

CONSTRUCTION MANAGEMENT PLAN

612 BEDFORD HWY – Residential Use Building on Bedford Highway.



Prepared for:

SAMA PROPERTIES Ltd.

Architect:

WM FARES ARCHITECTS

Traffic Management:

Sojourn Signs

Date Prepared:

JULY 30, 2020

PROJECT CONTACT INFORMATION (FOR HRM ONLY)

612 BEDFORD HWY – Residential Use Building on Bedford Highway.



Owner/

General Contractor: **SAMA PROPERTIES Ltd.**

c/o 27 Longbrae Drive, unit 101
Halifax, NS

Project Contact: **SAMA PROPERTIES Ltd.**

Amir Arab

M: (902) 830-7357

Email: [REDACTED]

Architect:

WM FARES ARCHITECTS,
3480 Joseph Howe Drive, Suite 500, Halifax, NS,
(902) 457-6676
WM FARES, info@wmfares.com

DEVELOPMENT INFORMATION BOARD

612 BEDFORD HWY – Residential Use Building on Bedford Highway.



Owner/General Contractor:

SAMA PROPERTIES Ltd.

c/o Longbrae Drive, unit 101
Halifax, NS,

Project Contacts:

Amir Arab
M: (902) 830-7357

EMERGENCY CONTACT:

Amir Arab at (902) 830-7357

SAMA PROPERTIES Ltd.

Address:

c/o 27 Longbrae Drive Road, Unit 101

HALIFAX, NS, B3M 4J9

Tel: 902 - 830-7357

Email: [REDACTED]

June 30, 2020

Re: Notification for commencement of construction in your neighborhood

Developer Sama Properties Ltd. is in the final planning stages of a project that is going to be implemented at 612 Bedford Highway, not far from the intersection with Larry Uteck Boulevard. The lot, situated across the highway from Fisherman's Market parking lot, is currently vacant and partially used as truck parking.

We would like to inform you that any changes to traffic along Bedford Highway will only be temporary during underground services connection phase and may result in closing of sidewalks on the entire length of our property and an eventual narrowing of the right lane toward Halifax on Bedford Highway. Developer SAMA PROPERTIES Ltd. will work with contractors to mitigate all impacts that are due to arise as a result of said development during construction.

Public parking is available in the open-air spaces across the street, accessible from Bedford Highway and other commercial spaces parking in the neighborhood. Lane closures will only occur for limited amounts of time during certain phases of the development and will be responsibly managed to ensure smooth flow of traffic as much as possible. Subsequent notices will be posted when there are going to be any effects on traffic ahead of time.

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

Contact Information

Developer: Amir Arab –902 830 - 7357

Sincerely,

SAMA PROPERTIES Ltd.
Amir Arab

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SAMA PROPERTIES Ltd.

SAMA PROPERTIES Ltd.
c/o 27 Longbrae Drive Road, Unit 101
Halifax, NS
Tel: (902) 830-7357

To: HRM Engineering and Traffic	Date: JULY 30, 2020
From: SAMA PROPERTIES Ltd.	Project: 612 BEDFORD HWY, Application no.: 183749

Section 1: Project Description:

The proposed development at 612 Bedford Highway, consists of a new 4 stories, including a partially underground Parking & Commercial level, 41 unit residential building. The ground floor extends partially underground due to the natural slope of the lot and is used for commercial offices and parking. It accommodates 3 offices, lobby, electrical room and other technical rooms. Level 2 accommodates 11 residential units, while 2 and 3, extending more in the back on higher ground another 15 each.

Sama Properties Ltd. is both the owner and General contractor of the job and along with its architect, WM Fares Architects and Sojourn Signs Ltd., have prepared this Construction Management Plan (CMP) in an effort to reduce potential negative impacts on the surrounding community. This CMP is intended to lay out all construction activities for the duration of the project in order to mitigate impacts to the adjacent community before they arise and to address any unforeseen issues with the intent that if anything changes, we would let HRM Engineering know in advance.

Section 2: Project Contact Information

The project team for the proposed development consists of:

Developer: SAMA PROPERTIES Ltd.
c/o 27 Longbrae Drive Road, Unit 101
HALIFAX, NS. B3M 4J9
Tel: 902 830 -7357

Developer Project Contact: AMIR ARAB 902 830 - 7357 (cell)

SAMA PROPERTIES Ltd.

Contractor: SAMA PROPERTIES Ltd.

c/o 27 Longbrae Drive Road, Unit 101

HALIFAX, NS, B3M 4J9

Tel: 709 486-7777

Developer Project Contact: AMIR ARAB 902 830-7357

Contractor Project Manager:

Architect: WM FARES Architects,
3480 Joseph Howe Drive, Suite 500, Halifax, NS,
(902) 457-6676
Email: info@wmfares.com

24 Hour Emergency Contact: AMIR ARAB: 902 830-7357

These names could change as obviously, the developer will be hiring someone as the Construction Manager and emergency contact. But for now, we can proceed on this basis.

Section 3: Construction Schedule and Logistics

The time of the start of the project has not yet been precisely determined. As plans are being submitted for permit, pricing of the job has begun in earnest. We will begin shortly with contractors to install barriers & fencing, clearing up the site, as well as excavation, foundations, a.s.o. While it may be difficult to place a start date, assuming a September 1st, 2020 start date, herewith you will find the construction schedule in Schedule 'A', pag 21.

The work will start by clearing up the site of vegetation and existing parking embankment. At this point the Fencing and Barriers will be installed and the signage will be put in place according to the traffic plan for construction stage. The F Type concrete barriers and the fencing will be placed on the property boundary along Bedford Highway, also on the property boundary along the secondary access roads for a length corresponding to the parking and accesses to the neighboring businesses where the traffic might be significant occasionally and maybe the road accessible to larger vehicles. Along the rest of the local access road a fence c/w mesh will be installed inside the property boundary as there is no need to use the whole property for construction site and vehicle barriers are not required as the access road from here onwards only provides access to one residential dwelling with very limited daily traffic. We consider that such a solution will have a more limited visual impact and will be sufficient to serve as a barrier if needed to stop a vehicle at the limited speeds possible along that road. We adopted a solution to place vehicle staging and unloading area, inside our property and behind the proposed building. Turning around of larger vehicles would be possible in the area for future parking and the public sidewalks and road will not be impacted by any encroachment. This is a very convenient solution for avoiding the disturbance to the traffic that would be created by extending the barriers into the public domain and traffic. The sidewalk and bicycle lane will be maintained undisturbed and the bus station can continue to be located just in front

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of our property, far enough from access and exit gates. In adopting this solution, we have also considered the specific of the development consisting in a small size, wood structure building so that apart from the excavation phase there will be no significant amount of traffic required to site. In the excavation phase off course even more space will be available for turning. In later stages of construction, the material shipments to site will be planned and should never exceed 1-2 trucks /day.

In order to create a flow for the construction vehicles that cause the least amount of disruption to the traffic, offers visibility and ease of access, 2 gates will be available to traffic in and out of site. The vehicles will be able to approach on Bedford Highway from, the nearest HRM truck route, complete their work and leave the site through the exit gate. to continue their circuit back onto the truck route as seen on the Haul Route plan HR 01, pag 23. A second truck can enter the site and wait in the vehicle staging area next to entrance while the first finishes loading or unloading in the back, turns and exits. The location of the exit gate affords good visibility towards Highway as well as the secondary access road allowing any vehicle exiting the site to turn right safely on Bedford Highway. In the North-East corner of the site enclosure an electric shack will be located. In the access egress area of the site, South East corner, a large site trailer can be located to be used as storage and site office in various stages of the construction. The area in the back, (South West), future parking, will also be the lay down area for all materials, lumber, gear, and equipment required constructing the upper structure of the building.

This high area in the back of the building, will serve as delivery and vehicle staging area. This area will also be the main setting up location for the boom truck when and other equipment needed on site. The boom truck can also set up in the entry area as shown on the site plan. The limited elevation of the building and type of structure makes it possible for a mobile crane to be used only when needed without a permanent presence on site.

The barricades will be placed on the existing property limit along Bedford Highway Sidewalk. The streets traffic will not be affected as all the public domain will be maintained untouched along the entire perimeter of the development site. The sidewalk traffic will continue and the bus station can continue to operate in front of the site to the East, North East.

The existing power lines will not be affected and do not require moving. If any change will be performed, it will be based on a detailed design from a P. Eng. for the undergrounding of utilities that will be submitted to HRM for permit at a later date. None of the poles will be removed; hence the street lighting will not be affected. If something changes to this assumption and one of the poles or more need to be removed at some point, then the developer will be responsible to upgrade the existing street lighting to the new HRM standards.

Specific modular Jersey barriers (F Type Concrete barriers) with a fencing on top for added safety and support for the dust control mesh, will be used to hoard the construction site from oncoming vehicular traffic. The hoardings will have an entry and one exit gate from and to Bedford Highway. Vehicles coming on the right lane will turn right on site and exiting site again

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will turn right and continue along Bedford Highway and designated Truck routes. This set up will allow for access of materials, creating a flow for trucks to enter and leave the site.

The site area as noted on plan SP01, page 22 will be closed for approximately 20 months as we complete the exterior of the building after construction has commenced. As soon as we are completed and no longer need these areas for Construction, they will be cleaned up, re-instated and reintegrated in the normal local landscape once the site is secured.

A copy of the Construction Schedule A is included and located in Part 3, page 21.

Although there will be disruptions to which we will inform local businesses, all the work on site will follow the noise by law approved hours for this area. If a utility disruption is to occur, we will notify the adjacent business as soon as possible, minimum 5 days in advance, by way of written correspondence.

During the excavation process and foundation pours, the street will be cleaned each evening of any debris and refuse from trucks and silt, dirt or rock that makes its way past the fencing and barriers. This will be the responsibility of the contractor and sub-contractor labour.

During the construction process, the catch basins will be fitted up with a filter fabric to prevent debris from entering the storm-water system. Storm-water management will meet the required guidelines of HRWC with appropriate fees.

To minimize emissions control and idling of engines, we will endeavor to have the equipment sitting within our right of way as much as possible. Trucks will be scheduled so that there is truly little wait time as this is both costly and unproductive to the owner, contractor and suppliers.

The intent during the job is to dig along the perimeter of the property by a certified contractor that will perform a pre-dig survey where required. Breaking of rock will occur for footings, foundations and to clean the surface of the rock face wall. Mesh will be used on the inside of all construction fencing to mitigate dust control. **The mesh used will be opaque as per HRM administrative order**, with printed adds on the exterior of the fencing.

Traffic control barricades will be removed after they are finished being used. This will be done using a boom truck, skidsteer and Traffic Control Personnel.

Hours of Operation

Regular working hours would be from 7:00 AM to 7:00 PM. Under specific circumstances, the working hours could be adapted to meet the requirements **without exceeding the limits allowed by the N 200 noise by-law**. On weekends, the hours of start and stop will be based on the noise by-law restriction hours under HRM policy.

Site Services Connection

When the site service work on Bedford Highway requires completion, we expect that the services will be done within a few days of starting them at the most and modifications to the

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regular site enclosure, adding the encroachment to public domain will take place as shown on TP02, page 26. Target date is May 2022. No street closure will be necessary but we expect closing the sidewalk and narrowing the street on a limited area as shown on TP 02, for a short period of maximum 1 week, to complete the Tie Ins to mains, located as shown on the Civil plans. We will erect Barriers and Signage as shown on the traffic and Pedestrian Control plans. All connections although split in 2 separate work zones are located in a limited area along Bedford Highway and can be completed in a short time span. The mains are located either under sidewalk and bicycle lane or close to the edge of the road in the vicinity of the development site. The intent is to complete these works as quickly as possible in the HRM R.O.W. and re-instate asphalt and minimize disruptions. The erection and removal of barriers and fencing will be a matter of hours and they can be synchronized and adjusted as required for this road so that any disturbance to traffic is reduced to a minimum. Traffic Control Personnel will only be employed if needed during this time – erecting and removing barriers from the edge of the road.

Before scheduling site services connection, minimum **5 days** in advance, SAMA PROPERTIES Ltd will send an email to their list of business acquired in their original meeting and notify them of the intent of timeline for this work. Sufficient notice will be provided to all residents and businesses that might be affected by the work.

HRM will receive a notification 10 days in advance to any scheduled closure.

Section 4: Vehicle & Pedestrian Management

Blasting

Breaking of rock will be required and occur over limited areas for footings, foundations and to clean the surface of the rock face wall. The rocky Mesh will be used on the inside of all construction fencing to mitigate dust control.

There will be no blasting along the perimeter of the property. All blasting will be performed by a certified blasting contractor that will perform a pre-blast survey. These blasts will be tiny in nature as the overall depth of the building and foundations is limited and the intent is to be scheduled so that they would produce no disturbance to traffic and neighboring businesses.

The digging will be completed using hammer drill and excavators.

All appropriate signage and plans will be erected in accordance with the plans attached hereto for vehicular and pedestrian management prepared with Sojourn Signs Ltd. and On Guard Traffic control.

No crosswalks are closed, and the pedestrians will be directed towards the sidewalk on the other side of the street when sidewalk closure will be required for services connections.

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The driveway will be unaffected, and the traffic will be maintained as normal.

Refer to attached Site Plan SP01, page 22 along with the attached Pedestrian and Traffic Control Plans – page 23-27.

Pedestrian safety

Pedestrian safety will be maintained by utilizing the appropriate signage as shown on the pedestrian traffic management plans attached: TP01 – page 24, **PM01** – page 25, TP02 – page 26. All navigation and safety signage indicating alternative sidewalks and potential hazards will be inspected and maintained regularly.

If some disturbance to traffic will be required during blasting or services connection is required during services connection, for a short period of time, traffic controllers will be in attendance on Bedford Highway to ensure safety for pedestrians and traffic and facilitate traffic to local businesses.

Pedestrian detour way finding

Changes to existing pedestrian and cyclist movement will be clearly marked using signage as shown on the traffic and pedestrian management plans.

If the change in movement is for a short period of time, signage will be put in place. Way finding signage for businesses open further along the sidewalk on Bedford Highway, North or South will be in place so the access to those businesses is undisturbed.

Contact information on the project information board would be available to file questions or complaints.

Refer to Schedule B, page 28-29 for a copy of all Sample Signs.

Accessibility

Appropriate signage, as shown on the Pedestrian Management Plan attached PM01, page 25, will be in place to assist pedestrians to easily navigate around all blocked sidewalks. The detour areas are accessible for people with mobility restrictions.

Visually impaired persons

All proposed temporary exterior elements will be in accordance with CNIB best practice guidelines to ensure impact to the visually impaired is minimized. Refer to Schedule B, page 28-29 for Sample Signs.

The proposed temporary protected sidewalks and defining jersey barriers will be placed in such a way that a safe path of travel is maintained. High visibility navigation elements will be employed to indicate changes in direction of pedestrian movement or at zones where there are obstructions. Visually impaired pedestrians will be able to use their canes to determine sidewalks boundaries

Every effort will be made to maintain a maximum slope of 5% when putting in place the temporary protected sidewalks. Special consideration will be given to transition points. Where

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necessary, concrete will be cast to ensure an acceptable slope is achieved. In case the existing curbs are modified to get the required results, they will be replaced at the time the regular sidewalks are reinstated.

The guidelines stipulated in CNIB's documentation will be followed in restoring the permanent sidewalks and implementing the proposed landscaping plans. The landscape plans include elements that are easily detectable by visually impaired people to determine entrances to the building. Also, the entrances are recessed to facilitate easy access.

Emergency vehicles

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

Parking

At present part of the lot used for development is used as a public parking but that off course has to change. There are no parking spots affected along Bedford Highway or Local Access Road. A number of public parking spots remain available and open in the vicinity for all the commercial locations: Fisherman's Market across the street, Restaurant Store and Offices south of the development site and others.

There are no changes proposed to the parking into the street or in the area. Refer to Plan SP01, page 22, for details.

It is noted that Passenger Vehicles are not permitted to park within any site enclosed areas.

Haul route and staging areas

Refer to Haul Route Plan HR01, page 23, for haul route path and staging areas. The selected haul route is intended to minimize traffic congestion and maximize pedestrian safety. Vehicles coming down Bedford Highway from Hammonds Plane road towards Halifax, the nearest HRM designated truck route, will enter the site, complete their work and exit the site again on Bedford Hwy, continuing towards Kearney Lake Road to ensure a fluid traffic and an easy, quick and efficient route for the trucks. Staging of vehicles will be confined to the area North, North West of the Development future private parking, inside the site enclosure. The site will only have one Entrance and one Exit for all the duration of the project.

The proposed staging area will be in use for pouring concrete, unloading lumber and other materials and equipment during the construction period, when the need arises to have a series of vehicles in line to complete the work item.

Material handling: loading, unloading, delivery and storage

We will adhere to the procedures stipulated in the haul route plan and traffic control plans attached for delivery of materials. Delivery vehicles will use designated entry and exit gates.

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Timing of deliveries will be coordinated in such a way, that it would have the least impact to regular traffic. Refer to Site Plan SP01, page 22.

The future sidewalk area inside the site enclosure on the West side in the back of the proposed building will serve as Laydown area for lumber, prefabricated elements, wood studs and blocking, gravel fill, insulation and waterproofing materials while the area closer to the entrance on Bedford Highway will be used for Temporary Power, Site Trailer and waiting area for vehicles.

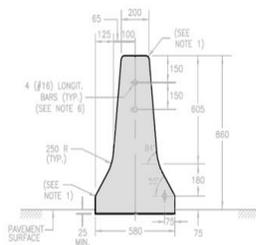
Refer to Site Plan SP01, page 22.

Section 5: Construction Site Protection & Hoarding

Except for services connection phase, the fencing and barriers will only be installed around the construction site on the private lot subject of development. Refer to plan PM01, page 25 for the Construction Stage Pedestrian Management Plan.

The F Type concrete barriers and the fencing will be placed on the property boundary along Bedford Highway, also on the property boundary along the secondary access roads for a length corresponding to the parking and accesses to the neighboring businesses where the traffic might be significant occasionally and maybe the road accessible to larger vehicles. Along the rest of the local access road a fence c/w mesh will be installed inside the property boundary as there is no need to enclose all the property and use for construction and also because the access road from here onwards only provides access to one residential dwelling with very limited daily traffic. The fenced area of the site will be closed and restricted to access until the exterior enclosure of the building is completed. When the fencing and barriers are no longer required and the Site is secured, they will be removed.

F-type Concrete jersey barriers with galvanized chain link fencing on top, will be used to hoard the construction site from vehicular traffic. Additionally, mesh will be installed as Fence Wrap for Dust Mitigation and can display any necessary graphics that the developer so chooses as far as advertising any local businesses.



The F Type Barriers forming the Site Enclosure along Bedford Highway and Local Access Road to be placed inside on the edge of the property boundary, will be the type with precast cuts at the base so that the storm water may go to the catch basins unhindered.

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The mesh will have the following features:

Opaque, privacy Fence screen

- 3-5 Year Expected Life
- 98% Extreme Privacy with little air passage
- Available in Any Custom Size
- High level of UV for outdoor protection
- Black Binding & Brass Grommets every 24"



Manufactured using a closed weave polypropylene material design, the 100 Series FenceBlock makes for a durable and economical screen with the highest degree of visibility blockage on the market, and is ideal for any fence project which requires a high level of privacy coverage. The FenceBlock privacy fabric is lightweight, tightly knit, and finished with a super strong sewn-on binding with brass grommets, equaling increased strength without adding significant weight to your fence. **FenceBlock** privacy screen looks great on any fence and is designed to stand up to the outdoor elements and is simple to install. All orders are finished with a double-thick folded edge and high-quality commercial grade binding and grommets on all four sides of the screen, and is packaged and shipped to you ready for installation.

We will place signs showing that the neighboring businesses perhaps affected by the detouring of the pedestrian routes: restaurant and store are open for business and accessible.

With the Concrete F type Barriers placed there will be no HRM domain encroached by the site enclosure. During the services connections phase when such extension of site fencing and barriers will encroach the required public space, the areas can be measured for the administering of applicable Fees. The areas occupied by the encroachment in those phases are dimensioned as required on the Traffic Control Plan, Site Services Connection Phase, TP02, page 26.

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During the process of erecting and tearing down the Traffic Barriers forming the perimeter of the site for site services connection phase, if needed Traffic Control personnel will be implemented. However we plan that the barriers can be placed from inside the site in a proper order with the markers, cones and warnings first so that no special Traffic Control will be required. The hours when these operations are completed can be selected together with HRM and neighborhood so that a minimum or no disturbance to traffic is generated.

The entry gate for the site will be situated on Bedford Highway, outside the street and far enough away from traffic so that would it is easily accessible for the trucks travelling North - South along Bedford Hwy. The exit gate is placed at an angle that offers visibility towards Bedford Hwy and Private Access Road and allows for the exiting trucks to merge onto the access road and then in Bedford Hwy towards Halifax (Kearney Lake Road) in an easy, fluid and safe manner. This will ensure an easy circuit for trucks entering and leaving the site. This includes , trucks hauling soil and rock, concrete trucks, trucks with lumber and/or other materials needed.

Building Elevations

Level 1 Elevation = 41' 4" (12.60 m)

Level 2 Elevation = 50' 00" (15.24 m)

Roof Elevation = 76' 4" (23.27 m)

Note that all Footings located below Level 1 vary in height and depth as per drawings.

Note too that Top of Wall Elevations vary with the site which slopes North to South and will be as per drawings. HRM will be notified immediately if as constructed elevations vary from these design elevations.

A special attention will be dedicated to the arrangement of the building on site that has to work well with the proposed sidewalk reinstatement grades. In the event deviations occur with as constructed elevations and are substantial enough to warrant action, the developer shall report this to HRM and implement changes to elevations to subsequent infrastructure to ensure that the sidewalk reinstatement grades will be maintained.

Storm water management

During the construction process, the catch basins will be fitted up with a filter fabric to prevent debris from entering the storm-water system. Water will be prevented from leaving the site in runoff scenarios by using clear stone around the perimeter. Water inside the site will be pumped into a sediment sump pit. In that sediment pit the sediment will fall to the bottom, the PH balance will be tested and the clear, neutralized water will be pumped out in the storm water system. Storm-water management will meet the required guidelines of HRWC with appropriate fees. This process will be monitored as part of our CMP inspections.

Street and ROW cleaning

During the excavation process and pours, the street will be cleaned daily of any debris from trucks and silt, dirt or rock that makes its way past the gates, fencing, mesh and barriers. A Sweeper Truck will make passes as required.

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Also, we acknowledge that the eventual snow buildup on the outside of the barriers is the developer's responsibility and will be cleared accordingly when such an event occurs.

Noise, Dust and Emission Control

Dust mitigation for the site in general will occur with the use rock pads for trucks exiting the site and in times of greater control, Calcium will be spread to mitigate Dust. Additionally, mesh on the inside of the fencing of the project will assist to keep airborne dust inside the site. A Water Truck and Sweeper has been allotted to clean the Streets as Dust and Dirt is tracked outside of the site.

To minimize emissions control and idling of engines, we will endeavor to have the equipment sitting within our right of way. We will schedule concrete trucks so that there is truly little wait time as this is both costly and unproductive to the owner, contractor and suppliers.

The intent during the job is to execute the blast in the back, west of the building as required by a certified blasting contractor that will perform a pre-blast survey. Breaking of rock may occur for footings, foundations and to clean the surface of the rock face wall. Mesh will be used on the inside of all construction fencing to mitigate dust control.

As previously stated: regular working hours would be from 7:00 AM to 7:00 PM. Under specific circumstances, the working hours could be adapted to meet the requirements and minimize disruptions **without exceeding the limits allowed by the N 200 noise by-law**. On weekends, the hours of start and stop will be based on the noise by-law restriction hours under HRM policy.

Damage to HRM infrastructure

It is anticipated that portions of the sidewalk, curbs and gutters will become damaged during the construction process and will require repairs or replacement and installed as per the approved site plan included in the building permit submission and to HRM acceptance.

Section 6 – Lifting, Hoisting, and Crane Operations

This project will not require a tower crane but a temporary presence of a boom truck situated as shown on the site plan. This boom truck can set up and operate in one of the 2 locations shown to the south or west of the building as required. The Site Plan SP01, page 22 shows the boom truck with boom radius as depicted.

This boom truck will be owned and operated under the direct supervision of a licensed crane operator and a formwork contractor and will sit inside the site enclosure. All material that we require to construct the structure will be contained within the site.

The boom truck may be equipped with a boom measuring 40 m in length. It will also reach a height of approximately 30 m from street level. No loads used in the construction of the building will cross over any adjacent property or HRM row at any time during the construction unless traffic control is present to prevent any vehicle or pedestrian from crossing underneath.

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During the normal workday, the boom truck operator will be on site and the boom will likely not swing over the air space. At the end of the workday when the boom truck is out of service and there is no crane operator on site, the boom will be lowered and fixed.

During Construction, for the foundations we will pour concrete using a concrete pump located in the same general area inside the site enclosure. The pump will be continuously supplied with fresh concrete and therefore have two trucks inside the hoarding to maximize concrete pouring. This operation will take place on the West end of the enclosure, in the vehicle staging area. The waiting truck will be at the entry, inside the site enclosure in the vehicle waiting area.

As a tower crane is not required, temporary street and/or sidewalk closures for putting up and dismantling the crane are avoided.

The upper floors of the building are entirely built on a wood frame structure, mostly built on site with stick lumber so there will be no Fly Forms. Any other prefabricated elements that might need to be employed and lifted by crane will at no time be removed and lifted over any area other than within our site confines. They will be delivered into the site enclosure, material staging areas and lifted from within the site, above.

Transport Canada and Nav Canada Regulations

Information from HRMs technical guidelines on best management practices of construction sites indicates that there are two registered aerodromes in the region: Halifax International and Shearwater airfield. Transport Canada's regulation states that it's applicable to lands that are included in airport zoning regulations.

Halifax International Airport zoning regulation describes the outer limit, which applies to the regulation, to be a circle with a radius of 4 km centered at the airport in addition to lands that are under approach surfaces. Shearwater zoning regulations specify the areas affected by the regulation using landmarks as reference in addition to lands under approach surfaces. The Bedford Highway site does not fall within these perimeters.

The maximum height of the raised boom, proposed at 30 m, (~100 feet) would not be an issue at this site as far as interference to obstruct navigation.

Section 7 – On-site Safety and Security

SAMA PROPERTIES Ltd. understands and support the need for proper controls and safety as delineated for buildings in the Halifax Peninsula. We will have a third party safety consultant handling all of our inspections and at a minimum, in addition to ensuring strict compliance with all applicable safety codes and regulations, the following safety protocols will be implemented on this job to further enhance the site safety and security:

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- a) Contractor and Sub-trade workers will all be required to attend a mandatory site safety orientation training session.
 - b) Personal protective equipment (PPE) will be required for all personnel on site.
 - c) Adequate signage will be placed outside the hoarding, which warns of all hazards that may exist.
 - d) Gates will be locked and the perimeter fencing secured to provide security against public access during off work hours and monitored in high traffic areas during operation.
 - e) Hoarding will be marked clearly “No Trespassing – Construction Personnel Only”, and personal protective equipment requirements clearly marked (e.g., “Hard Hats and Safety Footwear Must Be Worn Beyond This Point”).
 - f) Regular safety inspections will be conducted to ensure suitability of hoarding and other safety devices.
 - g) Emergency contact information will be prominently posted.
- A copy of the safety plan will be/has been submitted to HRM.

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Section 8 – Pre-Construction Consultation & Meeting

An initial notification letter has been sent to all neighboring businesses and individual meetings were organized with “Fisherman’s Market”, the neighboring “Let’s KO” restaurant and “Convenience 4U” store.

Please see below a location map for the neighboring businesses:



Let’s Ko

Mailing Address: _____

Phone: _____

Contact: Manager

Fisherman Market

Mailing Address: _____

Telephone: _____

Convenience 4U

Mailing Address: _____

Phone: _____

Contact: Manager

Businesses Engaged, Conclusions:

The owners of the businesses are supportive and look into future collaboration. They have no concerns regarding the works as long as they are kept informed of eventual disturbances and street closures. We will hopefully have very limited or none such events.

SAMA PROPERTIES Ltd.

For the other businesses we estimate there is no direct concern regarding the effect on their business. They were not available for contact at this time. The way finding signs that we will put in place for pedestrians were considered enough to make sure the customers can reach their business as usual.

Potential closing of the Bedford Highway sidewalk in the site services connection phase for very limited time was discussed and accepted as a necessary measure. Efforts will be made to avoid such closure or keep it at a minimum and ensure continuous access to the residents and personnel during this time. Good positive working relations were established, and further communication facilitated. A copy of the letter sent out to the neighboring businesses is attached for reference on page 4.

On or about 5 days before construction commencement, an additional notification email will be sent to all businesses in adjacent properties. On any event with a potential for disruptions minor or major: as erecting the fencing and barriers or any future disruptions, providing a minimum of (5) days' notice prior to the issue. In other words, we plan on keeping regular communication with the neighboring businesses, so they feel engaged with the construction and are not caught off guard by any surprise change of the environment around them. **Regular safety inspections will be conducted to ensure suitability of hoarding and other safety devices and a log will be kept as well.**

We will also endeavor to maintain a log daily to ensure we are following our own protocols as far as this CMP document goes.

Hoarding aesthetics

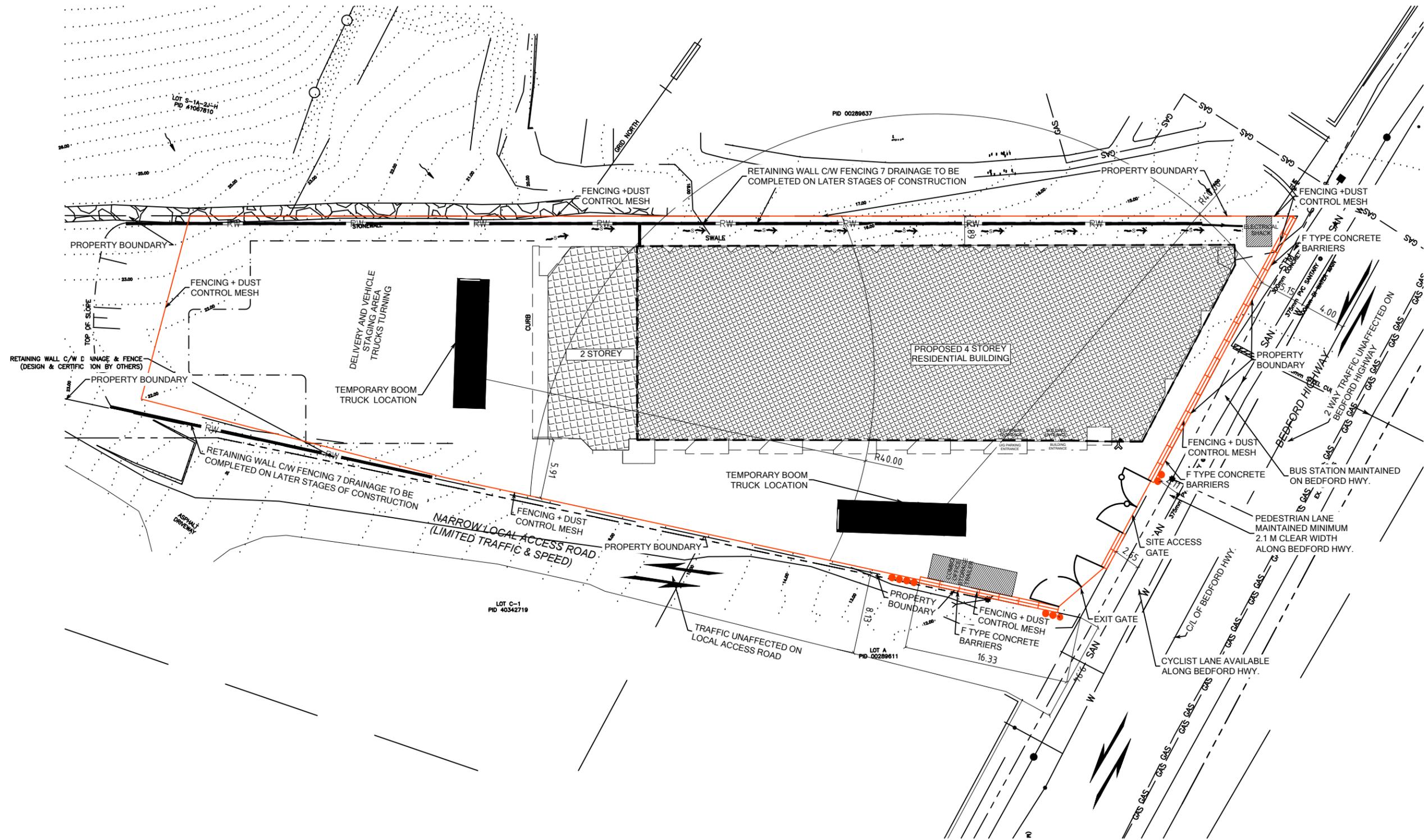
The owner intends on articulating the hoardings and fencing with various forms of concerning building banners and signage from adjacent businesses to potentially offset 50% of the cost of the site enclosure as this is a very favorable idea.

AMIR ARAB
SAMA PROPERTIES Ltd.

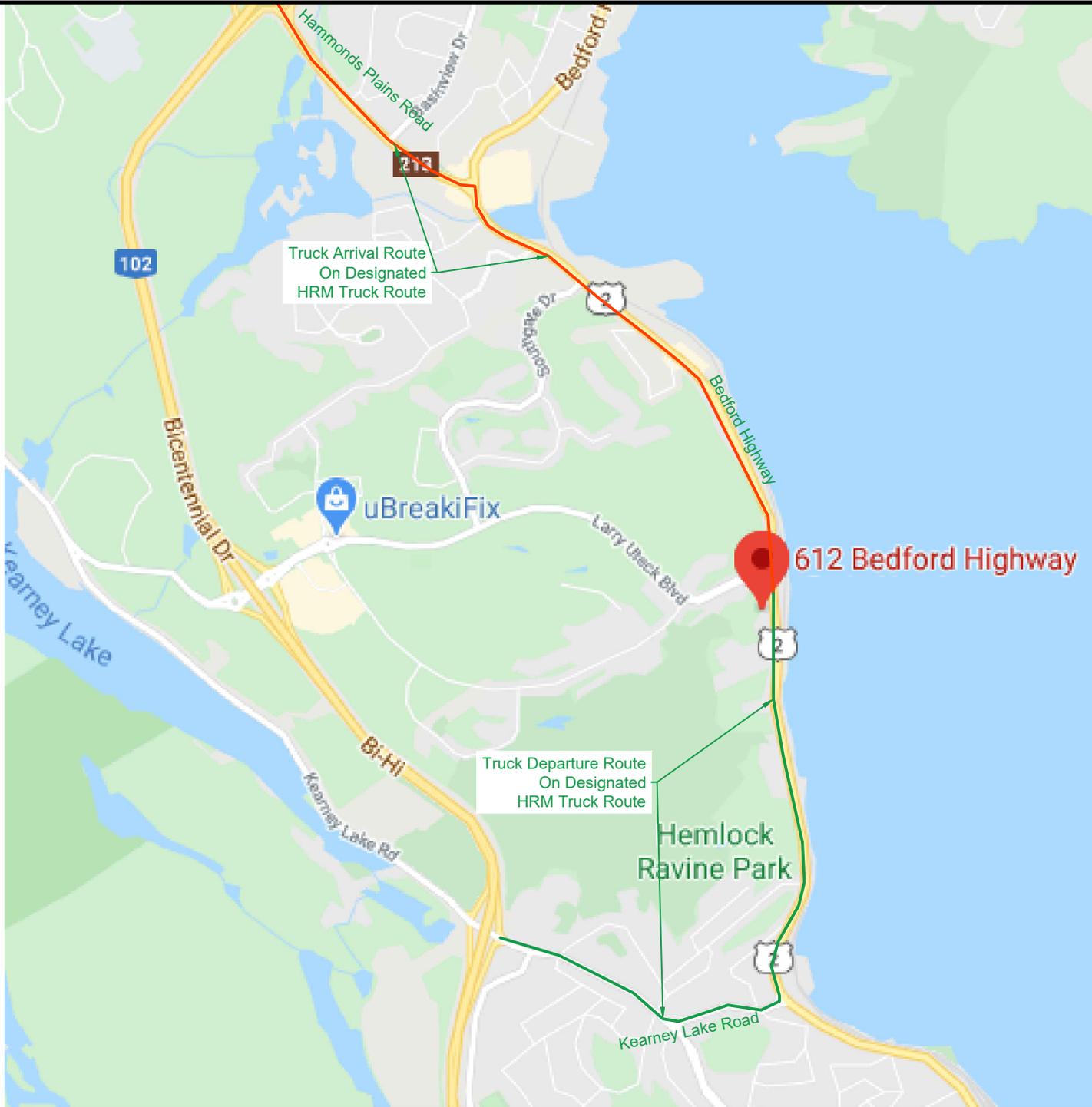
SCHEDULE A

**Construction Schedule for Residential Development at 612 Bedford Hwy.
4 storeys**

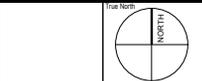
Task	Year 2020					Year 2021								Year 2022													
	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	November	December
Erect Encroachments and Fencing, Site signage	█																										
Excavation & Trucking		█	█	█	█																						
Retention Wall, Shoring					█							█	█														
Footings and Foundations					█	█	█																				
Waterproofing of Foundation							█																				
Backfill							█	█																			
Formwork and Concrete of Superstructure of first floor							█	█																			
Upper floors Lumber Structure								█	█	█	█																
Exterior Assemblies										█	█	█	█														
Glazing Windows and Patio Doors												█	█	█													
Roofing Assemblies													█	█	█												
Glazing & Composite Aluminum systems														█	█	█											
Precast/Stone Installation															█	█	█										
Encroachment change and signage for Site Service Work																		█	█								
Site Service Work																											
Deliveries of all Interior Finishes															█	█	█	█	█	█	█	█	█	█	█	█	
Removal of Encroachments																						█	█				
Sidewalk & Curb Restoration																						█	█	█			
Landscaping along HRM R.O.W.																						█	█	█	█		
Balcony Railings																						█	█	█	█		
Finish of Interior Building															█	█	█	█	█	█	█	█	█	█	█	█	
Occupancy commencing																								█	█		
Commissioning and Final Occupancy Permit																									█		



A. ARAB 612 BEDFORD HWY		PROJECT NAME: 612 BEDFORD HWY	DATE: JUL 2020	
		PROJECT ADDRESS: 612 BEDFORD HWY, Halifax NS	SCALE: 1:400	BY: PI
		DRAWING TITLE: SITE PLAN	PROJECT #: A103	CHECKED BY: AA
		DRAWING #: SP01		



General notes



Project name
612 BEDFORD HWY

Project address
612 BEDFORD HWY,
Halifax NS

Drawing title
HAUL ROUTE PLAN

Client
AMIR ARAB

Scale	NTS	Date	JUL 2020
Drawn by	P.I.	SHEET	HR01
Checked by	AA		
Project number	A 103		



General notes

1. C22 SETUP TO BE FOLLOWED.
2. CONTRACTOR WILL USE JERSEY BARRIERS AROUND DEVELOPMENT SITE, AND THE BARRIERS WILL STAY IN PLACE THROUGHOUT THE ENTIRE PROJECT PERIOD.

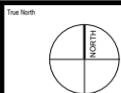
V	50		
A	50		
L	30		
B	5		
D	50		
T	50		

V - Speed Zone
 A - Sign Spacing
 L - Taper Length
 B - Buffer Area Length
 D - Corner/Drum Spacing
 T - Length Between Tapers

km/h
 m
 m
 m
 m



On Guard by Sojourn
 100 Isley Avenue
 Unit R
 Dartmouth, N.S.
 B3B 1L3
 Phone: 902.468.6892
 Toll Free: 877.668.6892
 Fax: 902.468.6879



PROJECT NAME:
612 BEDFORD HWY
 PROJECT ADDRESS:
 612 BEDFORD HWY,
 Halifax NS

DRAWING TITLE:
**TRAFFIC CONTROL PLAN
 SITE SIGNAGE**

DATE:
 JUL 2020

SCALE: NTS BY: PI

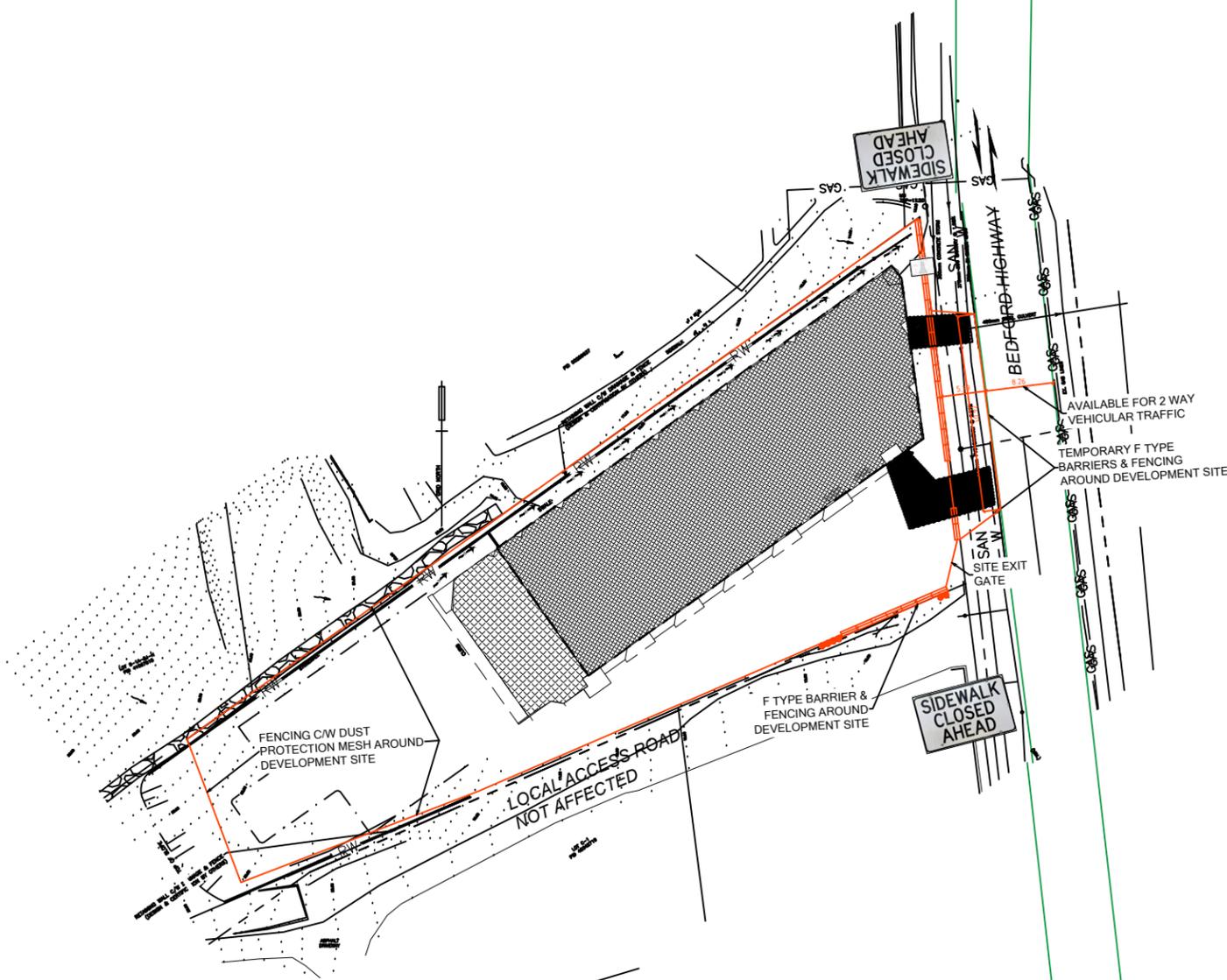
PROJECT # A103 CHECKED BY: AA

DRAWING # TP01

LARRY UTECK BLVD



PEDESTRIAN MANAGEMENT PLAN



AVAILABLE FOR 2 WAY VEHICULAR TRAFFIC
TEMPORARY F TYPE BARRIERS & FENCING AROUND DEVELOPMENT SITE

F TYPE BARRIER & FENCING AROUND DEVELOPMENT SITE



CHARLOTTE LANE

PEDESTRIAN MANAGEMENT PLAN



PEDESTRIAN MANAGEMENT PLAN SERVICES CONNECTION STAGE

CHAUNSLIEVE DRIVE

General notes

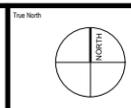
1. C22 SETUP TO BE FOLLOWED.
2. CONTRACTOR WILL USE JERSEY BARRIERS AROUND DEVELOPMENT SITE, AND THE BARRIERS WILL STAY IN PLACE THROUGHOUT THE ENTIRE PROJECT PERIOD.

V	50			
A	50			
L	30			
B	5			
D	5			
T	50			

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On Guard by Sojourn
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Unit R
Dartmouth, N.S.
B3B 1L3
Phone: 902.468.6892
Toll Free: 877.668.6892
Fax: 902.468.6879



PROJECT NAME:
612 BEDFORD HWY

PROJECT ADDRESS:
612 BEDFORD HWY,
Halifax NS

DRAWING TITLE:
PEDESTRIAN MANAGEMENT PLAN -
SERVICES CONNECTION PHASE

DATE:
JUL 2020

SCALE:
NTS

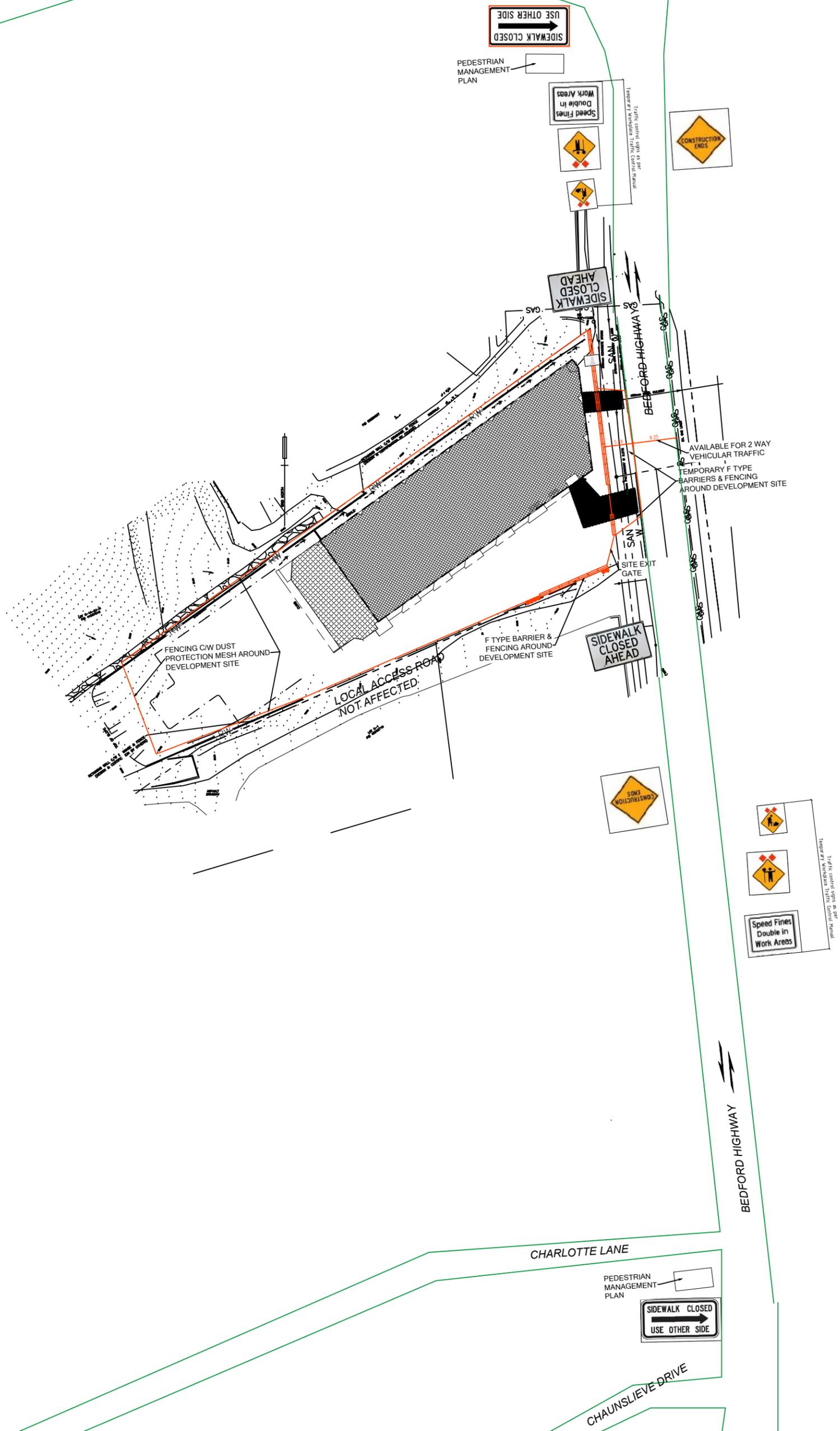
BY:
PI

PROJECT #:
A103

CHECKED BY:
AA

DRAWING #:
PM01

LARRY UTECK BLVD



General notes

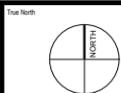
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V	50		
A	50		
L	30		
B	5		
D	50		
T	50		

V - Speed Zone
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 Fax: 902.468.6879



PROJECT NAME:
612 BEDFORD HWY
 PROJECT ADDRESS:
 612 BEDFORD HWY,
 Halifax NS

DRAWING TITLE:
**TRAFFIC CONTROL PLAN
 SERVICES CONNECTION PHASE**

DATE:
 JUL 2020

SCALE: NTS BY: PI

PROJECT #: A103 CHECKED BY: AA

DRAWING #: TP02

BEDFORD HWY ENCROACHMENT



FENCING CW DUST PROTECTION MESH TO BE INSTALLED AROUND THE SITE TO A TOTAL HEIGHT OF 9' - 0" OR 2.75 m

F TYPE CONCRETE BARRIERS TO BE INSTALLED ALONG BEDFORD HWY AND EXIT TO LOCAL ACCESS ROAD

SITE EXIT GATE

SITE ENTRY GATE

PROPERTY BOUNDARY SEE SITE PLAN

SIDEWALK, BICYCLE LANE AND BUS STATION KEPT UNDISTURBED ON BEDFORD HWY.

SCHEDULE B: SAMPLE SIGNAGE & HIGH VISIBILITY ELEMENTS

Elements to be placed on fencing onto the gates or next to gates



HIGH VISIBILITY NAVIGATION ELEMENTS FOR PEDESTRIANS Bilby & Isleville Street, HALIFAX, NS



High contrast pedestrian safety posts



Reflective signs



Hi contrast tapes



Reflective tape

HIGH VISIBILITY NAVIGATION ELEMENTS FOR PEDESTRIANS Bilby & Isleville Street, HALIFAX, NS



Hi contrast tapes



Reflective tape



Reflexive cones



Reflexive Drums

PEDESTRIAN INFORMATION WAY FINDING SIGNS FOR NEIGHBOURING BUSINESSES



Hazards Assessment for Vehicle and Pedestrian Traffic around site
Residential building at 612 Bedford Highway

Area/Traffic	Hazards	Plans to Eliminate/Control
<p>Vehicle Traffic</p> <p>Traffic undisturbed except the added heavy traffic in and from the site on various phases of the project.</p>	<ul style="list-style-type: none"> - Trucks exiting into the traffic on Bedford Hwy. 	<ul style="list-style-type: none"> - Make sure warning signs about construction site are visible and placed right. - Keep clear visibility for exiting trucks on Access Road and Bedford Highway. - Strict routes and planning for vehicles so that access to site and exiting from site do minimum disturbance to regular traffic. - High visibility elements on the barriers although not in the traffic area. - The corner of the encroachment was adjusted at an angle so that visibility towards the left Access Road and Bedford Hwy will not be restricted for exiting trucks and traffic - Have safety personnel in place for intense site vehicle traffic stages that will help the traffic and make sure the trucks to do not exit the site unless clear.

Pedestrian Traffic		
Sidewalk Bedford Highway	<ul style="list-style-type: none">- Pedestrians do not observe sidewalk closed ahead and sidewalk closed signs and wonder into the site being exposed to the hazards there (only valid during services connection stage for very short time, perhaps a few days) .	<ul style="list-style-type: none">- Make sure the site gate is closed at all times unless supervised by personnel working- The gate is marked clearly with access restricted, do not enter, PPE required beyond this point signs.- The detour signs for pedestrian traffic are clearly visible and placed so that the pedestrians observe them in time

SAMA PROPERTIES Ltd.

Address:

[REDACTED]
HALIFAX, NS, [REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

June 30, 2020

Re: Notification for commencement of construction in your neighborhood

Developer Sama Properties Ltd. is in the final planning stages of a project that is going to be implemented at 612 Bedford Highway, not far from the intersection with Larry Uteck Boulevard. The lot, situated across the highway from Fisherman's Market parking lot, is currently vacant and partially used as truck parking.

We would like to inform you that any changes to traffic along Bedford Highway will only be temporary during underground services connection phase and may result in closing of sidewalks on the entire length of our property and an eventual narrowing of the right lane toward Halifax on Bedford Highway. Developer SAMA PROPERTIES Ltd. will work with contractors to mitigate all impacts that are due to arise as a result of said development during construction.

Public parking is available in the open-air spaces across the street, accessible from Bedford Highway and other commercial spaces parking in the neighborhood. Lane closures will only occur for limited amounts of time during certain phases of the development and will be responsibly managed to ensure smooth flow of traffic as much as possible. Subsequent notices will be posted when there are going to be any effects on traffic ahead of time.

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

Contact Information

Developer: Amir Arab -902 830 - 7357

[REDACTED]

SAMA PROPERTIES Ltd.
Amir Arab

