

5220 Blowers Street, PID
00076760 Demolition

March 2020

Prepared by Rachael Kyte, P.Eng.

CONSTRUCTION MANAGEMENT PLAN

Job No. 34955



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Section 1: Project Description

Barrington Street Historical Development Ltd. are proposing to demolish the existing building at 5220 Blowers Street, PID 00076760. This property currently comprises of one three-storey building which includes a rear parking lot. This CMP has been prepared for the demolition phase of this project.

Throughout demolition, all work will remain on private property. We are proposing to install a row of rigid fencing along the property line. The adjacent sidewalk and two-way traffic along Blowers Street will remain open throughout demolition, except for during the exterior wall tear down adjacent to Blowers Street.

On Blowers Street, the development borders another three-storey commercial building to the west. To the east is an adjoining six-storey commercial building. All neighbouring properties will remain undisturbed throughout construction and all neighbours will be notified and updated on construction ahead of time.

CMP documents are intended to be an evolving document to help guide the project team to mitigate impacts to the adjacent community before they arise and to address unforeseen issues. SDMM, together with the developer, project manager, and traffic control company, have prepared this Construction Management Plan (CMP) following HRM's CMP (2016) guidelines and administrative order (2016-033-ADM) in an effort to reduce potential negative impacts on the surrounding community, due to construction activities for this project.

The most up-to-date version of this document will be kept on-site at all times during construction. Should ownership or contracting services change throughout the course of this project, HRM will be notified immediately and new parties will be required to comply with the approved CMP in writing.

Section 2: Project Contact Information

The project team for the proposed development consists of:

Role:	Developer	Site Contractor	Traffic Control Company
Name:	Barrington Street Historical Development Ltd.	Page Property Management	Frontline Traffic Services
Contact:	George Ramia	Joseph Ramia	Phil Pruneau
Address:	7071 Bayers Road, Suite 4004 Halifax, NS B3L 2C2	7071 Bayers Road, Suite 4007 Halifax, NS B3L 2C2	6 Belmont Avenue, P.O. Box 89 Eastern Passage, NS B3G 1M7
Phone:	(902) 452-0092	(902) 209-1602 24 Hour Emergency Contact	(902) 818-5548

Section 3: Project Schedule and Logistics

The following is a brief summary of anticipated major project milestones broken down by phase:

Schedule

Demolition	May 1, 2020	-	May 31, 2020	1 Month
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Key Dates

- Set up safety barriers along Blowers Street: May 1, 2020
- Remove safety barriers along Blowers Street: May 31, 2020

The Signage Plans are shown in the appendices and the site will be closed for approximately 1 month as the contractor completes demolition of the building.

Hours of Work

Work will generally take place during normal working hours as outlined in HRM’s Noise By-Law and Traffic Control Manual Supplement; these are noted below.

- Monday to Friday: 7:00 a.m. – 9:30 p.m.
- Saturdays: 8:00 a.m. – 7:00 p.m.
- Sundays & Statutory Holidays: 9:00 a.m. – 7:00 p.m.
- Servicing Work: Same as Above

Although work is not expected to be required outside of the times listed above, if, for any reason, work is anticipated to be required outside of these hours, the contractor will apply to HRM for approval 5 business days (minimum) in advance of such work and obtain approval prior to proceeding. It is noted that HRM’s Noise By-Law cannot be altered without HRM council approval; work must adhere to the Noise By-Law.

Encroachments & Disruptions

The developer plans to use the site’s existing driveway and backyard adjacent as the project’s laydown area, additionally vehicle loading and unloading and vehicle staging.

For public safety during demolition we are proposing to install opaque rigid fencing along the front of the building adjacent to Blowers Street. A gate is proposed at the existing driveway entrance on the private side.

Should any utility or traffic disruptions be required, the contractor will first apply to HRM for approval, a minimum of five (5) business days in advance of such work and will then notify neighbours of these disruptions in a timely fashion.

Demolition

The demolition phase includes demolishing the three-storey building. The foundation walls will remain and will be filled with common material. During the front wall demolition, traffic control personnel will be on site to temporarily shut down the sidewalk and ensure no pedestrians access the sidewalk during this time.

Site Services Connection

The existing site services will be capped on private property and kept in place for the future development.

Hazard Assessment

A vehicular and pedestrian hazard assessment is provided in the appendices. Any additional site hazards identified or encountered after work has commenced will be added to this list. All personnel on-site will be required to review this list and encouraged to identify additional potential hazards and hazard mitigation methods.

Construction Management Plan Element Inspection and Maintenance

Construction management plan elements will be inspected daily to ensure continued adherence to this CMP. Any deficiencies identified will be reinstated immediately.

Changes to the Construction Management Plan

Any required changes or modifications to the approved CMP will be submitted to HRM for review and approval prior to implementation.

Damage to HRM Infrastructure

It is expected that HRM infrastructure including sidewalk, curb and gutter will not be impacted by construction activities. However, while efforts will be made to avoid damage, if portions of existing curbs, gutters, and sidewalks may become damaged during the construction process, the developer will be responsible for repairs or replacement. Pending HRM's review prior to and after construction and subject to damage due to construction activities, the developer acknowledges that items may require to be fully replaced rather than repaired. The developer also acknowledges that any costs incurred to repair or replace this public infrastructure are the responsibility of the owner.

Protection of Trees

There are no existing street trees in the public right-of-way adjacent to the project site.

Line Painting and Temporary Crosswalks

No paint lines are proposed to be altered throughout the project.

A temporary crosswalk is not anticipated for this project.

Section 4: Vehicle & Pedestrian Management

Prior to any construction activity, all temporary workplace traffic control devices and signage will be in place as per the Nova Scotia Temporary Workplace Traffic Control Manual (2018 or latest edition). The traffic control company will install the signage and ensure that they are maintained throughout the project. This project's Traffic Control Plans (TCPs) are listed in the Appendix.

4.1 Vehicular Traffic Control

A Traffic Control Plan (TCP) has been prepared by the traffic control company and is provided in the Appendix.

Throughout construction two-way vehicular traffic will be maintained along Blowers Street.

Haul Route and Staging Areas

The truck Haul Route Plan has been prepared by the traffic control company and is provided in the appendix. The selected route is intended to minimize traffic congestion and maximize pedestrian safety. Construction vehicles will enter the site at the gate location by reversing into the existing driveway. A spotter will be present each time trucks enter the site. Trucks will exit the site by taking a right turn onto Blowers Street.

Pedestrian Protection

The sidewalk adjacent to the site will remain open with the exception of during front wall demolition. During this period, pedestrians on Blowers Street will remain on the sidewalk opposite the project site and will, therefore, be separated from vehicular traffic and construction hazards. During the demolition of the front wall adjacent to Blowers Street, traffic control personnel will be on site to ensure pedestrians are kept away from the potential fall zone. Throughout the remainder of the demolition, the sidewalk adjacent to the project will be opened and pedestrians will be protected from construction with the placement opaque rigid fencing – refer to the appendix for hoarding details.

Vehicular Traffic Notifications

Should any traffic disruptions be required, notifications will be distributed to properties in the impacted area a minimum of five (5) days in advance of vehicular traffic closures.

Emergency Vehicles

In the event of unforeseen emergency situations, the site will always remain accessible to emergency vehicles.

Parking

There are currently no lane reductions proposed or interruption to public parking.

To minimize parking requirements in adjacent neighbourhoods, on-site workers will park in the rear yard and workers will be encouraged to carpool or rely on public transit.

4.2 Pedestrian Management

Throughout construction, the sidewalks adjacent to the development will remain open with the exception during the demolition of the front wall adjacent to Blowers Street. A Pedestrian Management Plan (PMP) during front wall demolition has been prepared by the traffic control company and is provided in the appendix.

Pedestrian Safety

Pedestrian safety will be maintained by implementing appropriate signage as shown on the PMP. All navigation and safety signage indicating alternative sidewalks, and potential hazards will be inspected and maintained regularly.

Bus Stops

No bus stops exist adjacent to the project or are proposed to be affected.

Pedestrian Traffic Notifications

Notifications will be distributed to properties in the impacted area a minimum of five (5) days in advance of pedestrian traffic impacts.

Visually Impaired Persons

In keeping with Canadian National Institute for the Blind (CNIB) requirements and as outlined on their 'Clearing Our Path' website; various items will be incorporated into the pedestrian management signage and barriers. Such as, high visibility contrasting colours with appropriate font types (mix of upper and lower-case lettering), font sizes (between 16mm to 51mm) and sign colours (orange background with black lettering or white background with black lettering).

The contractor will use bright orange sawhorse barricades complete with bold-font signage to identify sidewalk termination points. Reflective tape will also be placed on the ends of fencing, hoarding, sawhorse barricades, and concrete barriers to help delineate pedestrian routes and disruptions. Signage and tape colours will vary but will comply with the colour/brightness contrast as outlined by the CNIB website; examples are black/white, orange/black or dark red/white combinations.

Accessibility

High visibility signage will be used to assist pedestrians to easily navigate around all blocked sidewalks.

Section 5: Site Protection & Hoarding

Barriers, Fences, and Gates

Along Blowers Street, the site will be delineated using galvanized rigid chain link fencing (2.4m total height). This reach of rigid fencing will be covered with an opaque screening. The opaque screening is described in the appendix and will block passersby or tourists view of the construction site. The hoarding area will have a single gate stationed at the entrance of the existing driveway to facilitate construction vehicle access. The gates will not be screened with covering; refer to the barrier, fence and hoarding information sections in the appendix.

Along the boundaries adjacent to the neighbour's parking lots, the construction site will be delineated using galvanized rigid chain link fencing (2.4m total height).

Installation of fencing and opaque covering will take place prior to 8am (regular working hours). This work will be scheduled by the contractor after the HRM's pre-construction meeting has been held. HRM will coordinate this pre-construction meeting; the developer, contractor and traffic control company will attend this site meeting. During the process of erecting and tearing down the traffic barriers, fencing and opaque covering defining the encroachment, traffic control elements will be implemented as per the Barrier Installation Plan in the appendix. All work and any traffic interruptions will be coordinated by the contractor who will notify HRM a minimum of five (5) business days before work is scheduled to begin.

Hoarding Aesthetics

The owner does not intend to place advertisements on the opaque hoarding.

Project Information and Contacts

To encourage communication between the project team and the public, contact information will be provided on Project Information Boards; these will be posted prominently around the project site on the fencing; refer to the appendix for a copy of the Project Information Board.

Section 6: Lifting, Hoisting, and Crane Operations

This demolition phase of this project will not incorporate a tower crane.

Section 7: On-Site Safety and Security

Site Safety and Security

The contractor will adhere to all Occupational Health & Safety requirements throughout the completion of this project. At a minimum, the following safety protocols will be utilized to further enhance site safety and security:

- a) All workers will be required to have proof of up-to-date safety training;
- a) Personal protective equipment (PPE) will be required for all personnel on site;
- b) Adequate signage will be placed outside the hoarding, which will warn of hazards that may exist;
- c) Gates will be locked and the perimeter fencing secured to provide security against public access during off work hours and will be monitored during operation;
- d) Hoarding will clearly state “No Trespassing – Construction Personnel Only” & PPE requirements will be clearly identified (e.g., “Hard Hats and Safety Footwear Must Be Worn Beyond This Point”);
- e) Regular safety inspections will be conducted to ensure suitability of hoarding and other safety devices;
- f) Emergency contact information to be prominently posted as per the Project Information Board.

Material Handling: Loading, Unloading, Delivery and Storage

The contractor will adhere to the procedures stipulated in the Haul Route Plan. Vehicles will use the designated gate for entry and exit. The staging and delivery area will be housed on private property through the existing driveway and will serve as the site’s laydown area for loading, unloading, and construction materials.

Street and Right-of-Way Cleaning

The portion of public street adjacent to the project will be cleaned daily of any debris from trucks and silt, dirt, or rock that migrates beyond the encroachments. A sweeper truck will be utilized as required.

Protection from Inclement Weather

To protect the public from construction debris during inclement weather, the project site will be enclosed by fencing complete with hoarding and loose items throughout the project site will be secured when not in use.

Storm Water Management

During construction, nearby catch basins will be fitted with filter fabric to prevent debris from entering the storm system. Storm water collected inside the project site will be directed into sediment settling ponds and pumped into the existing public storm water system in accordance with HRM By-law W-101 complete with appropriate fees to Halifax Water (HW).

Noise, Dust and Emission Control

Dust mitigation for this project will be achieved using existing asphalt for entering and exiting the site. Additionally, mesh on the inside of the fencing will help to contain any airborne dust inside the site.

All construction vehicles will be required to use the loading area for parking and idling to keep exhaust emissions within the construction zone.

As indicated above, all work shall be completed in accordance with the HRM Noise By-Law.

Section 8: Pre-Demolition Consultation & Meeting

Once approvals for this demolition work are obtained, an initial notification letter will be hand delivered to all neighboring properties notifying them of work and sidewalk closures. A sample notification letter is included in the appendices.

Approximately five (5) business days prior to demolition commencement, an additional notification will be circulated to these properties, notifying them of the work.

The developer, contractor and traffic control company shall attend a pre-construction meeting with HRM staff to review the CMP document on site. HRM will set this meeting time and date after the initial encroachment fees are paid by the developer to HRM.

Section 9: Summary

This construction management plan was prepared with the goal to minimize negative impacts to the community, pedestrians, and traffic throughout the scope of this project. This plan will be used as a minimum standard and any further safety protection required or methods to provide a more positive environment will be used throughout construction work as necessary.

Should you have any questions or comments related to this document, please contact SDMM. For all construction-related inquiries, please contact the developer, contractor, or traffic control service provider.

Regards,

Servant, Dunbrack, McKenzie & MacDonald Ltd.

Rachael Kyte, P.Eng.
Project Engineer

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APPENDIX

Appendix A – Site Plan

Encroachment Signage Plan

Date: 02/03/2020 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: Demolition of 5220 Blowers Street
Contractor: SDMM Contact: Rachael Kyte, 902 455-1537 x229

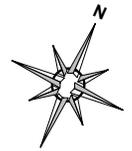
Comments:

Not to Scale

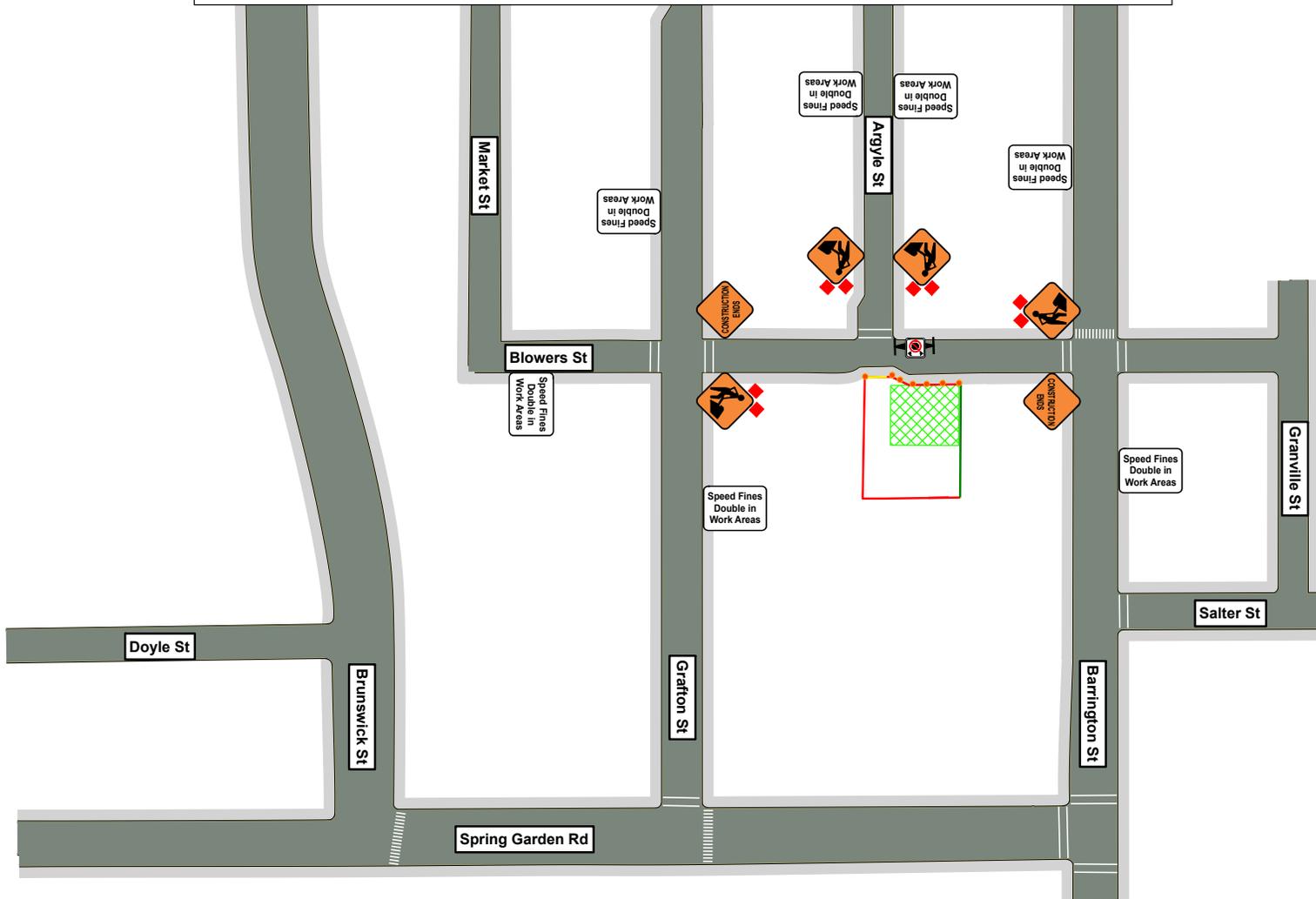
Fencing on sidewalk. Bases to be covered by cones or barrels.

Sidewalk to remain open except as required

NO STOPPING area on Northeast side of Blowers to facilitate swing room of trucks leaving site



Legend	
	Barrel
	Demolition Site
	Gate
	Site Fencing



Appendix B – Pedestrian Management Plan (PMP)

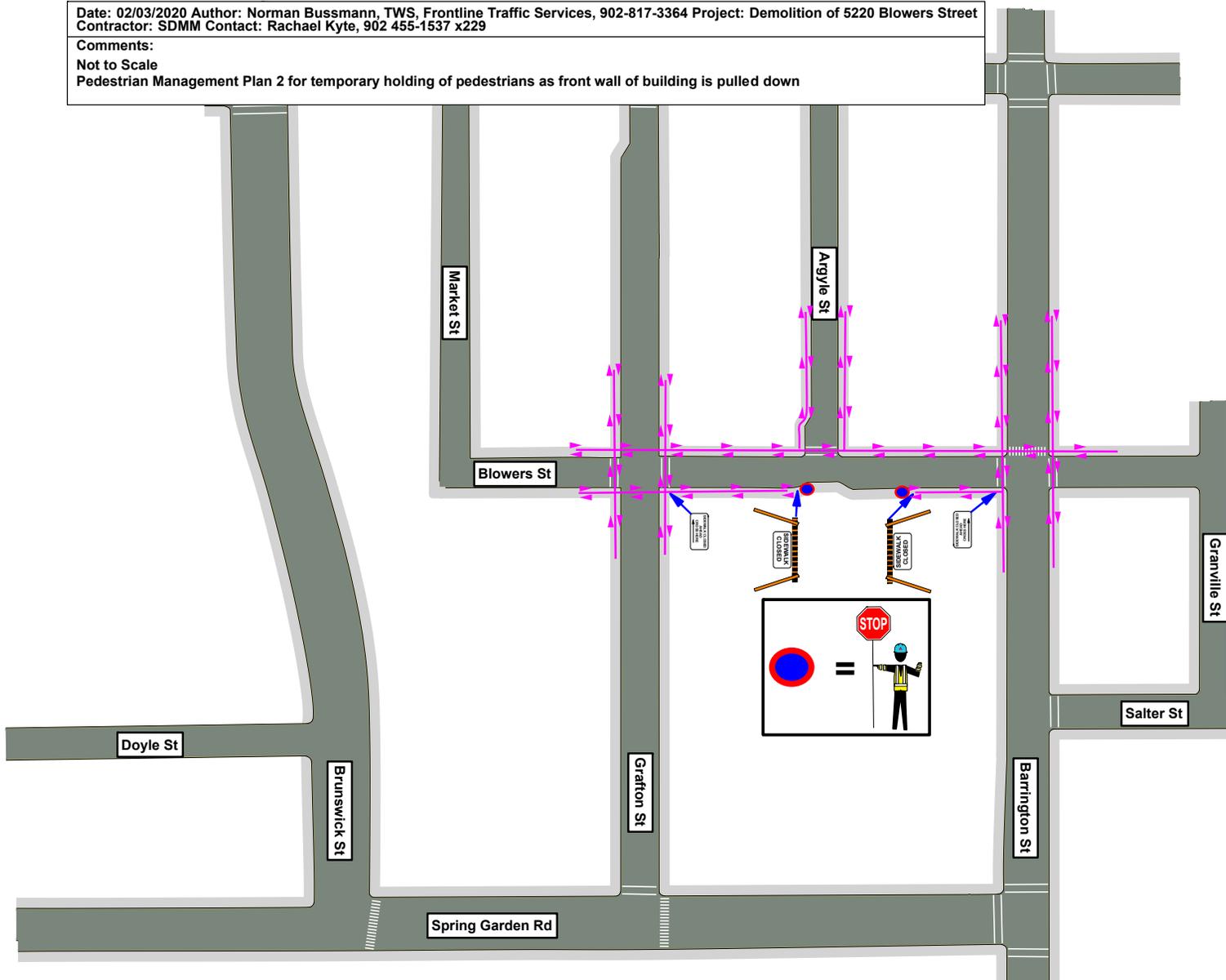
Pedestrian Management Plan 2

Date: 02/03/2020 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: Demolition of 5220 Blowers Street
Contractor: SDMM Contact: Rachael Kyte, 902 455-1537 x229

Comments:
Not to Scale
Pedestrian Management Plan 2 for temporary holding of pedestrians as front wall of building is pulled down

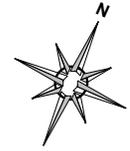


Legend
▲ Pedestrian Route



Appendix C – Barrier Installation TCP

Traffic Control Plan



Date: 02/03/2020 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: Demolition of 5220 Blowers Street
Contractor: SDMM Contact: Rachael Kyte, 902 455-1537 x229

Comments:

Not to Scale

Application Guide C112

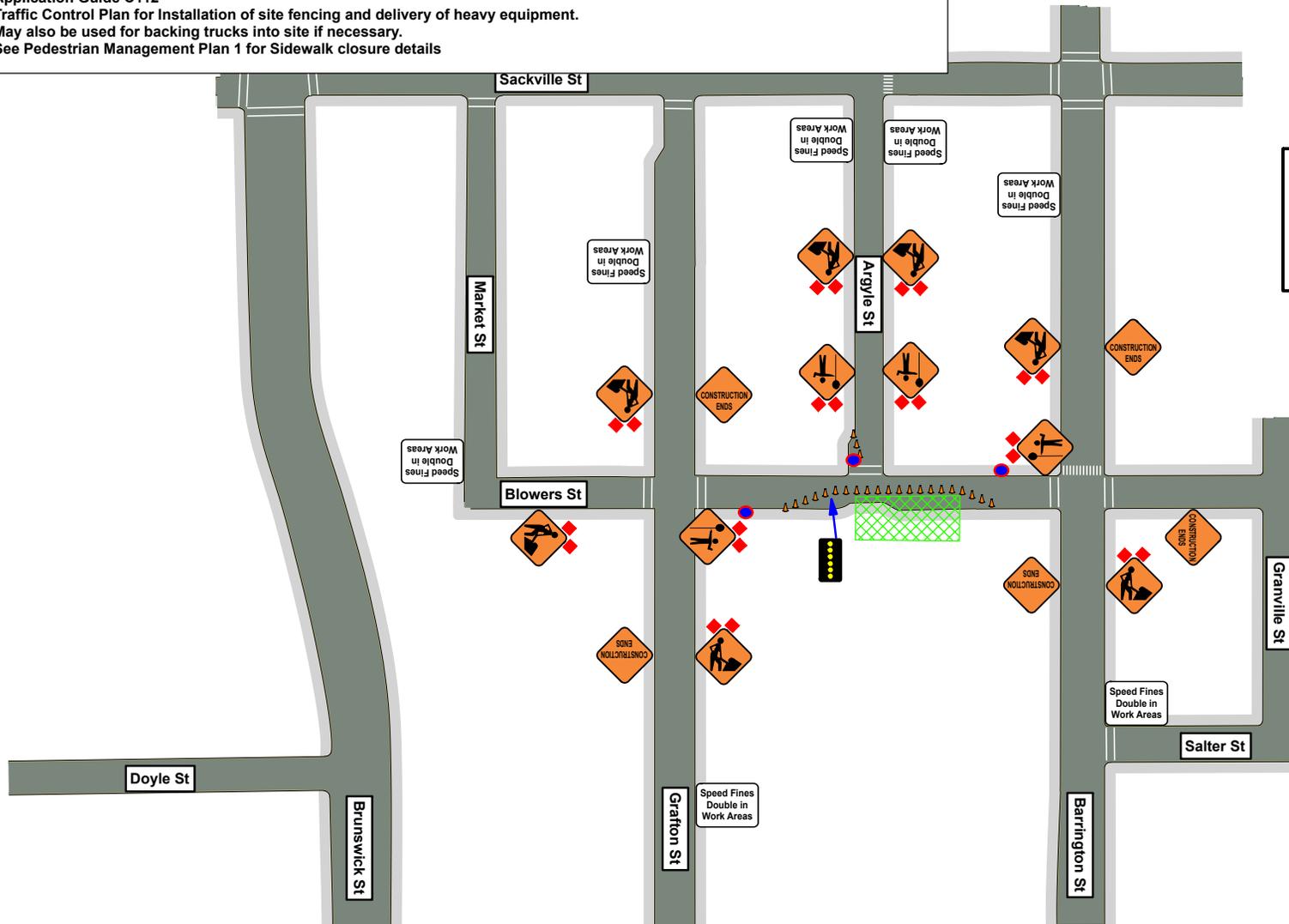
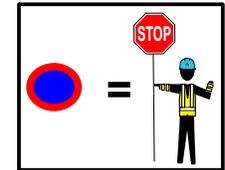
Traffic Control Plan for Installation of site fencing and delivery of heavy equipment.

May also be used for backing trucks into site if necessary.

See Pedestrian Management Plan 1 for Sidewalk closure details

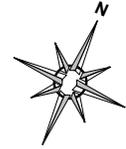
Legend

-  Cone
-  Work Area



Appendix D – Haul Route Plan

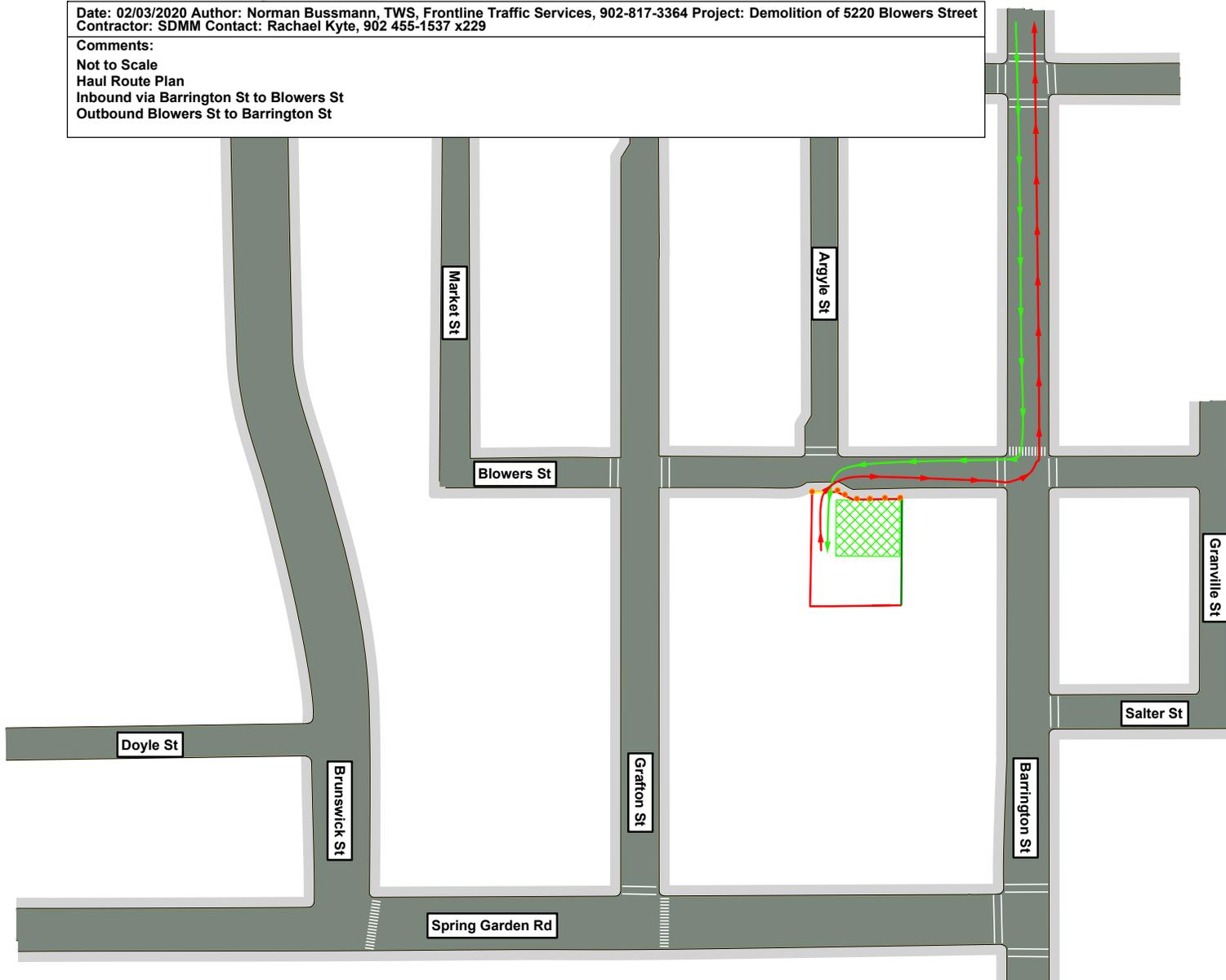
Haul Route Plan



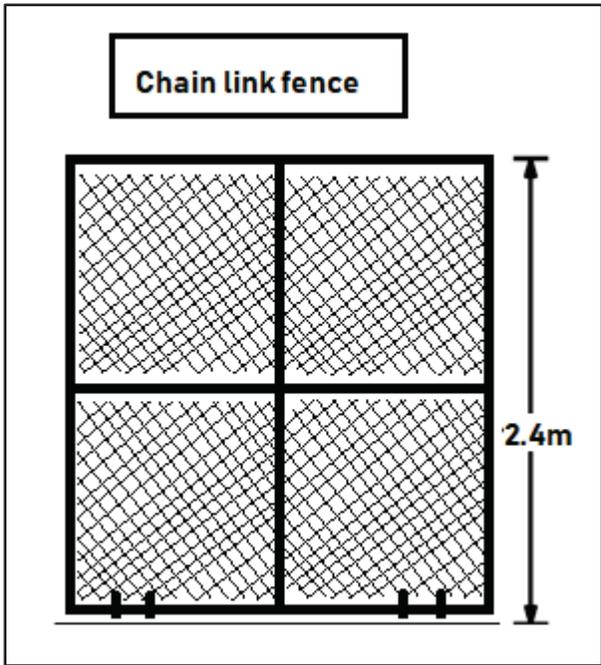
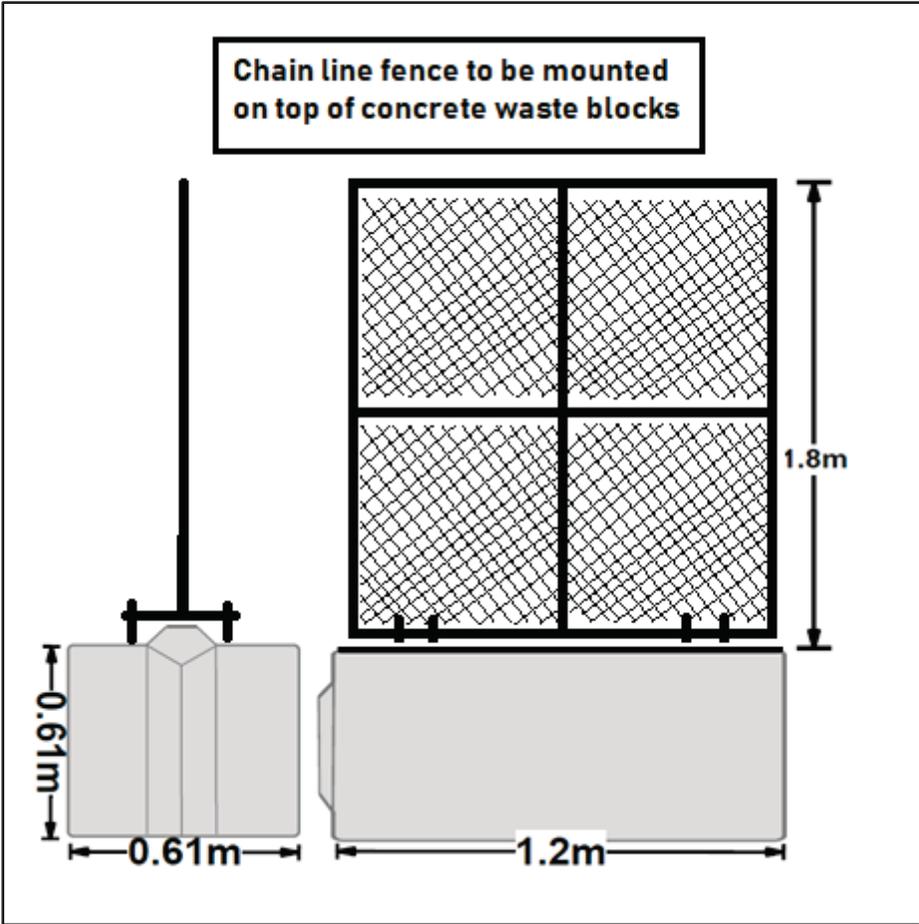
Date: 02/03/2020 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: Demolition of 5220 Blowers Street
Contractor: SDMM Contact: Rachael Kyte, 902 455-1537 x229

Comments:
Not to Scale
Haul Route Plan
Inbound via Barrington St to Blowers St
Outbound Blowers St to Barrington St

Legend	
	Barrel
	Gate
	Haul Route Inbound
	Haul Route Outbound



Appendix E – Barrier & Fence Information



Appendix F – Hoarding Information

Opaque construction hoarding material shall covering and be adequately secured to the rigid fencing that outlines the encroachment area. This covering shall be continuous such that it prevents passersby or tourist from seeing through the fencing and gates to the active construction site.

UltraMesh® Eclipse® if a 7.96 oz. which is a polyester, black-backed mesh that is used where complete opacity is required.

UltraMesh Eclipse is UV printable for project renderings and is typically used for building and fence graphic wraps. The product is available in widths of 126" and 196".

Product example is shown below with the technical data sheet on the following page.



UltraMesh Eclipse is a 7.96 oz. polyester, black-backed mesh. The material is ideal for applications where complete opacity is required. UltraMesh Eclipse is UV printable and may be used for building wraps and fence graphics. Available in widths of 126 and 196 .

Material Details

CHARACTERISTICS	TEST METHOD	METRIC	ENGLISH
Base Fabric	100% PES	1000D×1000D	
Construction			12×12
Total Weight	DIN53352 BS3424 Method5A	270 +/- 20 gsm/m ²	7.96 oz/yd ²
Width		Up to 500cm	
Tensile Strength	DIN53352 BS3424	Warp 1250 n/5cm Weft 1100 n/5cm	142.75 x 130.19 lb/in
Tear Strength	DIN53356 BS3424	Warp 235 N Weft 225 N	52.8 x 50.5 lbf
Air Permeability	GB/T 2410-2008		2649 mm/s
Light Transmission	GB/T 5453-1997		37%
Temperature Resistance	DIN53357 BS3425 Method 10		-20°C /70°C

Applications

	Back-lit	Banner	Billboard	Block-out	Building Wrap	Fence Graphics	Truckside
Applications		■		■	■	■	

Ink Printability

Solvent	Eco Solvent	UV	Latex	Screen Printing	Dye Transfer	Dye Direct
		■				

Available Sizes

Metric (m)	English (inches)
3.20, 5.00	126 , 196

The information on physical and chemical characteristics is based upon tests believed to be reliable. The values are intended only as a source of information. A legally binding guarantee of specific properties is not to be inferred from our specifications. They are given without guaranty and do not constitute a warranty. A weight variance of +1/-2 is acceptable. The purchaser should independently determine, prior to use, the suitability of this material for his/her specific purpose. (Data represents averages and is not intended for use as a specification.)

Appendix G – Project Information Board

PROPOSED DEMOLITION
5220 Blowers Street, PID 00076760

May 1, 2020 –May 31, 2020

Owner:

Barrington Street Historical Development Ltd
7071 Bayers Road, Suite 4004, NS, B3L 2C2

Contact:

George Ramia – (902) 452-0092

Project Manager:

Joseph Ramia, Page Property Management

24 Hour Emergency Contact:

Joseph Ramia – (902) 209-1602

Traffic Control:

Frontline Traffic Services

6 Belmont Avenue, P.O. Box 89, Eastern Passage, NS, B3G 1M7

Contact:

Phil Pruneau – (902) 818-5548

Appendix H – Project Safety Signage

**NO
TRESPASSING**

 **WARNING**

CONSTRUCTION SITE




To reduce risk of injury,

- Hard Hat
- Safety Shoes

MUST be worn on this site.

RESTRICTED
— AREA —

CONSTRUCTION
WORK IN
PROGRESS

Appendix I – Sample Traffic Notification Letter

**PROPOSED BUILDING DEMOLITION
5220 Blowers Street**

DRAFT NOTIFICATION LETTER

Joseph Ramia

7071 Bayers Road, Suite 4007

Halifax, NS

B3L 2C2 1H1

Phone: (902)209-1602

Date

NOTIFICATION OF TRAFFIC DISRUPTION: Blowers Street, HALIFAX, NOVA SCOTIA

This is to inform you that the to facilitate operations in association with the 5220 Blowers Street building demolition work, traffic disruptions will occur on or about **DATE** with an anticipated duration of approximately **TIME**. The street will be **reduced(?)** to one lane of vehicular traffic during this time.

Should you have any questions or concerns please feel free to contact the below:

CONTACT INFORMATION

Project Manager:

Joseph Ramia

7071 Bayers Road, Suite 4007

Halifax, NS

B3L 2C2 1H1

Phone: (902) 209-1602

Should any questions arise, please feel free to contact the undersigned.

Yours Truly,

Joseph Ramia

Project Manager

Appendix J – Vehicular and Pedestrian Hazard Assessment

VEHICULAR & PEDESTRIAN HAZARD ASSESSMENT

No.	Hazard:	Vehicular Impacts:	Mitigation Methods:	Pedestrian Impacts:	Mitigation Methods:
1	Building Demolition	Debris may fall off building, damaging vehicles.	Spotters to be present to ensure vehicles temporarily do not park adjacent to site during front wall tear down.	Debris may fall off building, injuring pedestrians.	Temporarily close sidewalks adjacent to site, moving pedestrians to opposite side of street.
2	Construction Waste	Vehicles may strike or be struck by construction waste.	The contractor shall keep the project site and surrounding areas clean and free of construction debris.	Pedestrians may strike or be struck by construction waste.	The contractor shall keep the project site and surrounding areas clean and free of construction debris.
3	Vehicular & Pedestrian Activities	Drivers and pedestrians may become confused or impatient with construction activities. Pedestrians may walk in unmarked crosswalks or in vehicular travel areas. Drivers may fail to obey traffic signage.	Vehicular and pedestrian signage will be posted prominently around the project site to facilitate pedestrian movement. Notification will be sent prior to all traffic interruptions.	Drivers and pedestrians may become confused or impatient with construction activities. Pedestrians may walk in unmarked crosswalks or in vehicular travel areas. Drivers may fail to obey traffic signage.	Vehicular and pedestrian signage will be posted prominently around the project site to facilitate pedestrian movement. Notification will be sent prior to all traffic interruptions.
4	Heavy Machinery Operation	Heavy machinery or vehicles may break down or overturn, damaging other vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site. Rigid fencing will be installed to separate construction vehicles from public traffic.	Heavy machinery or vehicles may break down or overturn, injuring pedestrians.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery. Rigid fencing will be installed to separate construction vehicles from pedestrians.
		Heavy machinery or vehicles may overturn due to uneven terrain, damaging other vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site and ensure travel routes are kept flat.	Heavy machinery or vehicles may overturn due to uneven terrain, injuring pedestrians. Pedestrians may walk on uneven terrain causing them to twist their ankles or fall.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery and ensure travel routes are kept flat.
5	Construction Signage	Construction signage may strike vehicular traffic.	Construction signage will be securely fixed to existing poles, temporary concrete sign bases, or rigid fences.	Pedestrians may walk into construction signage, including traffic signage, pedestrian management plan renderings, wayfinding signs, etc. may.	Signage will be angled in line with pedestrian routes and/or be placed at heights such that they do not pose a risk to pedestrians.
				Construction signage may strike pedestrians.	Construction signage will be securely fixed to existing poles, temporary concrete sign bases, or rigid fences.
6	Reinstatement of Public Infrastructure & Service Installation	Heavy equipment and hot concrete used during public infrastructure reinstatement and service installation may cause damage to vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site.	Heavy equipment and hot concrete used during public infrastructure reinstatement may injure pedestrians.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery.