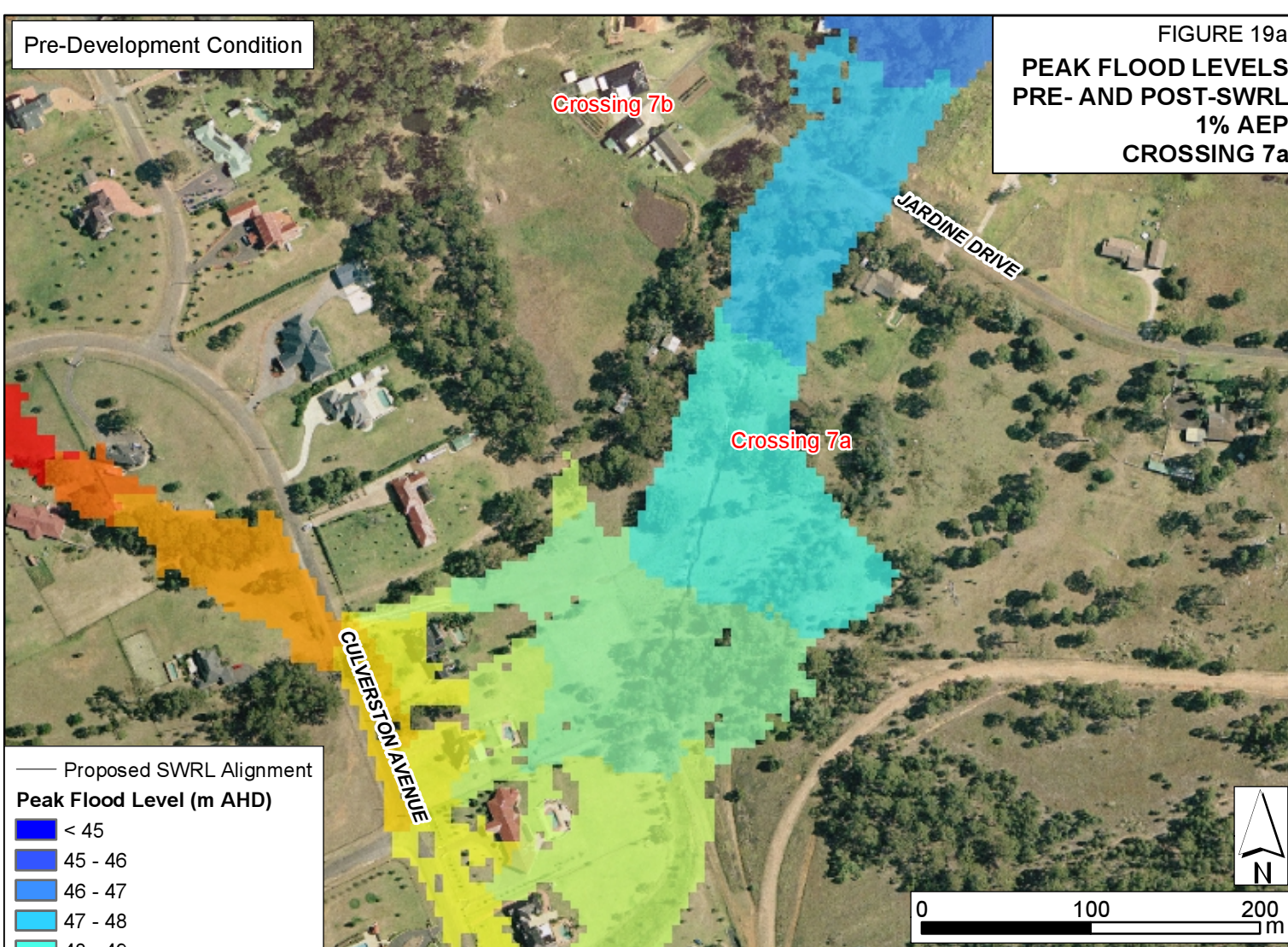
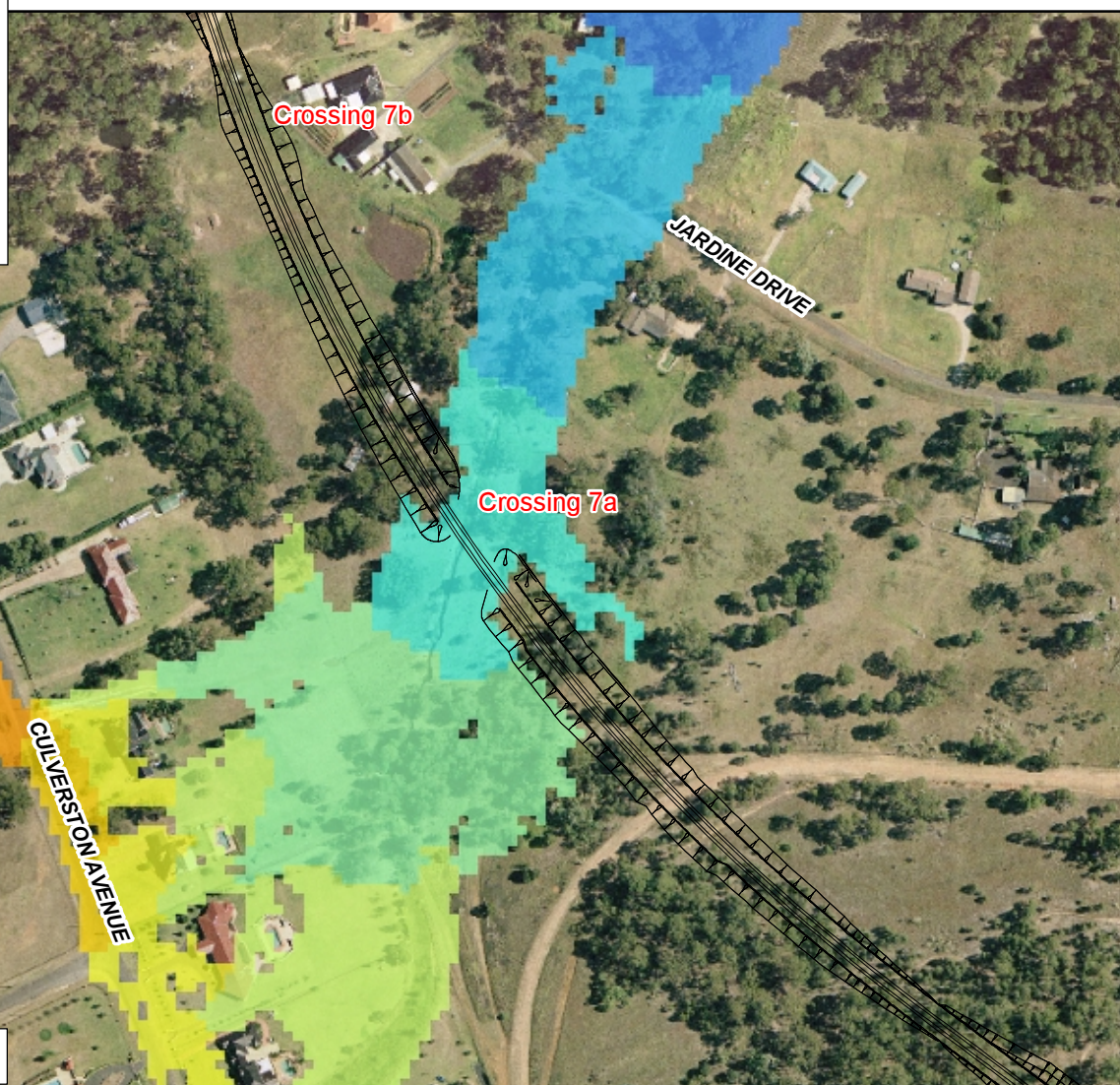


Pre-Development Condition

FIGURE 19a
PEAK FLOOD LEVELS
PRE- AND POST-SWRL
1% AEP
CROSSING 7a

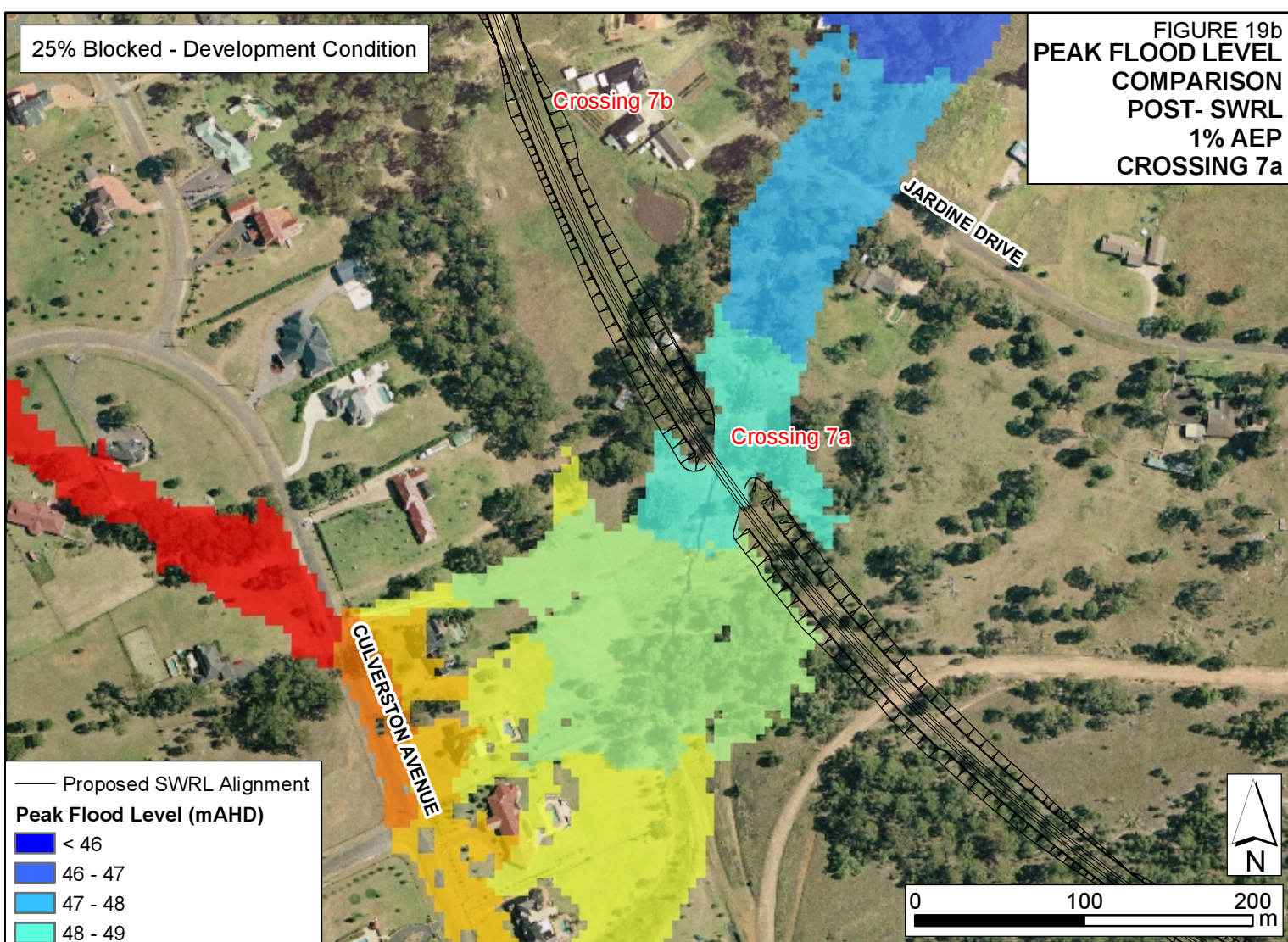


Post-Development Condition

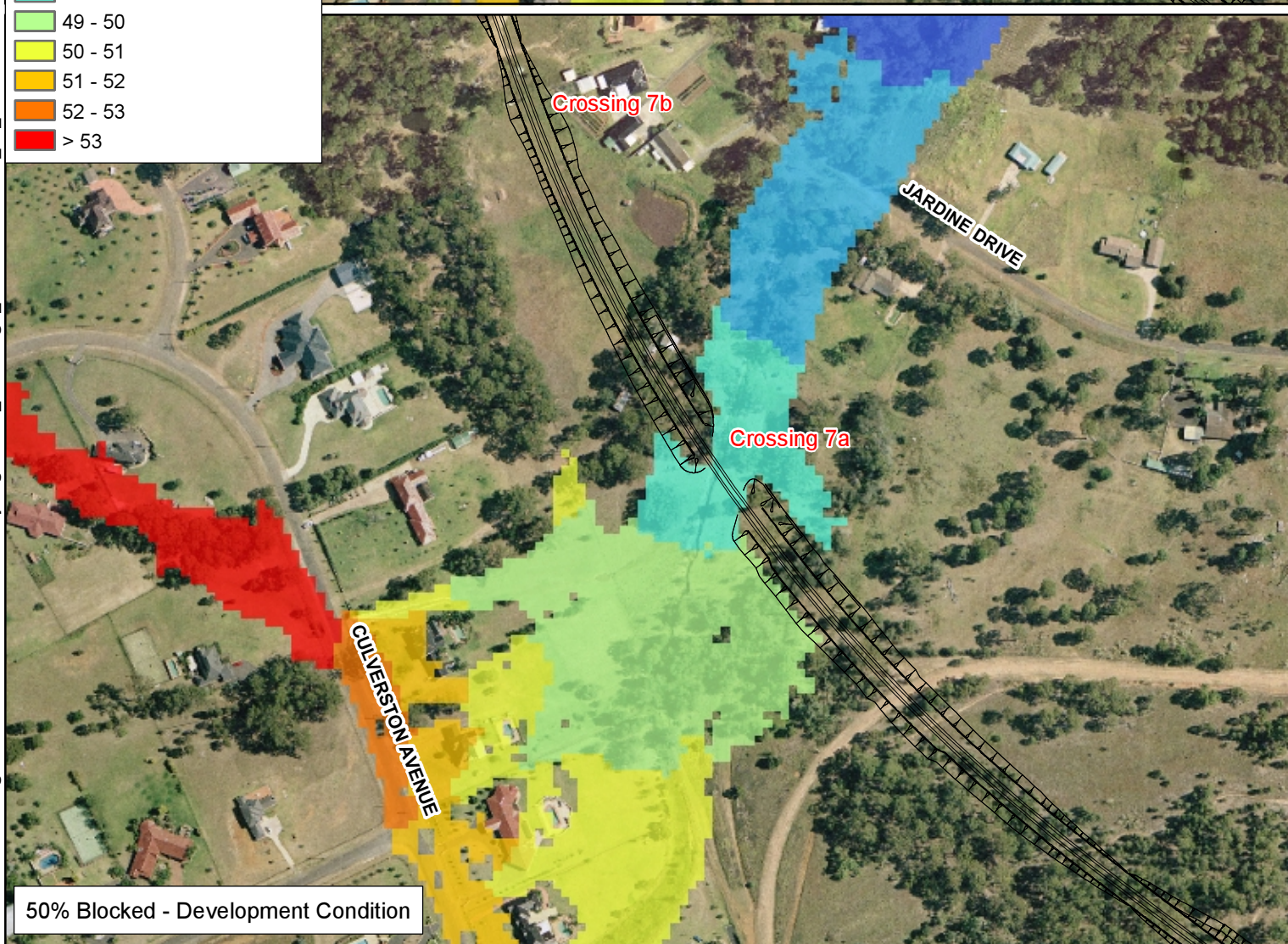


25% Blocked - Development Condition

FIGURE 19b
PEAK FLOOD LEVEL
COMPARISON
POST- SWRL
1% AEP
CROSSING 7a

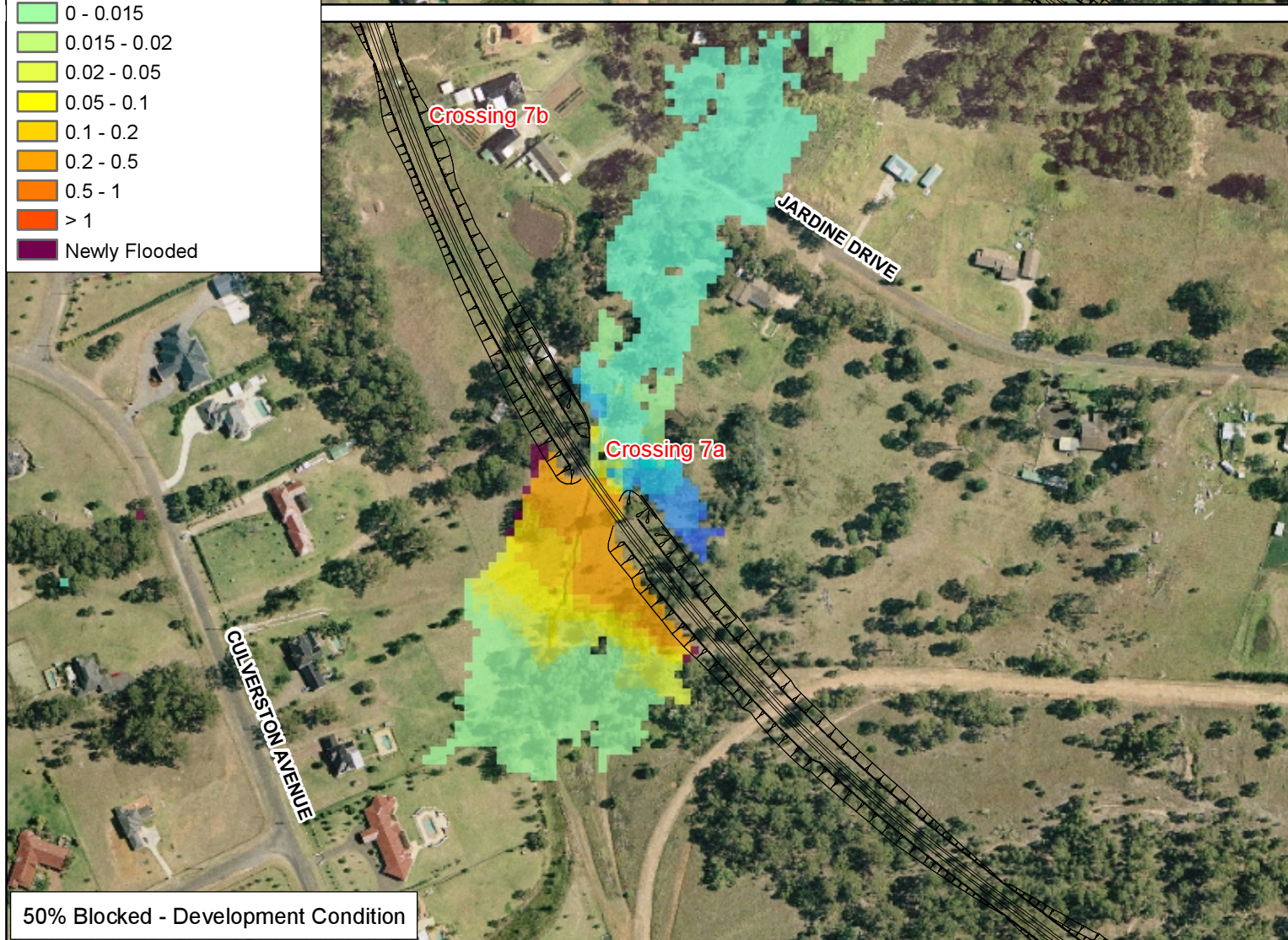
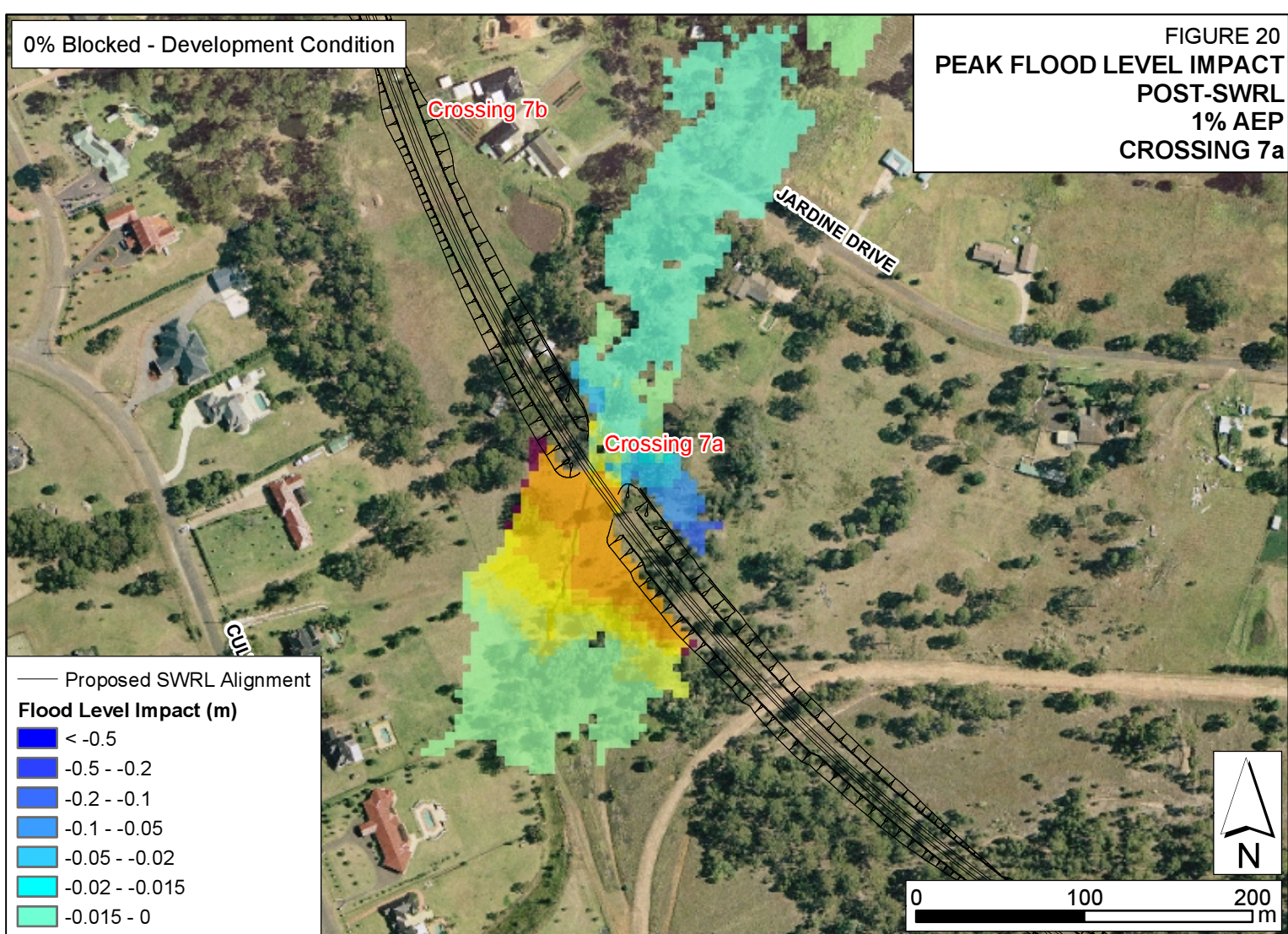


50% Blocked - Development Condition



0% Blocked - Development Condition

FIGURE 20
PEAK FLOOD LEVEL IMPACT
POST-SWRL
1% AEP
CROSSING 7a



Pre-Development Condition

FIGURE 21
PEAK VELOCITY COMPARISON
PRE- AND POST- SWRL
1% AEP
CROSSING 7a

Crossing 7b

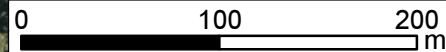
Crossing 7a

JARDINE DRIVE

CULVERSTON AVENUE

— Proposed SWRL Alignment

Velocity (m/s)



Post-Development Condition