
CONSTRUCTION MANAGEMENT PLAN

December 19, 2023

20 BEST STREET



20 BEST STREET Dartmouth, Nova Scotia

Project Number 23-251

PREPARED BY:

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1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION AND OBJECTIVES

Manga Hotels (Dartmouth) Inc. is proposing to construct new multi-use development located at 20 Best Street, Dartmouth, NS. The proposed development will be comprised of three towers, 33 stories each, and will contain 1036 residential units as well as 3,196 Sqft. of commercial retail space. The development will be constructed in three phases, Buildings A, Building B, & Building C, however, the development will only require one primary hoarding set up facilitate the construction of all three towers. The existing site borders Wyse Road to the north & east, Windmill Road to the south and Lyle Street to the West.

DesignPoint, together with Manga Hotels (Dartmouth) Inc., has prepared this Construction Management Plan (CMP) to reduce negative impacts to the community as a result of construction activities. This CMP is 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. CMP drawings can be found in Appendix A and were prepared by DesignPoint's certified temporary workplace signer (TWS).

Should any changes be required to any aspect of this CMP, an email and hard copy of the proposed changes shall be sent to HRM for review a minimum of 10 days prior to their proposed implementation. Changes will only be implemented following approval from HRM.

1.2 PROJECT CONTACT INFORMATION

The project team for the proposed development consists of:

Owner: Manga Hotels (Dartmouth) Inc.
Suite 600-10 Carlson Court
24 Hour Emergency Contact: Joseph Grassia –437-929-8350

Construction Manager: EllisDon Corporation
7071 Bayers Road, Halifax, NS, B3L 2C2
Contact: Allen Coe – 902-456-9799

Traffic Control Services: Traffic Control: Eastern Traffic Services
Address: 927 Rock Lake Drive, Bedford, NS, B4A 2T3
Contact: Doug Irwin – 902-835-3881

Rodent Control Services: ABELL
Address: 61 Raddall Ave, Unit R, Dartmouth, NS, B3B 1T2
Contact: Name – 902-442-0160

2.0 CONSTRUCTION SCHEDULE AND LOGISTICS

2.1 SCHEDULE

Building A

- Excavation (January 3, 2024 – April 30, 2024) 4 Months
- Substructure (April 15, 2024 – November 15, 2024) 7 Months
- Superstructure (November 16, 2024 – November 16, 2027) 24 Months

From start to completion, the project will take approximately 3 years.

2.2 WORK WITHIN THE PUBLIC RIGHT-OF-WAY

Manga Hotels (Dartmouth) Inc. owns the land directly to the north of the proposed development, and therefore, the Excavation, Substructure and Superstructure phases will not require an encroachment onto HRM property.

For a portion of the Superstructure Phase, an encroachment will be required on Mott Street & Windmill Road. This encroachment is required to facilitate the installation of municipal services for the proposed development. Traffic Control Plans have been prepared by DesignPoint's Temporary Workplace Signer for the installation of service laterals can be seen in Appendix A. This traffic control set up is intended for short duration only and will take place outside of peak traffic hours.

For the Excavation, Substructure and Superstructure phases, Type-F jersey barriers complete with chain link fencing, fastened to the top of the barriers, as well as standard chain link fence, will separate the public from construction activities around the entire perimeter of the construction site. Construction vehicles and deliveries will enter site through a marked access gates as shown on drawing CP-01, in Appendix A.

As there is no existing building or obstructions located on the 20 Best Street, Type-F jersey barriers, hoarding, and construction fencing can be delivered and set up from the from the private side of the right of way with no disruption to either pedestrian or vehicular traffic flow.

Anticipated dates for this work are as follows:

- Phase 1 - Excavation, Substructure, Superstructure – Barrier Installation
January 3, 2024

Wayfinding signage and Project Management Plan Renderings (PMPRs) must be in place in advance of encroachment requirements and prior to installations within the ROW being put in place. See Section 5.3 and Appendices A, B & C for additional information regarding wayfinding signage and PMPRs.

2.3 HOURS

- Monday to Friday: 7:00 a.m. – 9:30 p.m.
- Saturdays: 8:00 a.m. – 7:00 p.m.
- Sundays, Statutory Holidays, & Remembrance Day: 9:00 a.m. – 7:00 p.m.

General construction will be completed during daytime hours to avoid interruptions to residents in the evenings and night. During the project it is expected that some construction activities will take place outside of the working hours noted above. These activities will avoid the use of heavy equipment and or loud tools and will always adhere to all restrictions outlined in the HRM Noise Bylaw (N-200).

Work within Windmill Road will be restricted as per the requirements of the HRM Traffic Control Manual Supplement (TCM).

2.4 GENERAL NOTES

Rodent control methods will be undertaken 4 weeks (minimum) prior to the commencement of excavation and are outlined in Section 7.3.6.

3.0 RELEVANT REGULATIONS & GUIDELINES

3.1 OCCUPATIONAL HEALTH & SAFETY REGULATIONS

This CMP shall be utilized in agreement with all applicable Provincial and Federal Occupational Health and Safety Regulations. At a minimum, construction activities must always meet the standards of:

- a) National Building Code of Canada, as adopted and modified under the Building Code Act and the Nova Scotia Building Code Regulations made under that Act;
- b) Nova Scotia Occupational Health and Safety Act, and the Nova Scotia Occupational Safety General Regulations made under that Act;
- c) The Transportation Association of Canada (TAC)'s Manual of Uniform Traffic Control Devices for Canada (MUTCDC); and
- d) Nova Scotia Temporary Workplace Traffic Control Manual (NSTCM).

3.2 MUNICIPAL REGULATIONS & GUIDELINES

In addition to the Provincial and Federal standards referenced in Section 3.1, this CMP shall be utilized in agreement with and meet, at a minimum, the standards of all relevant municipal by-laws including, but not limited to, the following:

- S-300 Streets;
- E-200 Encroachments;
- B-201 Building;
- N-200 Noise;
- T-600 Trees;
- S-900 Controlled Access Streets;
- T-400 Truck Routes;
- W-101 Discharge into Public Sewers;
- B-600 Blasting; and
- HRM TCM Supplement.

4.0 VEHICLE AND PEDESTRIAN MANAGEMENT

4.1 VEHICULAR TRAFFIC CONTROL

This project site is in a dense urban environment which poses specific risks related to vehicular traffic. This CMP identifies vehicle traffic controls to protect motorists, the public, and on-site workers.

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 (latest edition) in accordance with the CMP drawings.

Ends of F-Type concrete barriers at starts of temporary sidewalks shall have reflective tape complete with contrasting colors to assist in identifying temporary crosswalks. Similar reflective tape with contrasting colors will be provided along the sides of F-Type concrete barriers, near their tops, both on the vehicular traffic side and the pedestrian traffic side to assist in delineation of travel ways and walkways at night.

4.1.1 Payment of Applicable Fees

Payment of all applicable fees will be made in accordance with HRM Administrative Order 15 (AO15).

4.1.2 Vehicular Hazard Assessment

See Appendix K for vehicular and pedestrian hazard assessment information which validates Manga Hotels (Dartmouth) Inc. 's rationale for requiring street encroachments and temporary sidewalks.

4.1.3 Traffic Control Plan Preparation & Monitoring

Separate Traffic Control Plans (TCPs) have been prepared as required for each project phase in accordance with the standards identified in the TAC Manual of Uniform Traffic Control Devices, the NSTIR Temporary Workplace Traffic Control Manual, and the HRM Traffic Control Manual Supplement.

TCPs have been prepared by DesignPoints' certified temporary workplace signer (TWS). The TCPs illustrate the proposed signage which will be installed to warn vehicular traffic ahead of, and throughout, the construction zone. Traffic control features and methods as well as information related to the TCPs are provided in Sections 4.1.8.

4.1.4 Notifications of Traffic Closures

The contractor shall notify HRM and the public to proposed traffic closures as outlined in Section 8.3.

4.1.5 Traffic Control Element Inspection & Maintenance

All TCPs will be implemented and monitored by Eastern Traffic Services and its team of certified Traffic Control Persons (as recognized by the Nova Scotia Department of Transportation and Infrastructure Renewal). Construction warning signage will be displayed throughout the approaches, to and adjacent to, the project site in accordance with the Nova Scotia Temporary Workplace Traffic Control Manual. Eastern Traffic Services will inspect traffic control elements at the start and end of the workday, or more frequently as required, and will maintain traffic control elements as required to ensure that the TCPs are effectively and correctly implemented.

4.1.6 Changes to Traffic Control Plans

Requests for modifications to TCPs will be sent to HRM for approval a minimum of 10 days prior to their proposed implementation.

4.1.7 Emergency Vehicle Access

Emergency vehicle access to the project site will always be maintained throughout the life of the project. Existing hydrants along Windmill Road are located on the opposite side of the road to the development, therefore, will remain unobstructed to emergency vehicles and personnel throughout construction.

In case of emergencies, on-site workers will exit the project site through marked gates as shown on drawing CP-01, Appendix A. These gates will always remain unlocked when workers are on site to allow emergency response units access the site.

4.1.8 Traffic Control Plans & Haul Route Plan

Encroachment, Traffic Control, and Haul Route Plans are provided in Appendix A.

Demolition Phase Traffic Control

There is no existing structure on the proposed development, therefore, there is no demolition associated with the project.

Excavation Phase Traffic Control

During the Excavation Phase, Type-F jersey barriers complete with chain link fencing will be set up adjacent vehicular travel ways. Along private property or where the site is set back from vehicular travel way, standard chain link fencing will protect the site from the public. Construction barriers and fencing details can be seen on CP-01 in Appendix A.

Work vehicles and deliveries will access the site through marked gates located at the southeast and southwest corners of the site, this entrance will be accessed via Windmill Road and are located at the end of Best and Mott Streets as shown on the Haul Route Plan in Appendix A.

The installation of jersey barriers and fencing will take place completely within the project boundary and will not encroach onto HRM property; therefore, barrier installation and removal plans have not been provided.

Substructure Phase Traffic Control

See above Excavation Phase.

Superstructure Phase Traffic Control

The Superstructure phase will remain the same as the Excavation and Substructure phases with the exception for a short duration encroachment for the service installations. Service installations for the development will be installed on Mott Street and will tie into Windmill Road. To facilitate the service installations for the development, Windmill Road will be reduced to one 3.0m lane with stop and go traffic as shown on the detailed traffic control plan in Appendix A. This traffic control set up is intended to be used for the service installations only and will take place outside of peak traffic hours.

4.1.9 Haul Route Plan

A Haul Route Plan (HRP) is provided in Appendix A and will be implemented throughout all phases of this construction project. This HRP includes the proposed route which construction and delivery trucks will use throughout construction and adheres to the HRM Traffic Control Manual Supplement. As shown in the HRP, haul routes will extend to their origins and destinations by streets approved in the HRM Truck Route Bylaw (T-400). The haul route consists of Mott Street, Best Street and Windmill Road.

4.1.10 Parking

During the Excavation, Substructure, and Superstructure Phases, no on street parking will be removed.

Parking Stall Removal

During the Excavation, Substructure and Superstructure Phases, no on-street parking stalls will be removed.

Contractor Parking

To minimize parking impacts in adjacent neighborhoods, on-site workers will have access to parking within the project staging area as shown on the encroachment plan in Appendix A. As this area becomes unavailable in future phases of the project, workers will have access to the adjacent parking lot owned by the developer (formerly the Hilton Double Tree Hotel). Crews will be asked to park in these designated areas when on site to help minimized on parking congestion in the surrounding area.

Out-of-Service Parking Meter Fees

During the Excavation, Substructure and Superstructure Phases, no metered parking stalls will be removed.

Temporary Parking

Manga Hotels (Dartmouth) Inc. is not requesting additional temporary on-street parking.

Net Parking Loss

During the Excavation, Substructure and Superstructure Phases, there will be no net parking loss.

4.2 PEDESTRIAN MANAGEMENT

Pedestrian management will be of foremost consideration throughout the construction of this project. DesignPoint together with Manga Hotels (Dartmouth) Inc. have prepared Pedestrian Management Plans (PMPs), Pedestrian Management Plan Renderings (PMPRs), and wayfinding signage to assist pedestrians in navigating their way around this project site. These plans and signs are provided in Appendices A through C.

Although most signs will be mounted on existing permanent poles, some signs may require to be mounted using temporary concrete sign bases complete with embedded steel poles. These sign bases will weigh approximately 90 kg (200 lb.) to prevent them from being stolen and will be square to prevent them from rolling if toppled. They will be positioned away from, or along the edges, of pedestrian routes to prevent impedance of pedestrians. Some Pedestrian Management Plan Rendering signs and wayfinding signs will be mounted to existing fences on private property. Additional information related to these items is provided in Section 5.3.

4.2.1 Bus Stop Relocation

There is no bus stop in the vicinity of the proposed work.

4.2.2 Payment of Applicable Fees

Payment of all applicable fees will be made in accordance with HRM Administrative Order 15 (AO15).

4.2.3 Pedestrian Hazard Assessment

See Appendix K for Pedestrian Hazard Assessment information which validates Manga Hotels (Dartmouth) Inc.'s rationale for requiring street encroachments and temporary sidewalks.

4.2.4 Pedestrian Management Plan Preparation & Monitoring

Separate Pedestrian Management Plans (PMPs) have been prepared as required for each project phase. PMPs have been prepared by DesignPoint's certified temporary workplace signer (TWS). The PMPs illustrate the proposed signage which will be installed to warn pedestrian traffic ahead of and throughout the construction zone. Pedestrian management features and methods as well as information related to the PMPs and Pedestrian Management Plan Renderings are provided in Section 5.3 and in Appendices A & B.

4.2.5 Notifications of Pedestrian Closures

The contractor shall notify HRM and the public to proposed pedestrian closures as outline in Section 8.3.

4.2.6 Pedestrian Management Plan Compliance

All PMPs will be implemented and monitored by Eastern Traffic Services. Construction warning signage will be displayed throughout the approaches to, and adjacent to, the project site. Eastern Traffic Services will inspect pedestrian management elements at the start and end of the workday, or more frequently as required, and will maintain pedestrian management elements as required to ensure the

PMPs are effectively and correctly implemented. See Appendix I for a sample construction management plan element inspection sheet to be completed by both Eastern Traffic Services.

4.2.7 Changes to Pedestrian Management Plans

Requests for modifications to PMPs will be sent to HRM for approval a minimum of 10 days prior to their proposed implementation.

Notification of pedestrian disruptions will be distributed to affected residents and businesses a minimum of 5 days in advance of disruptions. Modifications to PMPs for unforeseen events will be sent to the Municipality for approval.

4.2.8 Pedestrian Management Plans

Pedestrian Management Plans (PMPs) have been prepared by DesignPoint's certified temporary workplace signer (TWS). Separate PMPs have been prepared as required for each project phase (see Appendix A). The Pedestrian Management Plans illustrate the pedestrian routes throughout construction and signs which will be erected to warn and direct pedestrians in a safe and convenient manner.

Demolition Phase Pedestrian Management

There is no existing structure on the proposed development, therefore, there is no demolition associated with the project.

Excavation Phase Pedestrian Management

During the Excavation Phase, Type-F jersey barriers complete with chain link fencing, or standard chain-link fencing, will surround the entire perimeter of the site. They will be placed at the back of sidewalk and along property lines as such that it will not affect the flow of pedestrian or vehicular traffic as shown in Appendix A.

The proposed building has two levels of underground parking; it is expected, based on adjacent projects that rock anchors and shoring will be used to support the proposed excavation during construction. The contractor will be responsible to ensure that jersey barriers and or hoarding along the edge of the excavations maintain adequate edge distances and that all excavations and or shoring are designed by a professional engineer registered in the province of Nova Scotia and are in accordance with the Nova Scotia Occupational Health & Safety Act.

The installation of jersey barriers and construction fencing will take place entirely within the project boundary and will not encroach onto HRM property; therefore, barrier installation and removal plans have not been provided.

Substructure Phase Pedestrian Management

See above Excavation Phase.

Superstructure Phase Pedestrian Management

The Superstructure Pedestrian Management Plan will be the same as the Excavation and Substructure Phases with exception of service installation phase as shown in Appendix A. During the installation of the site services, the sidewalk, located on the North side of Windmill Road, will be closed between Hare Lane and Best Street. During this time, pedestrians will be forced to cross at marked cross walks located at Best Street & Hare Lane.

4.2.9 Pre-Project Hazard Assessment

See Appendix K for vehicular and pedestrian hazard assessment information which validates Manga Hotels (Dartmouth) Inc.'s rationale for requiring street encroachments and temporary sidewalk closures.

4.2.10 Visually Impaired Persons

Construction areas can be particularly difficult to navigate for visually impaired persons. DesignPoint has reviewed elements identified by the Canadian National Institute for the Blind (CNIB) to assist the visually impaired and has incorporated these elements into the design of the CMP.

Ends of F-Type concrete barriers at starts of temporary sidewalks will have reflective tape complete with contrasting colors to assist the visually impaired in navigating their way around this project site. Similar reflective tape with contrasting colors will be provided along the sides of F-Type concrete barriers, near their tops, both on the vehicular traffic side and the pedestrian traffic side.

Sawhorse barricades painted "safety orange" will be located at all termination points along pedestrian routes to assist all pedestrians, especially visually impaired persons, in identifying the transition between pedestrian routes and traffic travel ways. These sawhorse barricades will be constructed complete with an orange-painted wooden 2" x 4" board complete with visual and braille text indicating "No Crossing" which will be fixed along the bottom of the sawhorse barricade for cane detection. Sawhorse barricades will be set up at existing street crossings to clearly identify that these crossings are out-of-service.

4.2.11 Accessibility

All pedestrian routes shall be barrier-free, utilizing existing curb cuts and sidewalk ramps. It will always be the contractor's responsibility to keep all pedestrian routes free and clear of obstructions, including snow, construction debris, and public debris to ensure their continued functionality.

5.0 CONSTRUCTION SITE PROTECTION AND HOARDING

5.1 SITE PROTECTION AND HOARDING MATERIALS

5.1.1 Concrete F-Type Barriers

Concrete F-Type barriers will be installed as per the CMP drawings throughout all project phases. It will be the contractor's responsibility to regularly inspect the condition and layout of these barriers to ensure their continued functionality.

5.1.2 Hoarding

If required during the course of the project, solid plywood hoarding will be designed and certified by a Professional Engineer (P.Eng.) and mounted on the section of the rigid fence adjacent to the site protect pedestrians from potential debris. All hoarding will be installed as per HRM specifications and guidelines.

5.1.3 Section 5.1.5 – Covered Ways

If required, all covered ways, including scaffolding for temporary sidewalks shall always be illuminated. All covered ways, including scaffolding, will be designed and certified by a Professional Engineer (P.Eng.).

5.1.4 Section 5.1.6 – Snow Removal

It will be the contractor's responsibility throughout all construction phases to keep all temporary sidewalks clean and free of snow and ice. The contractor will not dump snow or ice onto adjacent public property and will truck snow off site as required to prevent the unsafe build-up of snow piles.

The contractor will be responsible to remove snow and ice as required to ensure that emergency access is maintained to the project site.

5.1.5 Site Lines

Rigid fences and signage will be installed as per the CMP drawings such that vehicular site lines are maintained around the corners of street intersections.

5.1.6 Emergency Access & Egress

The site will be accessible through marked gates located on the northern and southern faces of the site as shown on the encroachment plans in Appendix A. These gates are the primary location that will receive equipment/materials during construction and will always be locked after work hours. In cases of emergencies, on-site workers will exit the project site through these gates.

These gates will always remain unlocked when workers are on site so as not to restrict emergency response units from accessing the site. In addition, the entrance gates will be designated "Entrance Gate" and "Exit Gate" as shown in the CMP drawings.

Existing fire hydrants located along Windmill Road will remain protected and unobstructed from construction activities.

5.1.7 Reinstatement of Public Property

The contractor will be responsible to repair and pay for any and all damages incurred due to temporary encroachments including, but not limited to:

1. Rigid fence and scaffolding holes reinstated with concrete to existing conditions or better;
2. Street lines repainted to existing conditions;
3. Damaged sidewalks, curbs, sodding, and other public elements reinstated to existing conditions or better;
4. Tactile pedestrian launch bars removed, and asphalt underneath treated with asphalt sealant;
5. Cracked asphalt within the encroachment areas repaired using hot rubber (or approved equivalent); and
6. Parking meters to be reinstated to existing conditions and any damaged parking meters replaced to existing conditions or better.

5.2 SITE PROTECTION AESTHETICS

Pedestrian Management Plan Renderings and wayfinding signage (see Section 5.3) will improve project site aesthetics and provide the public with information related to the project and nearby amenities. In addition, throughout all phases of the project, the contractor shall regularly inspect the project site and adjacent areas and keep these areas clean and free of debris, snow, and ice.

5.3 SIGNAGE

5.3.1 Project Management Plan Renderings

Pedestrian Management Plan Renderings (PMPRs) will be mounted at the locations identified on the PMPs to assist pedestrians in navigating around the project site and to keep the public informed of general project details and project contact information. PMPRs will be located at pedestrian pinch points to give pedestrians advanced warnings to possible obstructions due to construction activities. PMPRs for this project will be located at:

- a) The intersection of Mott Street & Windmill Road
- b) The intersection of Best Street & Windmill Road

These PMPRs will be printed on sign boards no less than 900 mm x 600 mm in dimension and will be placed at the project site a minimum of 10 days prior to the commencement of work. PMPRs are provided in Appendix B.

PMPRs have been provided for each project phase and reflect the PMPs outlined in Section 4.2. They identify:

- a) Pedestrian travel routes;
- b) The location of the project site;
- c) Street names;
- d) Names and locations of nearby businesses and points of interest;
- e) Emergency contact information;

5.3.2 Pedestrian Detour Wayfinding

Wayfinding signs will be mounted at the locations identified on the PMPs to assist pedestrians in navigating around the project site directing them to local points of interest. These signs will be aesthetically pleasing and are meant to encourage the public to continue using public spaces and visiting local businesses during construction activities. Together with PMPRs, wayfinding signs will be located at pedestrian pinch points to give pedestrians advanced warnings to possible obstructions due to construction activities. Wayfinding signs for this project will be located at:

- a. The intersection of Hare Lane & Windmill Road;
- b) The intersection of Best Street & Windmill Road;

These signs will be printed on sign boards no larger than 280 mm x 435 mm in dimension and installed at heights on no greater than 2.0 m. Wayfinding signs are provided in Appendix C. This signage will be provided during all project phases and will include:

- a) The pedestrian's current location;
- b) Directional arrows to nearby businesses and points of interest;
- c) Emergency contact information;
- d) Miniature versions of the PMPRs; and
- e) Braille text indicating the above items.

Wayfinding signs will be mounted to existing poles and fences.

6.0 LIFTING, HOISTING AND CRANE OPERATIONS

6.1 NAVIGATION CANADA & TRANSPORT CANADA REGULATORY APPROVALS

This project will require a tower crane near the center of the project site. The top of the crane is expected to be at an elevation of approximately 105m above the ground elevation at the end of Best Street (approximately 128m above geodetic sea level).

Transport Canada and Nav Canada clearance applications have been submitted and the owner is waiting for approval letters from both agencies confirming acceptance.

During crane assembly and disassembly, crane components will be unloaded from a transport truck onto the vacant property owned by the developer adjacent to the north of the site. These components will be assembled within the project site by site equipment.

6.2 OPERATIONS ABOVE THE PUBLIC REALM

Lifting operations will take place from delivery and staging area located at the southeast corner of the site as shown on the encroachment plans, as such, lifting operations and loads will not be suspended over the public realm.

Additional encroachments for crane operation will not be required.

7.0 ON-SITE CONDITIONS

7.1 SITE SAFETY AND SECURITY

All contractors on site will be required to be registered members in good standing with the Nova Scotia Construction Safety Association. Contractors will be required to comply with all applicable safety codes and regulations. The contractor will be required to provide a mandatory site safety orientation for all trades and site visitors.

The contractor will be required to have certified first aid responders on site during all construction activities. First aid kits will be made available at the project site and site office and locations of first aid kits will be prominently posted and communicated to all on-site workers and visitors. In addition, fire extinguishers and burn kits will always remain available on site. The contractor will be responsible to carry out regular inspection of first aid kits, fire extinguishers, and burn kits and to note any deficiencies and replenish kits as required for any missing or used items.

7.1.1 Access & Egress Gates

Signs identifying the “Entrance Gate” and “Exit Gate” will be prominently posted as per the TCPs (see Appendix A). These signs will be mounted directly onto the gates using steel cables.

7.1.2 Hazard Warning Signage

Hazard warning signs will be fastened to the “Entrance Gate” and “Exit Gate” warning personnel of potential hazards and personal protective equipment (PPE) required.

7.1.3 Gate Locking & Monitoring

Gates will be locked during non-work hours and will always be closed not in use. During holidays and weekends, the construction manager will designate a person responsible to ensure the site is properly locked and secured.

7.1.4 Hoarding Signage

Hoarding will be marked with “No Trespassing – Construction Personnel Only” signs. All personnel on the construction site will always be required to use all proper personal protective equipment (PPE). PPE requirements will be prominently posted, and visitors will be required to sign in at the project site office before entering the site. The contractor has a disciplinary procedure in place to address non-compliance issues with regards to safety rules and regulations, this can include suspension from site.

7.1.5 Inspection Reports

The contractor will regularly inspect hoarding and address all safety-related and other deficiencies in a prompt and timely manner. Inspection reports on maintenance activities carried out will always be kept on site.

7.1.6 Dangerous Activities

Public safety and the safety of on-site workers will be of critical importance throughout all construction phases and all works will be carried out in accordance with the Nova Scotia Occupational Health and Safety Act. For all dangerous activities, first aid kits will be readily available as outlined in Section 7.1. See Appendix K for vehicular and pedestrian hazard assessment information.

Hot Works

Hot works will be undertaken a minimum of 3 m inside the project site property boundary. During hot works, the contractor will ensure that a first aid kit and fire extinguisher are readily available (in addition to the first aid kits and fire extinguishers identified in Section 7.1) in the immediate vicinity of the work such. In addition, hot works will be undertaken away from heavy equipment and heavy equipment routes.

On Site Smoking

Smoking will not be permitted on the project site. In addition, under no circumstances will smoking or open flames be permitted within the vicinity of combustible or explosive materials, to a minimum standard as identified in the material's product specifications. See Section 7.1.9 for information related to the designated smoking area.

Ignition Source Controls

It will be the contractor's responsibility to review potential ignition sources regularly and to proactively mitigate the potential for them to ignite. Potential ignition sources include faulty wiring, hot surfaces and motors, welding, grinding, and other sparks, convex lenses (magnifying glasses), and reactive chemicals. Material and equipment specifications and best practices will be followed during all construction activities to reduce the risk of ignition. In addition, potential ignition sources and work which may result in potential ignition will be kept away from heavy equipment and heavy equipment routes.

Storage of Combustible Materials

On-site materials will be protected as required from environmental conditions such as snow, rain, and wind to prevent materials from causing harm to on-site workers or the general public. Combustible materials, as well as explosive, reactive, and corrosive materials, will be stored in accordance with their product specifications using storage sheds and containers within the loading area and on-site as required and will be kept away from heavy equipment and heavy equipment routes.

Waste Management Practices

Throughout construction the contractor will be required to maintain a clean and tidy work environment and work to proactively eliminate risks. The contractor will monitor the project site at the start and end of the work day, or more frequently as required, to ensure that waste is removed in a prompt and timely manner such that it does not pose a risk to on-site construction activities, on-site workers, or the general public.

7.1.7 Emergency Contact Information

As outlined in Section 5.3, throughout all project phases, Manga Hotels (Dartmouth) Inc. and EllisDon Corporation emergency contact information will be prominently posted on Pedestrian Management Plan Renderings and wayfinding signs.

7.1.8 After-hours Lighting

All covered pedestrian travel ways will always be illuminated throughout their use. No additional after-hours lighting is expected at this time.

7.1.9 Smoking Area

Smoking will not be permitted on the project site. A designated smoking area will be set up adjacent to the northeast site entrance on the lands owned by the developer. Signs will be displayed showing the location of the designated smoking area.

7.2 MATERIAL HANDLING, LOADING/UNLOADING, DELIVERY, AND VEHICLE STAGING

A loading zone contained within the project boundary has been identified inside the southeast entrance of the site. This will allow for safe material handling, loading and unloading, deliveries, and vehicle staging. Barriers and fencing in this area will separate construction activities from the public. This loading area is identified in the Encroachment Plans. The Haul Route Plan shows the route for trucks travelling to and from the project site, as outlined in Section 4.1.9 of this report.

On-site materials will be protected as required from environmental conditions such as snow, rain, and wind to prevent materials from causing harm to on-site workers or the public. Efforts will be made to prevent dust and other materials from becoming airborne during high wind events.

See Appendix K for vehicular and pedestrian hazard assessment information.

7.3 ENVIRONMENTAL CONTROLS

7.3.1 Street & Right-of-Way Cleaning

The contractor has access to a street cleaner which will be used regularly to sweep streets and travel ways in and around the project site. Pedestrian travel ways will be hand swept daily, or more frequently as required. It will be the responsibility of the contractor to keep the 1.5m temporary sidewalks free and clear of snow, ice, and debris. The contractor will also be responsible to remove snow on the street side of F-Type jersey barriers and fences within the ROW that cannot be removed by typical Municipality ploughing operations.

7.3.2 Stormwater Management and Runoff Pollution

The contractor will be required to prevent sediment from entering all adjacent catch basins and leads using erosion and sediment controls (see NSE Erosion & Sedimentation Control Handbook for Construction Sites). All water on site will be pumped into sedimentation control bags on the south side of the project, away from any existing catch basins. Water will then sheet flow overland away from the project in accordance with HRM Bylaw W-101. During dewatering activities, the contractor will monitor the sheet flow and ensure it does not cause negative impacts to the storm systems or affect drainage paths.

7.3.3 Noise Pollution

The contractor will always adhere to the HRM Noise Bylaw (N-200).

7.3.4 Dust Pollution

The contractor will be responsible to carry out the following dust/debris controls.

1. Adjacent streets and properties will be regularly swept clean;
2. The excavation access will regularly be topped with clean gravel to prevent tire tracing from trucks;
3. Catch basins within and adjacent to hoarding will have sediment traps installed;
4. On dry days the site will be watered to prevent dust from becoming airborne; and
5. The upper levels of the new building will be regularly swept clean and materials secured to prevent construction debris from exiting the building site.

7.3.5 Emissions Control

All construction vehicles will be required to use the loading area for parking and idling to keep exhaust emissions within the construction zone down as much as possible. Vehicles will be staged so that idling will not occur for more than 3 minutes at a time. Note that, unless a vehicle motor is required to run to complete work functions, it must be turned off after no more than 3 minutes. Signs identifying these idling requirements will be posted on the front of the project site office trailer and within the loading area.

7.3.6 Rodent Control

Rodent movement increases during construction activities. The owner has engaged a certified rodent control professional, ABELL Pest Control, to prepare a Rodent Control Plan (RCP) to help mitigate this. The RCP applies to all project phases with the goal of preventing movement of rodents off-site to find safe refuge in adjacent areas.

Rodent Control Credentials

ABELL Pest Control is certified by the Canadian Pest Management Association (CPMA), is a member in good standing with the National Pest Management Association (NPMA) and is certified to be in conformance with ISO 9001:2008. All rodent control technicians on site will hold Nova Scotia

Environment (NSE) pest control licenses. Proof of these documents will always be kept on site at the project site office trailer and remain available.

Rodent Control Management

The RCP will consist of a baiting and monitoring program. Bait stations (traps) will be placed approximately every 15 meters (50 feet) as outlined in the NPMA Pest Management Standards for Food Processing & Handling Facilities. Auxiliary buildings will remain locked and secure during all non-work hours and standing water will be promptly pumped off-site to abate attractive conditions for rodent habitation.

ABELL Pest Control will begin 4 weeks prior to the commencement of the excavation phase by placing bait stations around the perimeter of the project site. This will help to lower the number of active rodents inside and around the project area prior to excavation. At the end of this 4-week period, ABELL Pest Control will submit a rodent control effectiveness report to HRM for review. During construction phases (excavation, substructure, and superstructure), additional bait stations will be set on neighboring properties and within the HRM ROW if it is determined that the initial bait stations are insufficient to handle the increase in rodent activity. See the drawing CP-01 in Appendix A for bait station and baited catch basin locations.

Bait stations will be secured in their locations using wooden stakes (for open sodded and dirt locations), weighted patio stones (behind walls and on paved areas), and zip-ties (fixed to fences). Bait stations within the project site will be fixed to rigid fences using zip-ties and will be placed on the private side of property line.

A rodent control package will always be kept on site and be housed in the project site office trailer. It will include copies of ABELL Pest Control's certifications, letters of good standing, letters of conformance, technician names and licenses, rodent control plans, and rodent control records. ABELL Pest Control's technicians will be required to sign in and out upon arrival to, and departure from, the project site.

Rodent Control Safety Considerations

Public safety will be of critical importance for rodent control activities. Physical (snap) traps will be prohibited unless approved by HRM (the contractor must request proposed CMP changes to HRM a minimum of 10 days prior to planned implementation for review). Trap size will be sufficiently small to prevent children, dogs, or cats from entering and becoming poisoned and the bait/poison will be sufficiently weak so as not to not kill children, dogs, or cats. In addition, bait stations will be tampering proof and bait will be securely fixed inside so that it cannot be shaken out. Bait stations will be opaque to protect the public from unsightly images.

Project Closure

Following completion of this project, ABELL Pest Control will promptly collect and appropriately dispose of all unused bait, bait stations, and remaining carcasses and will provide a close out letter to HRM outlining the work that was completed throughout construction and confirming that all necessary clean-up has been completed.

7.3.7 Light Pollution

Subject to approval by HRM Right-of-Way Services, temporary lighting used to illuminate temporary walkways will adhere to the ANSI/IES RP-8-14 Roadway Lighting Guidelines and will be placed such that it does not negatively impact adjacent properties.

Lighting of the project site (private property) will be 3 m (maximum) above the highest elevation of the building or excavation and will be directed inwards towards the property.

8.0 COMMUNITY ENGAGEMENT & NOTIFICATION

8.1 PRE-CMP COMMUNITY ENGAGEMENT

The owner and contractor have been in contact with neighbors and will continue to do so in the upcoming months to discuss the proposed work, see Appendix F. They further intend to distribute community consultation letters to neighboring property owners in the immediate vicinity of the project.

During construction, project contact information will be easily identifiable on Pedestrian Management Plan Renderings (PMRs) and wayfinding signage which will be posted around the project site as identified in the Pedestrian Management Plans (PMPs) and Appendix A.

8.2 SCHEDULED COMMUNITY NOTIFICATIONS

As mentioned in Section 8.1, monthly project updates will be distributed to those signed up to receive project notifications. These notifications will be sent on or before the fifth day of each month and will also be distributed through the project's website, Facebook page, and Twitter account. These notification letters will include:

1. The date the letter is sent;
2. The development name and owner and contractor contact information;
3. Brief updates on project progress;
4. Brief updates on expected upcoming construction activities that may affect the community;
5. Specific details of any work within the ROW that is to occur outside of the approved encroachment that may result in additional traffic control measures or closures; and
6. Any other relevant information.

It will be the owner's responsibility to provide further communication as required by the community including providing communication through additional media forms (letters, additional community consultation meetings, etc.) as required by community members. A sample Monthly Project Update Letter is provided in Appendix G.

8.3 CLOSURE NOTIFICATION REQUIREMENTS

Notification of street closures and public service interruptions will adhere to the requirements of the HRM Traffic Control Manual Supplement. Street closure requests require 10 days (minimum) notice to HRM prior to their planned implementation and must be approved by HRM prior to implementation. Notification to the affected public will be made a minimum of 5 days prior to the disruption. These notifications will be hand delivered and the contractor will keep and maintain a list of all effectively notified property owners such that they ensure all affected parties are notified. The contractor will notify HRM immediately upon confirmation of affected parties that have been notified and their respective civic addresses. A Draft Notification Letter is provided in Appendix E.

9.0 PERMIT & NOTIFICATION REQUIREMENTS

The contractor will be responsible to coordinate a pre-construction meeting 10 days prior to construction commencement to review the CMP on site. Attendees will include the contractor, the owner, HRM, Halifax Water (HW), utility companies, and representatives from neighboring properties.

10.0 REGULATION & ENFORCEMENT

10.1 INSPECTION & MONITORING

The contractor will be responsible to monitor the implementation of the CMP daily, or more frequently as necessary, to ensure its continued effectiveness. The contractor will complete a daily inspection/maintenance log of all CMP elements.

As outlined in Section 1, any changes required to this CMP must be sent to HRM for review 10 days (minimum) prior to their proposed implementation. Changes may only be implemented following HRM approval.

11.0 SUMMARY

This CMP has been prepared with the goal to minimize negative impacts to the community, pedestrians, and traffic throughout construction of this project. This CMP 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 as necessary as approved by HRM.

Should you have any questions or comments related to this document, please contact DesignPoint. For all construction-related inquiries, please contact the owner, contractor, or traffic control service provider (see contact information in Section 1.2).

Regards,



Manga Hotels (Dartmouth), EllisDon Corporation, & DesignPoint Engineering

APPENDICES

APPENDIX A – PHASE 1

EXCAVATION, SUBSTRUCTURE, SUPERSTRUCTURE

Encroachment Plan

Pedestrian Management Plan

Traffic Control Plans

Haul Route Plan – All Phases

TCP – Service Installation

ACTION NOTES:

1. SAFETY IS PARAMOUNT AND THE CONTRACTOR MUST USE SAFE WORK PRACTICES IN ACCORDANCE WITH THE NOVA SCOTIA OCCUPATIONAL HEALTH AND SAFETY ACT.
2. CONTRACTOR TO NOTIFY DESIGNPOINT AND HRM REGARDING CONSTRUCTION SCHEDULING PRIOR TO COMMENCING CONSTRUCTION.
3. ALL DRAWINGS TO BE PROVIDED FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM WORKS AND TO COMPLY WITH ALL PERMIT REQUIREMENTS AND CONDITIONS.
5. LOCATIONS OF EXISTING INFRASTRUCTURE IS BASED ON BEST AVAILABLE INFORMATION, INCLUDING RECORD INFORMATION. CONTRACTOR TO CONFIRM LOCATIONS OF EXISTING INFRASTRUCTURE AND NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
6. CONTRACTOR TO NOTIFY ALL EXISTING UTILITY LOCATIONS.
7. CONTRACTOR TO NOTIFY AFFECTED PROPERTY OWNERS WHEN THEY WILL EXPERIENCE DISRUPTIONS DURING WORK TO PROPERTY ACCESS, SERVICE LOSS, OR COMMUNICATION LOSS, ETC.) AT LEAST 48 HOURS PRIOR TO THE DISRUPTION.
8. DRAWINGS SUBJECT TO CONSTRUCTION APPROVAL BY THE APPLICABLE APPROVAL AGENCIES PRIOR TO CONSTRUCTION.
9. COORDINATE WITH HRM REGARDING TRAFFIC CONTROL AND PAINTED LINEWORK. REFER TO THE NOVA SCOTIA TEMPORARY WORK PLAN TRAFFIC CONTROL MANUAL (LATEST EDITION). ALL TEMPORARY ROAD CLOSURES MUST REQUIRE APPROVAL FROM HRM.



ISSUE	DATE	DESCRIPTION
2	DEC. 19, 2023	REVISED FENCING
1	NOV. 15, 2023	ISSUED FOR PERMIT

DESIGNPOINT
engineering • surveying • solutions

PHONE: 902.832.5597 www.designpoint.ca



CLIENT

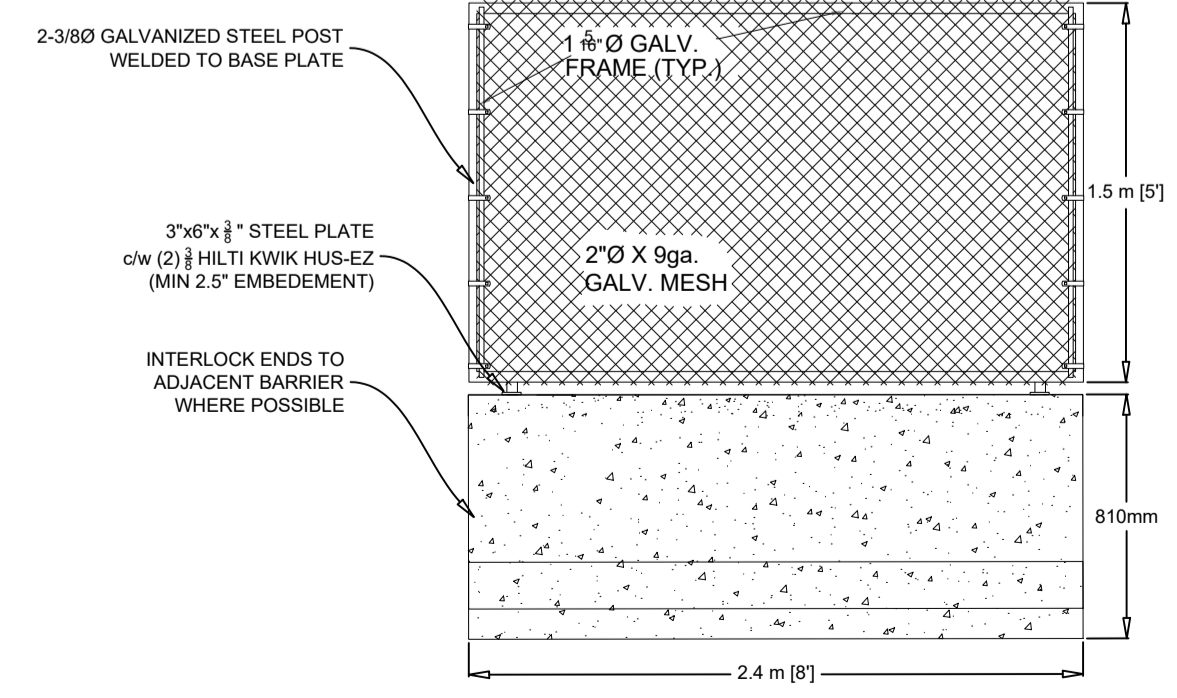
PROJECT DESCRIPTION
20 BEST STREET
DARTMOUTH, NOVA SCOTIA
SHEET DESCRIPTION

ENCROACHMENT PLAN

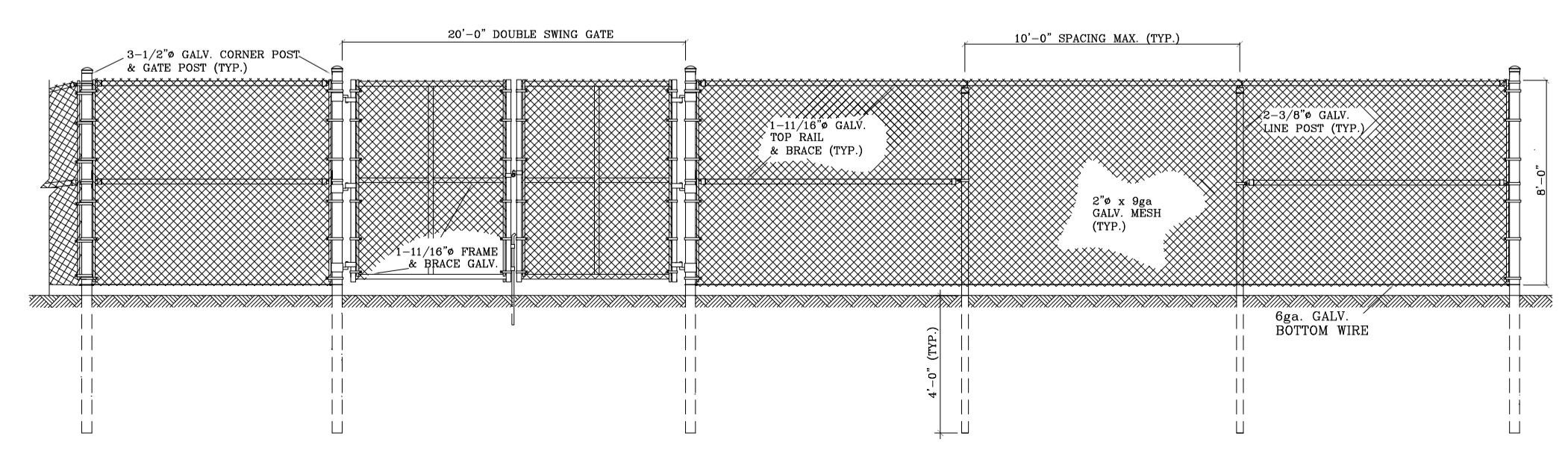
Drawn B. SMYTH	Engineer B. SMYTH	Project No. 23-251	Drawing No. CP-01
Scale 1:500	Filename 1_23-251_Encroachment.dwg		1 of 3



SITE SIGNAGE 1
N.T.S. 01



TYPICAL BARRIER c/w CHAIN LINK FENCE 2
N.T.S. 01



TYPICAL CHAIN LINK FENCE 3
N.T.S. 01

© FULL BLEED A1 (841.00 X 594.00 MM)



LEGENED	
PEDESTRIAN ROUTE	

ISSUE	DATE	DESCRIPTION	CONSULTANT
1	NOV. 15, 2023	ISSUED FOR PERMIT	

DESIGNPOINT
 engineering • surveying • solutions
 PHONE: 902.832.5597 www.designpoint.ca

CLIENT

PROJECT DESCRIPTION

20 BEST STREET
 DARTMOUTH, NOVA SCOTIA
 SHEET DESCRIPTION

PEDESTRIAN MGMT PLAN

Drawn F. LAST	Engineer F. LAST	Project No. 23-251	Drawing No. CP-02
Scale 1:500	Filename 2_23-251_PedestrianMGMTPlan.dwg	1 of 3	



LEGEND	
TRUCK ROUTE	

- GENERAL CONSTRUCTION NOTES:**
1. SAFETY IS PARAMOUNT AND THE CONTRACTOR MUST USE SAFE WORK PRACTICES IN ACCORDANCE WITH THE NOVA SCOTIA OCCUPATIONAL HEALTH AND SAFETY ACT.
 2. CONTRACTOR TO NOTIFY DESIGNPOINT AND HRM REGARDING CONSTRUCTION SCHEDULING PRIOR TO COMMENCING CONSTRUCTION.
 3. SHOP DRAWINGS TO BE PROVIDED FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION.
 4. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM WORKS AND TO COMPLY WITH ALL PERMIT REQUIREMENTS AND CONDITIONS.
 5. LOCATIONS OF EXISTING INFRASTRUCTURE IS BASED ON BEST AVAILABLE INFORMATION, INCLUDING RECORD INFORMATION. CONTRACTOR TO CONFIRM LOCATIONS OF EXISTING INFRASTRUCTURE AND NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
 6. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS.
 7. CONTRACTOR TO NOTIFY AFFECTED PROPERTY OWNERS WHEN THEY WILL EXPERIENCE DISRUPTIONS DURING WORK (PROPERTY ACCESS, SERVICE LOSS, POWER/COMMUNICATION LOSS, ETC.) AT LEAST 48 HOURS PRIOR TO THE DISRUPTION.
 8. DRAWINGS SUBJECT TO CONSTRUCTION APPROVAL BY THE APPLICABLE APPROVAL AGENCIES PRIOR TO CONSTRUCTION.
 9. COORDINATE WITH HRM REGARDING THE TIMING OF TRAFFIC CONTROL AND PAINTED LINEWORK, REFER TO THE NOVA SCOTIA TEMPORARY WORK PLACE TRAFFIC CONTROL MANUAL (LATEST EDITION).
 10. ALL TEMPORARY ROAD CLOSURES WILL REQUIRE APPROVAL FROM HRM.

ISSUE	DATE	DESCRIPTION
1	NOV. 15, 2023	ISSUED FOR PERMIT

DESIGNPOINT
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CLIENT

PROJECT DESCRIPTION

20 BEST STREET
DARTMOUTH, NOVA SCOTIA
SHEET DESCRIPTION

HAUL ROUTE

Drawn F. LAST	Engineer F. LAST	Project No. 23-251	Drawing No. CP-03
Scale 1:500	Filename 3_23-251_HaulRoute.dwg	3 of 3	



DARTMOUTH SPORTSPLEX

DARTMOUTH COMMONS

WYSE ROAD

THISTLE STREET

FAULKNER STREET

LYLE STREET

ANGUS L MACDONALD BRIDGE

BEST STREET

SHORT DURATION TRAFFIC STOP (BOTH DIRECTIONS) FOR SERVICE INSTALLATION, FLIP LANE DROP AT MIDWAY POINT.

TYPE-F JERSEY BARRIERS AROUND EXCAVATION (TYP.)

VEHICLE TRAVEL PATH (RED) MINIMUM 3.0m TRAVEL LANE MAINTAINED AT ALL TIMES

WINDMILL ROAD

FAIRBANKS STREET

MOTT STREET

GENERAL CONSTRUCTION NOTES:

1. SAFETY IS PARAMOUNT AND THE CONTRACTOR MUST USE SAFE WORK PRACTICES IN ACCORDANCE WITH THE NOVA SCOTIA OCCUPATIONAL HEALTH AND SAFETY ACT.
2. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM WORKS AND TO COMPLY WITH ALL PERMIT REQUIREMENTS AND CONDITIONS.
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5. COORDINATE WITH HRM REGARDING THE TIMING OF TRAFFIC CONTROL AND PAINTED LINEWORK. REFER TO THE NOVA SCOTIA TEMPORARY WORK PLACE TRAFFIC CONTROL MANUAL (LATEST EDITION).
6. ALL TEMPORARY ROAD CLOSURES WILL REQUIRE APPROVAL FROM HRM.
7. TRAFFIC CONTROL SET UPS ARE THOSE ANTICIPATED DURING CONSTRUCTION. IT IS EXPECTED THAT MODIFICATIONS TO THOSE PROPOSED SET UPS AND OR ADDITIONAL SET UPS WILL BE REQUIRED DURING THE COURSE OF THE PROJECT. CIVIL EXCAVATION CONTRACTOR IS RESPONSIBLE TO PROVIDE FINALIZED SITE SPECIFIC TRAFFIC CONTROL PLANS REVIEWED BY A CERTIFIED WORKPLACE SIGNER (TWS) TO HRM FOR REVIEW PRIOR TO COMMENCING CONSTRUCTION.

LEGENDED
 PEDESTRIAN ROUTE

TRAFFIC CONTROL SET UP - SHORT DURATION SERVICING TIE-INS



APPENDIX B – PEDESTRIAN MANAGEMENT RENDERINGS

Excavation, Substructure, Superstructure



DARTMOUTH SPORTSPLEX

DARTMOUTH COMMONS

PROPOSED DEVELOPMENT

DARTMOUTH COMMON PLAYGROUND

ANGUS I. MACDONALD BRIDGE

WYSE ROAD


BEST STREET

MOTT STREET

WINDMILL ROAD

FAIRBANKS STREET

CONSTRUCTION MANAGER
ELLISDON
EMERGENCY CONTACT
ALLEN COE: 902-456-9799

LEGENED
PEDESTRIAN ROUTE 

APPENDIX C – PEDESTRIAN MANAGMENT WAYFINDING

Service Installation



DARTMOUTH SPORTSPLEX

DARTMOUTH COMMONS

FAULKNER STREET

LYLE STREET

ANGUS L MACDONALD BRIDGE

WYSE ROAD

THISTLE STREET

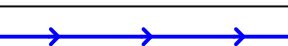
BEST STREET

WINDMILL ROAD

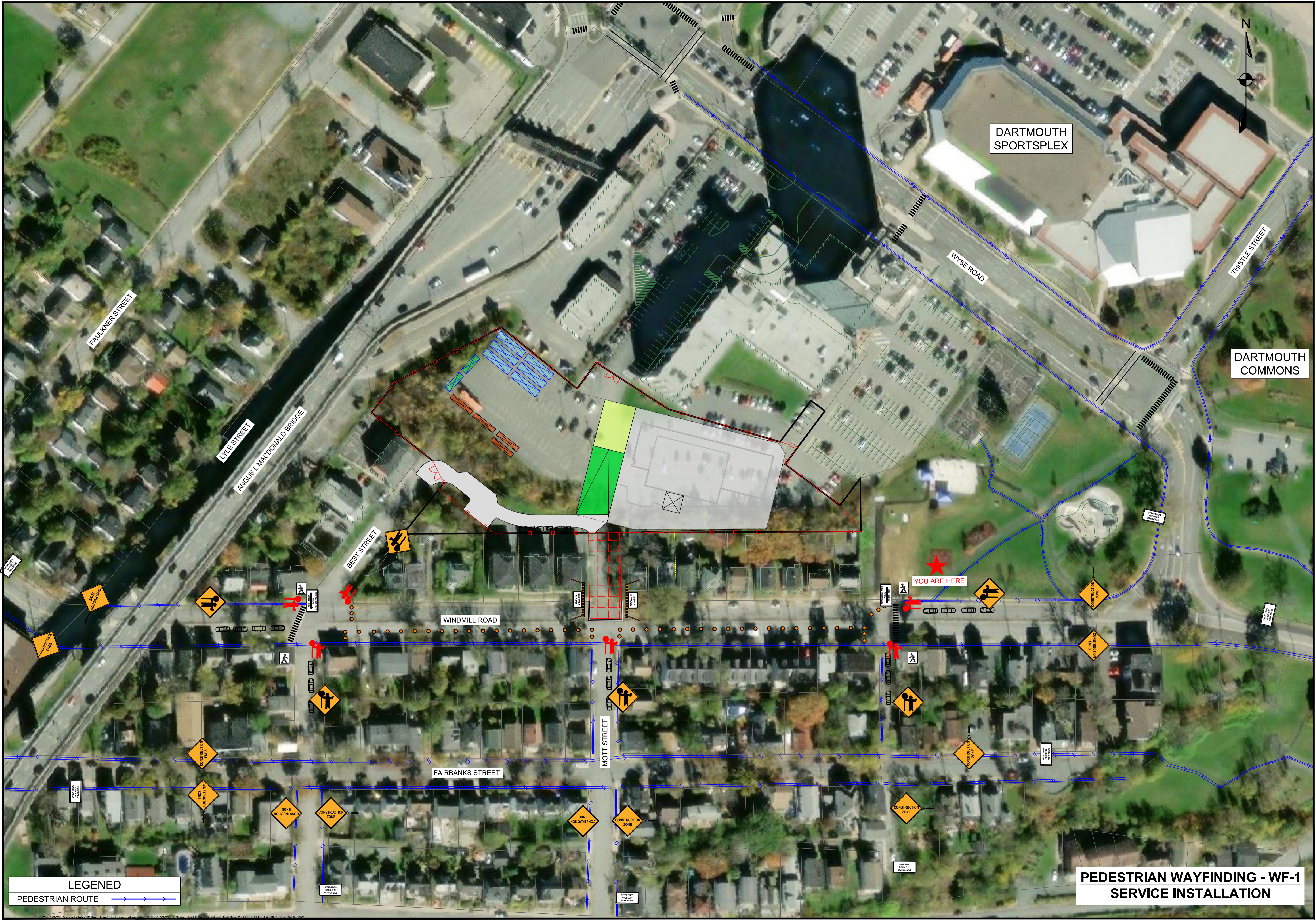
YOU ARE HERE

FAIRBANKS STREET

MOTT STREET

LEGENDED
PEDESTRIAN ROUTE 

**PEDESTRIAN WAYFINDING - WF-1
SERVICE INSTALLATION**





DARTMOUTH SPORTSPLEX

DARTMOUTH COMMONS

FAULKNER STREET

LYLE STREET

ANGUS L MACDONALD BRIDGE

WYSE ROAD

THISTLE STREET

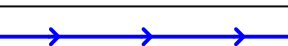
BEST STREET

YOU ARE HERE

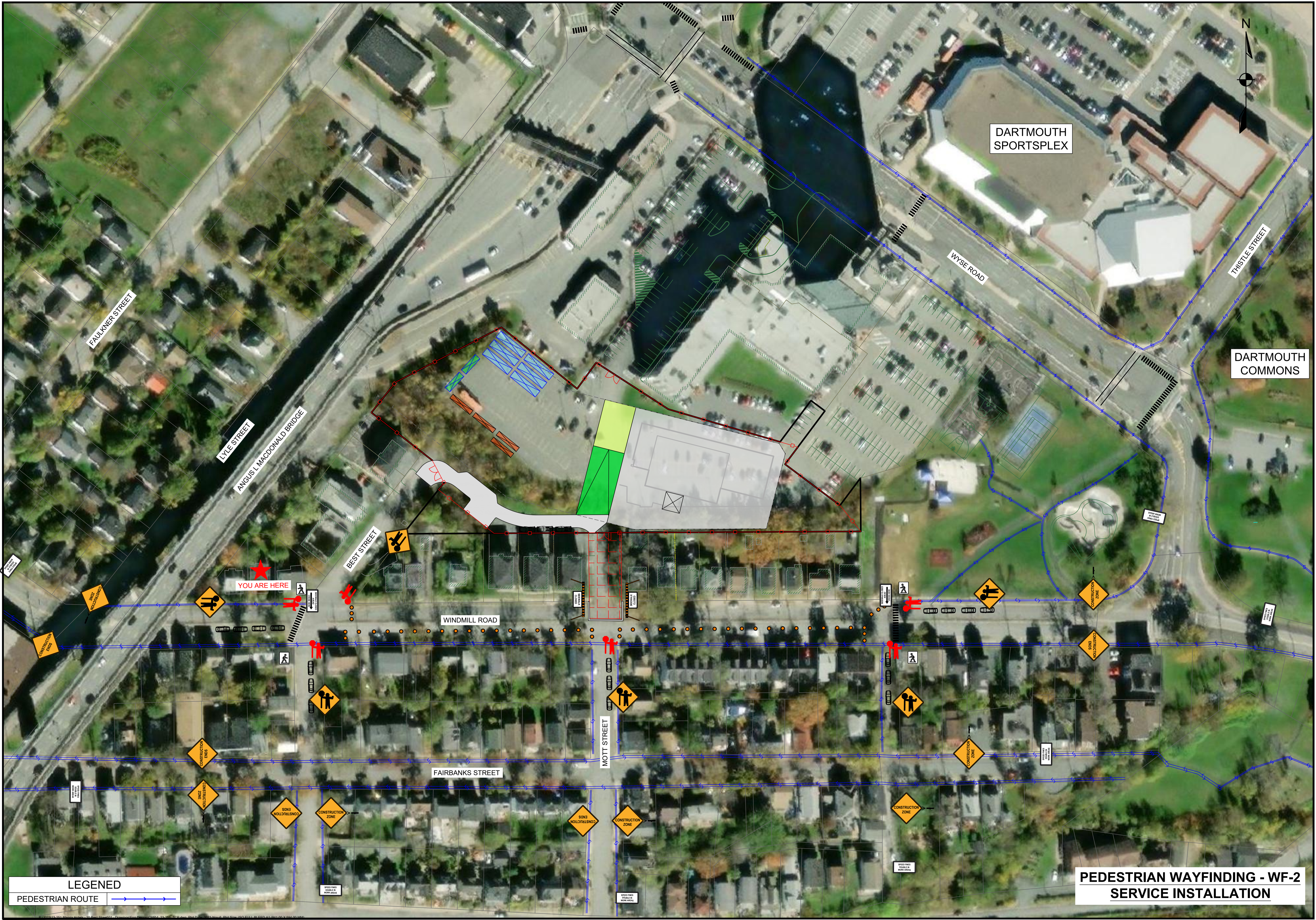
WINDMILL ROAD

FAIRBANKS STREET

MOTT STREET

LEGENDED
PEDESTRIAN ROUTE 

**PEDESTRIAN WAYFINDING - WF-2
SERVICE INSTALLATION**



APPENDIX D – DEVELOPMENT INFORMATION SIGN



Manga
Hotels
Collection

DEVELOPMENT INFORMATION BOARD



PROPOSED DEVELOPMENT 20 Best Street

Developer Manga Hotels (Dartmouth) Inc. 10 Carlson Crt. Suite 600 Etobicoke, ON M9W 6L2	Contractor/General EllisDon Corporation 7071 Bayers Road Halifax, NS B3L 2C2
24 Hour Emergency Contact: Allen Coe Project Manager – EllisDon Corporation 902-456-9799	

APPENDIX E – DRAFT NOTIFICATION LETTER



PROJECT NOTIFICATION | 20 BEST STREET



Manga Hotels (Dartmouth) Inc.
10 Carlson Crt. Suite 600
Etobicoke, ON, M9W 6L2

November 6th, 2023

This is to inform you that to facilitate construction operations with the 20 Best Street development project; utility disruptions will occur on or about **DATE** with an anticipated duration of approximately **TIME**.

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

General Contractor: EllisDon Corporation
Allen Coe
Telephone: 902-456-9799
Email: acoe@elisdon.com

APPENDIX F – COMMUNITY ENGAGEMENT

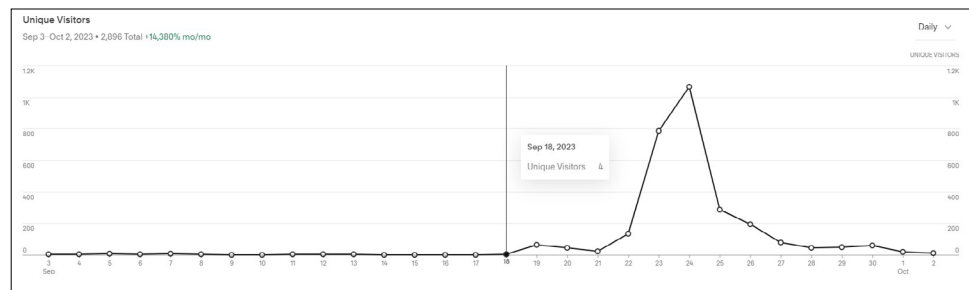
20 Best Street Site Plan Approval Public Feedback Summary

Dear Ashlee,

The following document contains confirmation that sections 17, 18, and 19 of the Regional Centre Land Use By-Law (LUB) were met as a part of the site plan approval process. This includes a summary and full account of the public engagement that took place in the 14 days before our application was submitted. The summary section gives a general overview of the themes of the messages received while the subsequent section lists every message and response between our representative and the public. Messages are organized by individual and time, showing each full conversation in chronological order. Messages are included exactly as they were received or sent, including typos or other orthographic errors.

Requirement - Website

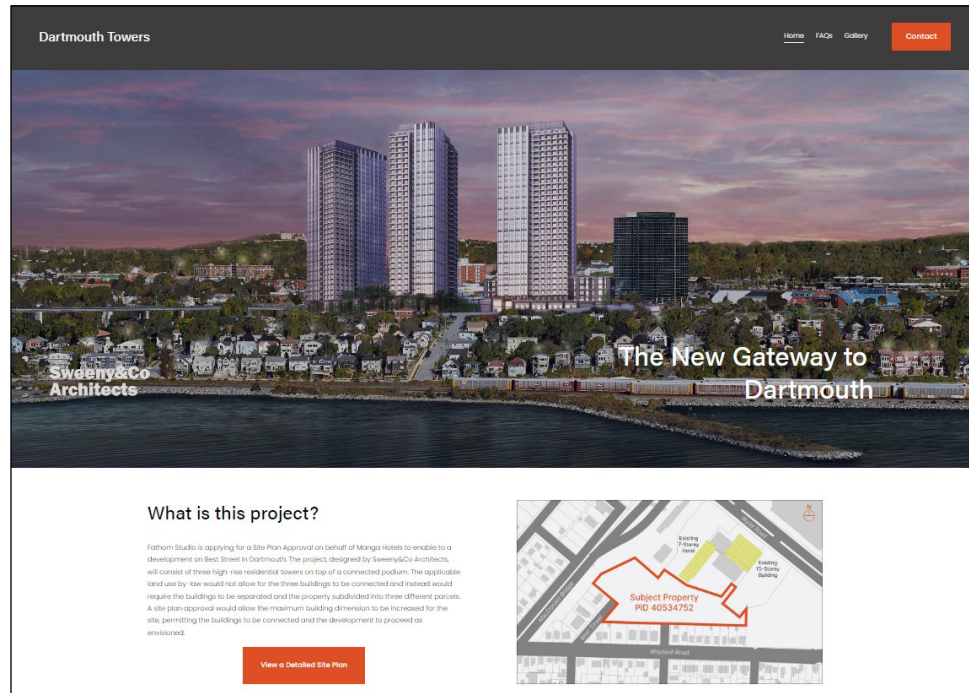
The LUB requires the engagement website to be operational for 24 hours a day, 7 days a week, for 14 calendar days before the application is submitted. As shown in the following graph, the website was active well before the 14-day pre application period but only began receiving significant traffic after the weather-proof signs were erected on September 18th.



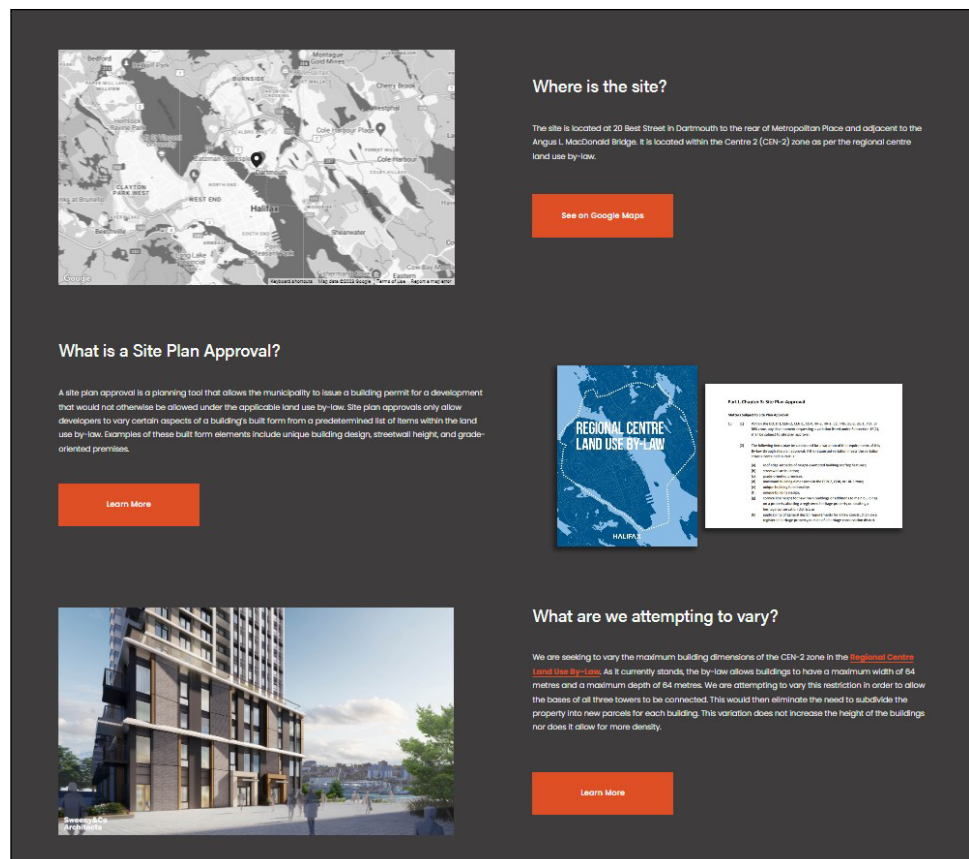
Further, Section 18 of the LUB stipulates that the required website has to contain:

- Information about the proposed project, including the location of the development and a description of any proposed variation to the requirements of the by-law,
- Plans and renderings
- Contact information for a representative of the applicant, including a telephone number and email address
- An online feedback forum or an e-mail address clearly displayed on the webpage that allows for the submission of questions and comments from the public on the proposal.

The following screenshots of the website demonstrate how these requirements were fulfilled:



The homepage of the website detailing information on the project, the site location, and the parties involved. A render of the site and a link to site plan are also available. A Frequently Asked Questions (FAQ) section, Gallery Section, and contact form are available in the website header.



The homepage of the website showing more information on the project, the site location, and the site plan approval process. A render of the site and a link to the applicable section of the Land Use Bylaw are also available.

Frequently Asked Questions

Building and Site Design

How tall are the towers going to be? +

Are the towers going to be residential-only? +

Where will the parking be located? +

Where will the main entrances be located? +

Can the main entrance be moved to Wyse Road? +

Who is on the project team? +

Why this location? +

Site Plan Approval Process

How is a site plan approval different from as-of-right development or a development agreement? +

What are the built form elements that can be varied by a site plan approval? +

Will the site plan approval significantly change the size of the buildings? +

Will the development be able to continue without the site plan approval? +

The FAQ section of the website displaying questions about the site/building design, the parties involved in the design of the project, and the site plan approval process.

Dartmouth Towers

Home FAQs Gallery **Contact**

Have any questions, comments, or concerns?

Feel free to send us a message with the contact form or reach out to the following representative directly.

Fathom Studio
Darian Shakerinia - Junior Planner
darian.shakerinia@fathomstudio.ca
(902) 461-2525 Ext. 105

Messages may be submitted at any time and are monitored during business hours from Monday to Friday.

Name (required)
First Name Last Name

Email (required)

Message (required)

Submit

The contact section of the website with a form to submit inquiries. An email address and telephone number for a representative are also available. An identical version of this contact form is also available on the home page.

Requirement - Weatherproof signs

In order to meet the requirements of the LUB, two signs were erected at both streetlines of the subject property at Mott Street and Best Street. The signs were erected on September 18th, 2023 and are printed on a weatherproof composite material. Section 19 of the LUB stipulates that the required signs have to contain:

- A brief description of the project
- An architectural rendering of the project,
- The internet address of the website specified in section 17,
- The contact information for a representative of the applicant, including a telephone number and email address
- Lettering in Arial font, bolded, and at a minimum font size of 90pt

As can be seen in the following images, both of the signs meet these requirements.



The signs also followed a series of requirements established in HRM's planning application sign manual such as the inclusion of the case number and a five-line limit to the project description.

Feedback Summary

From September 18th to October 2nd, the website received nearly 2,900 unique visitors, totalling over 4,200 cumulative page views. Traffic to the website peaked at 1,065 unique visitors on September 24th after the site had been shared on a number of social media platforms. During the 14-day pre-application period, ten individuals reach out to ask questions or leave feedback. Of these ten individuals, seven used the website to send their message, two emailed our representative directly, and one called our representative directly. Correspondence with these ten individuals included 21 messages received, 17 responses sent, one phone call received, and one phone call made.

The most common themes across the messages received were optimism about the development, concerns about traffic, and questions about the possibility of relocating the main entrances. To a lesser extent, messages discussing/asking

about construction impacts, neighbourhood character, unit information, and the nearby homeless shelter were also common. Only one message asked about the requested variance for the site plan approval while only one other message asked about the design of the required public space.

Multiple individuals identified themselves as direct neighbours to the development with one individual identifying himself as the Chairman of the Harbourview Residents' Association. These individuals asked more frequently about construction impacts and the possibility of relocating the entrances to mitigate traffic. Nearly all of the individuals who asked to have the entrances relocated put forth Wyse Road as a possible connection but after it was explained that the only street accesses to the site are via Mott Street and Best Street, most people understood the rationale for their location.

Overall, a majority of the individuals who reached out to our representative expressed either positivity or interest towards the development. Every individual received at least one response and questions were answered to our best ability. We hope that this document shows that we have fulfilled the engagement requirement of the site plan approval process to a degree deemed satisfactory by the municipality.

Original
Original
Original Sincerely,

Original Signed

Rob LeBlanc, Director of Planning
rob.leblanc@fathomstudio.ca
902-461-2525

Name	Contact Method	Message(s) and Response(s)
Sarah MacLaren	Email	<p>Message - September 19, 2023, 2:49PM</p> <p>Hi Darian, I am a neighbour to the proposed development and I have a few questions. 1)What is the exception to the center plan rules that they are seeking? 2) are they planning on making one of the dead end streets off Windmill extend up into a parking lot? 3) what will be the hours for construction? And any ballpark of how long it is going to take to complete the project? 4) is there any sort of public consultation planned? Thanks for taking the time to get back to me. Have a lovely day, Sarah</p> <p>Response - September 19, 2023, 3:09PM</p> <p>Hi Sarah,</p> <p>Thanks for reaching out!</p> <p>1. The Regional Centre Land Use By-law limits the dimensions of new buildings to a maximum of 64 metres. This means that new buildings cannot be more than 64m long or 64m wide for any portion of their structure. We are requesting a variance to this rule so that the three towers can be joined at the base to create a shared podium. If the development was to go through without the requested variance, then the three towers would not be able to be connected at their base and the property would have to be subdivided into multiple parcels. Joining the towers does not significantly change the size or density of the development, but prevents a series of administrative difficulties that would arise if the property was subdivided.</p> <p>2. The two dead end streets (Best St. and Mott St.) are not planned to connect to the parking lot. Instead, they are planned to connect to new front driveway and underground parking entrances for the development as can be seen in this site plan.</p> <p>3. Since the site plan approval has not been granted or denied yet, it is too early to know the specifics of construction and a projected timeline. However, I'll be more than happy to provide that for you in the future once we know more.</p> <p>4. Since a site plan approval only involves a minor variance of the land use by-law, a public engagement session is not required. Instead, the signs posted at the site and corresponding website are used to inform nearby residents and offer individuals the chance to offer feedback or ask questions. I'll be monitoring my emails and the form on the website every day during business hours and they are available for submission 24/7 if you ever have any more questions or concerns.</p> <p>I hope I answered all your questions but if not, feel free to reply with anything else you'd like to know about the development.</p> <p>Best regards</p> <p>Message - September 19, 2023, 5:03PM</p> <p>Thanks, Darian. I appreciate the prompt response. Very sad that my street is going to be a driveway now. Will there also be entrances and exits off Wyse road or will all the traffic be directed to Mott and Best?</p>

Name	Contact Method	Message(s) and Response(s)
Sarah MacLaren	Email	<p>Response - September 20, 2023, 9:40AM</p> <p><i>Hi Sarah!</i></p> <p><i>I should clarify— Mott and Best are not becoming driveways for the development. Rather, they are connecting to a new front driveway that will be located on-site. The main entrances to the buildings and underground parking garages will be located off of this new driveway. From what I understand, there will be a smaller secondary access point in the north of the site along the parking lot but the majority of the traffic will be directed to the entrances along the new front driveway.</i></p> <p><i>Best,</i></p> <p><i>Darian</i></p> <p>Message - September 20, 2023, 9:52AM</p> <p>Hi Damian,</p> <p>I see what you are saying but given that they are both currently dead end streets they will basically become the driveway for the towers. I would strongly urge the developer to consider ensuring that there is also access off Wyse road. It will be a lot of congestion for our little neighbourhood to absorb if Mott and Best are the only ways to get to the towers.</p> <p>If the developer is interested in buying my home I'm at 86 Windmill and willing to talk about it as I'm worried about the effects this project will have on my peace. Don't get me wrong, I understand it's going to happen it just really will change my home and my enjoyment of it.</p> <p>Many thanks, Sarah</p> <p>Message - September 26, 2023, 8:42AM</p> <p>Hi Darian,</p> <p>Just a couple more questions about the extension of Mott street. Do you know if they will be putting sidewalks on the street? I guess I'm also wondering if there will also be access from the entrance the developer already has on Wyse?</p> <p>Many thanks, Sarah</p> <p>Response - September 26, 2023, 9:17AM</p> <p><i>Hi Sarah!</i></p> <p><i>Since Mott St and Best St are situated on land that is municipally owned and operated, we would not be able to build sidewalks along them nor would that be our responsibility. However, a development of this scale could warrant pedestrian infrastructure upgrades in the area so it may be worthwhile to reach out to your local councillor or the HRM planning department in the future as the project progresses.</i></p> <p><i>In terms of other accesses, the site will have a smaller secondary access in the north of the property adjacent to the parking lot. However, those parcels are owned by other property owners and as a result, our site does not have a direct access to Wyse Road. I've attached a map of the property that demonstrates this with property lines being depicted by the thin black line. Mott and Best are the only two streets that actually connect to the property which is why they are set to be used for the main entrances. Please let me know if you have any other questions.</i></p>

Name	Contact Method	Message(s) and Response(s)
Sarah MacLaren	Email	<p><i>Best regards,</i></p> <p><i>Darian</i></p> <p>Message - September 26, 2023, 1:10PM</p> <p>Thanks, Darian. Just to better understand are you building the extension from the end of Mott to the driveway or will the city be doing that? In terms of access from Wyse - doesn't the same fellow own the old double tree? Separate lots with the same owner. And thanks for the advice I'll get in touch with the city about Mott street changes.</p> <p>Response - September 26, 2023, 1:22PM</p> <p><i>Hi Sarah,</i></p> <p><i>From what I understand, Mott and Best are fully connected to the site already so any new road/driveway construction will be taking place within our property boundaries and will therefore be our responsibility. In terms of the ownership of adjacent properties, I am not sure who owns the DoubleTree hotel but I can look into it and get back to you.</i></p> <p><i>Best,</i></p> <p><i>Darian</i></p> <p>Message - September 26, 2023, 2:53PM</p> <p>Hi Darian, It is the same fellow according to an article I read this morning and Mott street is not currently connected to the site. It is currently a dead end and I own the only house on that part of the street. That's why I've got all these questions. They are going to be building a road where there isn't one. It is just a stone embankment. Mine will be the one house affected, as well as adjacent apartment buildings, so I'm trying to get a handle on how it will be done. I guess if you haven't seen the site it is hard for you to understand what I am asking about. And if you are basing your answers on the drawings my house and garage are not even pictured in them. I really appreciate your prompt replies. Thanks, Sarah</p> <p>Message - September 28, 2023, 8:20AM</p> <p>Hi Darian, Just following up to see if you got any answers about the Mott street extension and access off Wyse road. Many thanks, Sarah</p> <p>Response - September 28, 2023, 10:00M</p> <p><i>Hi Sarah,</i></p> <p><i>Apologies! I must have missed your email on Tuesday. I've been to the site a few times and our office is a few minutes away so I am familiar with the stone embankment in question. The new driveway will be built at-grade (at the same level)</i></p>

Name	Contact Method	Message(s) and Response(s)
Sarah MacLaren	Email	<p><i>as Mott and Best Street meaning that the embankment will be cut to gradually slope the site upwards toward Wyse and away from your property. While this new driveway will be located directly behind your rear lot line, there will be a 2.5m landscaped buffer between your property and any elements on our property. This buffer will include a fence and new trees every 4.5m, among other things.</i></p> <p><i>In terms of the access off Wyse Road, the front yard has to be located along the streetline(s) which in this case is Mott and Best. It does appear that the developer owns the DoubleTree property to the north but that parcel has not been included in this development. Unfortunately, I do not know the specific reasons why the parcels were not developed together as we are just a consultant for the planning and landscape architecture portions of the project. However, I assume that there are a series of existing considerations with that property relating to the operations of the hotel or the agreement with the provincial government to house people experiencing homelessness that would have significantly complicated development. Regardless, it is very likely that the development of both properties together would have still resulted in the vehicle entrances being located along Mott and Best due to the slope of the site and the fact that the underground parking entrances along Mott and Best would already be lower than the rest of the site. I hope I answered your questions but as always, if you have any more questions or concerns feel free to send them my way!</i></p> <p><i>Best,</i></p> <p><i>Darian</i></p> <p>Message - September 28, 2023, 3:43PM</p> <p>Hi Darian, I guess if your job is to collect community feedback mine is as follows: 1) it would be preferable to have access to the site come from William street 2) the developer should use their own land to ensure that there is access of Wyse road to minimize the disruption to the neighbourhood. I'm not sure if you write a report or what you do with community feedback but if any report gets compiled I would appreciate receiving it. Sarah</p> <p>Response - September 28, 2023, 5:15PM</p> <p><i>Hi Sarah,</i> <i>I'll be sure to note that feedback!</i> <i>Thanks,</i> <i>Darian</i></p> <p>Message - September 29, 2023, 7:21AM</p> <p>Thank you, Darian. And how will I be able to access the report you have to submit to council in order to get your variance approval? I'd love to see it when it done. Sarah</p> <p>Response - September 29, 2023, 8:43AM</p> <p><i>Hi Sarah,</i> <i>All of the public-facing documents will be available on the Halifax active planning applications site. You should expect to see our application appear in the next few weeks as our submission is processed.</i> <i>Best,</i> <i>Darian</i></p>

Name	Contact Method	Message(s) and Response(s)
Jesse Sharratt	Website	<p>Message - September 19, 2023, 8:50PM</p> <p>Hello, I am reaching out on behalf of the Harbourview Residents' Association, Dartmouth's oldest neighbourhood with 144 homes.</p> <p>We are apprehensive of the proposed development in our backyard. While we believe more housing is a must, we are worried about the increased traffic in our neighbourhood.</p> <p>We believe it would be best to have the Tower entrances on the hotel side off Wyse Road instead of putting the entrances around residential homes on Mott and Best Street.</p> <p>Will you consider adjusting the entrance to the Towers to preserve our neighbourhood? Thank you. Jesse Sharratt Chairman, HRA</p> <p>Response - September 20, 2023, 9:33AM</p> <p>Hi Jesse,</p> <p><i>Thanks for reaching out! I understand your concerns about traffic, but unfortunately the entrances to the site have to be located along Mott and Best as they are the only street accesses to the site. As you can see in the attached map, the entire northern side of the property is blocked from Wyse Road by other parcels. Locating the main entrances on the north of the site would force traffic onto other private properties. The owners of these properties have no obligation to uphold our access to Wyse Road and development on these parcels could cut off road access to the site if the main entrances were located in the north. There are also considerations that require the main entrances to be located along Mott and Best including fire access and the site's topography.</i></p> <p><i>Also, I saw your email to residents on the Harbourview Residents' Association Facebook page and I wanted to thank you for letting people know about the development and encouraging their participation. As you said yourself, the perspective of the surrounding residents is invaluable and are hoping to get as much feedback/answer as many questions as possible. Please feel free to reach out if you have any more questions and I'll do my best to answer them.</i></p> <p>Best regards,</p> <p>Message - September 28, 2023, 1:37 PM</p> <p>Hi Darian, Thanks for getting back to me. Would you consider using William Street as the exit/entrance to the towers? It would keep a lot of the traffic off Windmill Road which is used by many pedestrians to access the splash pad, park, and other nearby facilities.</p> <p>We are largely optimistic about this project but do have some concerns. It will be very close to residential homes and loom over our neighbourhood, especially if only 1 tower is built due to demand issues. William Street would be a more strategic entrance that would connect to Falkner and onto Wyse Road to access the bridge. It</p>

Name	Contact Method	Message(s) and Response(s)
Jesse Sharratt	Website	<p>would be far less disruptive for the residents who call Windmill Road home.</p> <p>Thank you, Jesse</p> <p>Response - September 29, 2023, 8:59AM</p> <p><i>Hi Jesse!</i></p> <p><i>I'm glad to hear about your optimism. The same issue arises with William Street as with Wyse; our property is separated from William by a separate property (containing the MacDonald Bridge) and would require some sort of easement or lot reconfiguration to grant direct road access to our site. At the same time, William Street is only a local street while Windmill is considered a Major Collector, meaning that it is intended to accommodate higher traffic flows. Our landscape team considered multiple different options for the entrances/exits but ultimately, the site's topography, boundaries, and policy considerations make Mott and Best the only viable locations for the site's access. As always, please reach out if you have any more questions and I'll do my best to answer them.</i></p> <p><i>Best,</i></p> <p><i>Darian</i></p>

Name	Contact Method	Message(s) and Response(s)
Russell Zwicker	Website	<p>Message - September 19, 2023, 9:19PM</p> <p>Hi, I was looking at the site plan, but I'm not sure if I understand it correctly. Will there be access up to Wyse Road through the proposed buildings? It looks like there might be a pathway between buildings A and B; could you walk up Mott Street and get through there to Wyse? Thanks!</p> <p>Response - September 20, 2023, 9:12AM</p> <p><i>Hi Russell,</i></p> <p><i>You are correct! There is a planned connection between buildings A and B that would allow you to walk up through the site from Mott Street to reach Wyse Street in the north.</i></p> <p><i>Best,</i></p> <p>Message - September 20, 2023, 12:46PM</p> <p>Thank you Darian! Is it two staircases or is there a ramp as well?</p> <p>Response - September 20, 2023, 12:54PM</p> <p><i>Hi Russell,</i></p> <p><i>There are a series of ramps to the east of building A that provide access to the upper portion of the site. There is also an additional ramp that connects from the north of the site to the open space in between buildings A and B.</i></p> <p><i>Best,</i></p> <p><i>Darian</i></p>
Leslie De Freitas	Website	<p>Message - September 20, 2023, 8:54AM</p> <p>I would like to be kept apprised of development plans, as well as the timing of the project. My home is 100 years old and backs directly on the proposed site, so my primary concern at this stage is the potential impact of blasting on my home and foundation. Thank you in advance for any information you can share. Leslie de Freitas</p> <p>Response - September 20, 2023, 9:11AM</p> <p><i>Good morning Leslie!</i></p> <p><i>The project is still in the early stages of development so a construction timeline has not yet been established. Once the site plan approval is either approved or denied, then we'll be able to move forward with the phasing and scheduling of the project and we'll be able to provide more specific details concerning the potential impact of blasting, if any. Please feel free to reach out if you have any more questions.</i></p> <p><i>Best,</i></p>

Name	Contact Method	Message(s) and Response(s)
Leslie De Freitas	Website	<p>Message - September 20, 2023, 9:14AM</p> <p>Hi Darian, Thank you for speedy reply. Leslie</p>
Crystal Ross	Website	<p>Message - September 22, 2023, 3:39PM</p> <p>Hi there, I'm a home owner who lives directly beneath your Dartmouth towers project, and I'm.. wary of how it'll change the fabric of our residential community. I'll try my best at keeping optimistic, trusting that once the dust has settled, the increase in population will bring more services and amenities to the area (which is great!) I do worry however about a number of things, including a massive increase in car traffic with access points on mott and best streets.</p> <p>My initial questions include: -Will there be any other traffic entry points? Maybe one facing Wyse rd? -Are you able to share any details on what is to become of the old hotel turned shelter space? - are the images on your website intended to represent the final design? I had seen an earlier rendering that had different architectural features.</p> <p>Appreciate your willingness to communicate with our community. Like most of our neighbours, we've been here a long time and we're eager to have as much information as you're willing to share.</p> <p>Kind regards, Crystal Ross 74 Windmill</p> <p>Response - September 22, 2023, 4:05PM</p> <p><i>Hi Crystal!</i></p> <p><i>Thanks for reaching out. I completely understand your concerns about the potential changes in traffic/the neighbourhood context and I hope I can offer some insight. The main pedestrian and vehicular access points to the site will be via Mott and Best, as you pointed out. This is primarily because those are the only two streets that actually abut the property, unlike Wyse Road which is separated from the site by a series of other properties. However, there is a secondary access point that can be reached through the parking lot in the north which may help divert some of the traffic away from Mott and Best. As for the existing hotel building, it is not a part of this property/development so I unfortunately don't have any more details regarding its future use. The renderings on the website and physical signs are the most recent and are not likely to change significantly going forward.</i></p> <p><i>I appreciate your optimism in light of such a significant project and I hope you'll reach out if you have any more questions or concerns. I monitor my emails all week during business hours and the form on the website is open for submission 24/7.</i></p> <p><i>Hope you have a great weekend,</i></p> <p><i>Darian</i></p>

Name	Contact Method	Message(s) and Response(s)
<p>Theresa Fairbanks</p>	<p>Phone</p>	<p>Incoming Call - September 22, 2023, 3:53PM</p> <p>Caller wanted to express concerns over traffic generated by the development. She described the existing tranquil and “small town-ish” feel of the neighbourhood. She wanted to know the unit count of the development but was told that the official count is currently unavailable but she will be notified once we have a number. Caller also expressed optimism about the development in light of recent changes in the neighbourhood stemming from the nearby homeless shelter and encampment.</p> <p>Outgoing Call - September 29, 2023, 9:14AM</p> <p>Called the client to inform her that the proposed unit count is 1,035. She expressed that she thought that was a lot of units and also asked who the developer is.</p>
<p>Madeley Paredes</p>	<p>Website</p>	<p>Message - September 24, 2023, 1:05PM</p> <p>Hi, Are these towers going to be for residential purposes? if so, are you planning on selling individual units to the public? I'd like to know more about the expected date for this to be habitable as well. Thank you</p> <p>Response - September 25, 2023, 8:39AM</p> <p><i>Good Morning Madeley!</i></p> <p><i>The towers will be occupied by residential units while the podium will feature some commercial/retail space. We are quite early in the development process so I unfortunately don't have any information regarding construction or unit availability but those details will likely become available after the site plan approval process has finished.</i></p> <p><i>Best,</i></p> <p>Message - September 25, 2023, 8:41AM</p> <p>Many thanks for your reply.</p>
<p>Andrew Stephens</p>	<p>Email</p>	<p>Message - September 25, 2023, 11:17AM</p> <p>Hey Darian,</p> <p>I'm curious if you know this yet. Is the plan for these towers to be rentals or condos?</p> <p>Thanks!</p> <p>Response - September 25, 2023, 11:22AM</p> <p><i>Hi Andrew!</i></p> <p><i>Unfortunately I don't have that information yet but once the site plan approval process has finished, more details will become available.</i></p> <p><i>Best,</i></p> <p><i>Darian</i></p>

Name	Contact Method	Message(s) and Response(s)
Michael Murphy	Website	<p>Message - September 25, 2023, 7:16PM</p> <p>Love the proposal! Great place for density, adjacent to the bridge, transit, walking distance to the ferry, adjacent grocery store. You have an ardent supporter in this lifelong Dartmouthian. Please add me to any mailing list that might announce public meetings, it would be my pleasure to attend.</p> <p>Response - September 26, 2023, 8:28AM</p> <p><i>Good morning Michael,</i></p> <p><i>Thanks for the message! I couldn't agree more— this property is an ideal place for this level of density for so many reasons. While we don't have an official mailing list, you can always check the website for updates as they become available or keep an eye on the active planning applications webpage on Halifax's website to see updates on the site plan approval process.</i></p> <p><i>Best,</i></p>
Michelle Foster	Website	<p>Message - September 30, 2023, 9:32PM</p> <p>I would love to live there, in my dreams.</p> <p>Response - October 2, 2023, 8:44AM</p> <p><i>Hi Michelle!</i></p> <p><i>Information on the leasing of units will likely become available once the site plan approval process has finished and the project moves towards the construction phase.</i></p> <p><i>Best regards,</i></p> <p><i>Darian</i></p>

APPENDIX G – MONTHLY PROJECT UPDATE LETTER



MONTHLY PROGRESS UPDATE | 20 BEST STREET



Manga Hotels (Dartmouth) Inc.
10 Carlson Crt. Suite 600
Etobicoke, ON, M9W 6L2

November 6th, 2023

This is to notify you that construction is ongoing for 20 Best Street, Dartmouth.

In the past month.....

This month.....

If you have any related questions or concerns, please feel free to contact using the information below.

General Contractor: EllisDon Corporation
Allen Coe
Telephone: 902-456-9799
Email: acoe@elisdon.com

APPENDIX H – CMP CHANGE REQUEST

20 Best Street



Construction Management Change Request

Manga Hotels (Dartmouth) Inc.
10 Carlson Crt, Suite 600
Etobicoke ON, MNW 6L2

Date

This is to request a change to the Construction Management Plan for the 20 Best Street Development. Manga Hotels (Dartmouth) & EllisDon Corporation requests a change to the Construction Management Plan (CMP) to be reviewed by the Halifax Regional Municipality (HRM). These changes are required due to [REDACTED]. The proposed date of implementation for these changes is [REDACTED], [REDACTED] and are expected to be required until [REDACTED], [REDACTED]. Please see the attached sketch which outlines the changes being requested.

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

Contact Information:

General Contractor: EllisDon
Allen Coe
Ph. 902-456-9799
Email: acoe@ellisdon.com

Yours Truly ,

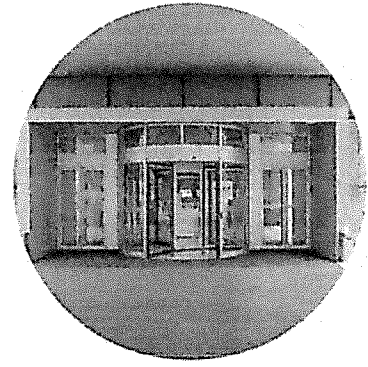
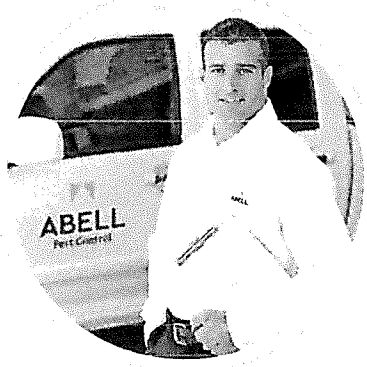
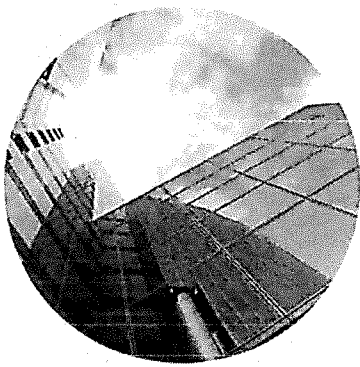
Manga Hotels (Dartmouth) & EllisDon Corporation

APPENDIX I – CMP INSPECTION SHEET

APPENDIX J – RODENT CONTROL DOCUMENTATION



Pest Prevention Program



PREPARED FOR
Manga Hotels

November 20, 2023

Joseph Grassia
Director of Construction & Development
600 – 10 Carlson Crt

Toronto, ON , M9W 6L2

Dear Joseph,

Thank you for considering a partnership with Abell Pest Control for your service needs.

Our Abell Pest Control Program details all of our comprehensive services and strategies for the specific needs of your business. The program, which is attached, is designed to support you in maintaining the integrity of your business and brand.

Pest control in and around your business is an important part of your overall sanitation and maintenance program. Rodents, insects and pest birds can carry disease, damage property and be a source of product contamination. Additionally, pest sightings by clients, inspectors, auditors, or employees can harm your public image.

That's where we come in! Abell offers you the resources and expertise of the largest Canadian owned pest control provider. What's more – Abell employees are members of your local community and are ready to service your business 24/7.

We welcome the opportunity to start a partnership in pest management and look forward to working with you.

Sincerely,

Jens Grodt
Technical Service Advisor
Abell Pest Control Inc
61 Raddall Ave, Unit R
Dartmouth, NS B3B1T2
Office Phone: (902) 442-0160
Mobile Phone:
Email Address: jgrodt@abellgroup.com

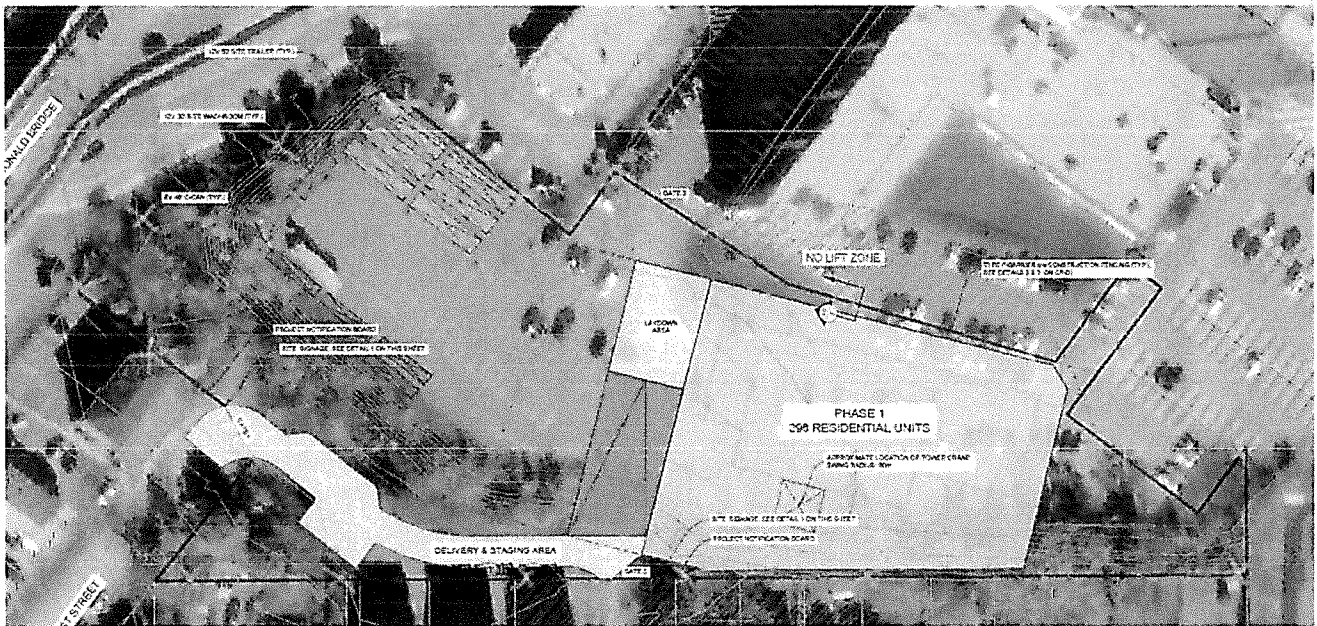
Needs Analysis Summary

Your Abell Pest Control Program focuses on the factors that are most important to you and your business.

Your Current Key Risks

- Exterior Bait stations to be set up and attached along fence line.
Baits to be replenished monthly as a preventative measure for rodents infesting surrounding area.

22 exterior stations shown marked.



Canada's Industry Leader

YOUR TECHNICIAN...

- ▶ is provincially licensed
- ▶ receives ongoing training at their local branch and at Abell University online
- ▶ is audited regularly by the industry's most recognized Quality Assurance team
- ▶ follows Quality Pro standards
- ▶ is insured for \$8 million



Abell Commercial Services

Since 1924, Abell Pest Control has provided quality services, protected our customers and their patrons. from coast to coast. Our customers enjoy the expertise and resources of the largest Canadian-owned pest control provider. Prouder yet, we are members of your community, ready to service your business 24/7.



ABELL ASSOCIATIONS



- ▶ Pest Control
- ▶ Flying Insect Control
- ▶ Bed Bug Prevention
- ▶ Inspection & Treatment
- ▶ Fumigation & Alternatives
- ▶ Bird Control & Exclusion
- ▶ Wildlife

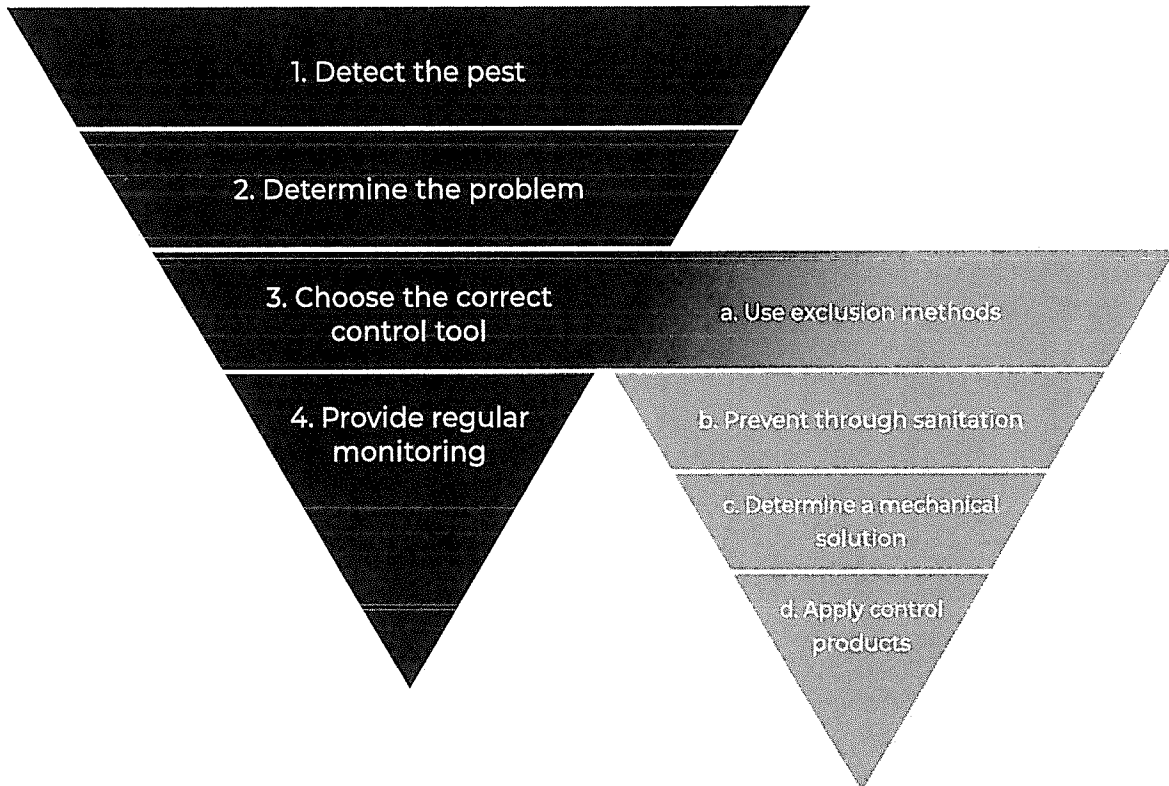
Integrated Pest Management

The goal of Integrated Pest Management (IPM) is to satisfy all of your pest control needs while using minimal or often no pesticides. IPM goes beyond control products to first implement a combination of other techniques such as proper sanitation and structural practices that eliminate ideal living and breeding environments for pests. Where pests are present, often mechanical devices provide suitable control. Actual pest issues are acted on quickly to control populations before they grow. Finally, IPM provides proactive, innovative pest prevention and control strategies that prevent pests and reduce the need for pesticides.



Abell is a leader in IPM with an award winning technical program.

Our Process:



Communication & Documentation

Modern pest control is a partnership between Abell and your business. Communication is a vital part of how we help to protect your valuable brand.

Written Notification and Communication

During each visit, we will provide a written or electronic report detailing any pest, structural or sanitation concerns that we've identified during our visit. This value-added service allows you to stay on top of any potential issues. If your business is audited by the Public Health Department or other inspectors, our documentation shows auditors that you have the best possible prevention program available.

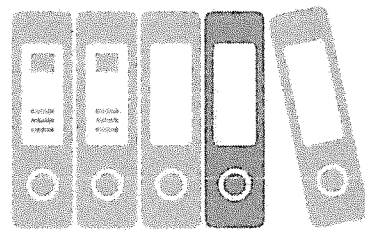
Your Abell Technician Will:

- ▶ Inspect and monitor key areas of your facilities to determine if pests are present, and to determine the location of any infestations
- ▶ Develop treatment strategies to deal with pests found. Your Technician will perform any treatments deemed necessary
- ▶ Your Abell Technician will assist the facility personnel by providing clear written information regarding sanitation and structural deficiencies noted during our services

It is suggested that the facility management assigns sanitation and communications responsibilities to specific individuals, insuring that proper sanitation is maintained and that structural corrections are completed.

Making It Work Together

Control and prevention of pest infestations on your property requires a co-operative effort. Abell will help you identify any corrective measures required, beyond our services, to ensure your program is efficient and effective.



Maintenance of proper sanitation can be assured by having a written cleaning schedule for all areas and equipment. Structural corrections should be made as promptly as possible and sanitation tasks should be assigned to specific individuals. This will help create an environment that is not prone to pest infestation.

To ensure that this program obtains maximum results, it is important that Abell Pest Control have the cooperation of the facility personnel. With this goal in mind, your Technician will establish and maintain lines of communication with personnel in charge of specific areas. The contact person will be responsible for service preparation and correction of conditions outlined in Abell Pest Control Reports and Pest Sighting Memos.

Pest Prevention Program



Your Abell Pest Control Program is an effective and well documented solution to your pest problems.

Abell will:

- ▶ Immediately focus on eliminating existing pests;
- ▶ Help identify and fix any structural issues that allow easy access for pests;
- ▶ Identify the sanitation issues with you that encourage pest activity;
- ▶ Help you create internal programs to provide a consistent long-term solution to your pesky pest issues!

Service Details

- Exterior bait stations will be monitored, cleaned, signed and dated regularly. Reducing rodent populations outside your facility will reduce the number of rodents trying to get inside.



Account #												Lead Source	
C	O	B	R	Y	Y	M	M	D	D	S	Q		

IQ0010301

Service Proposal

Manga Hotels - Joseph Grassia

Service At:
20 Best Street
Dartmouth NS B3A 1C7

Charge:
600 - 10 Carlson Crt
Toronto ON , M9W 6L2

Phone: (437) 929-8350

Cell:

Email: joseph.grassia@mangahotels.com

PO:

Store #:

Abell Rep: Jens Grodt

Phone: (902) 442-0160

Cell:

Email: jgrodt@abellgroup.com

Fax:

Integrated Pest Management

Service For Centipedes, Earwigs, Mice, Pavement Ants, Rats, Cockroaches, Silverfish

	Frequency	Qty	Monthly Charge
Pest Control			
Exterior Rodent Control	MONTHLY SERVICE		220.00
Individual Pricing			
Initial one time set up			440.00
Subtotal			660.00

Terms of Agreement - Office Copy

This agreement, made in duplicate this _____ day of _____, _____, between Manga Hotels herein called the "Client" and Abell Pest Control Inc., hereinafter called "The Company". The Company and Client agree, that, subject to conditions herein set forth, that Service will commence on _____ for an initial period of 12 Months. At the end of the term, it will continue unless terminated by the Client within thirty (30) days notice. Required product purchases outlined in the Initial Product Purchases Section. Offer valid until December 20, 2023. Applicable Taxes Extra

J. Grodt

3593

55

Abell Representative

Employee #

Branch #

Client Signature

(Print Name)

The above signatures verify that the Service Agreement on page 2 and the reverse of the Customer Copy of this agreement have been read and understood by all parties.

APPENDIX K – HAZARD ASSESSMENT

PRE-CONSTRUCTION HAZARD ASSESSMENT

Date of Assessment: November 23, 2023 Project Name: 20 Best st.

Project Number: 70727

Assessment Completed by: Adam Lane & Allen Coe

Project Start Date: TBD

Project End Date: TBD

Description of Project: Construction of a new multi-use development high rise tower at 20 Best Street in Dartmouth, Nova scotia.

Scope of Work / Work Activities	Boilermaking	X	Equipment Maintenance	X	Masonry	X	Sheet Metal Work	X
	Carpentry	X	Equipment Operation	X	Millwright	X	Specialty	X
	Civil Works	X	Flooring	X	Painting	X	Surveying	X
	Concrete Finishing	X	Glazing	X	Plumbing/Pipefitting	X	Welding	X
	Construction Labour	X	Inspecting	X	Rigging	X	Driving	
	Drywalling	X	Insulating	X	Pile Driving		Office Work	X
	Electrical	X	Scaffold Erection/Dismantle	X	Module Installation		Other:	
	Demolition		Ironwork/Steel Erection	X	Roofing	X	Other:	

Section 1. Identify any known existing or anticipated project hazards by marking an X in the box beside the anticipated hazard or condition.

Potential Hazards		Site Specific Risks and Site Conditions	
A. Working at heights 8' or more	X	V. Hazardous Materials	X
B. Noise levels above 85 dB	X	(a). Lead	
C. Inadequate lighting	X	(b). Asbestos	
D. Radiation Sources		(c). Mold	
E. Biological (virus, bacterial, waste)	X	(d). Silica	X
F. Chemical (toxic, corrosive)	X	(e). Carbon Monoxide	X
G. Mechanical Equipment	X	(f). Hexavalent Chromium	
H. Compressed Air	X	(g). PCBs	
I. Engulfment (water, chemicals, other)		(h). Other:	
J. Struck by/contact with/caught in	X	W. Working Over Water	
K. Manual lifting over 50 pounds	X	X. Working Overhead	X
L. Congested workareas	X	Y. Excavation/Trenching	X
M. Repetitive Motion	X	Z. Tool Use	X
N. Electrical	X	AA. Awkward Work Positions	X
O. Confined Spaces		BB. Working Alone	
P. Critical Lifts	X	CC. Welding Arc	X
Q. Open Holes	X	DD. Insufficient Laydown Area	X
R. Structural Collapse		EE. Fuel Storage Tanks	
S. Heavy Equipment	X	FF. Propane/Natural Gas Tanks	X
T. Stored Energy	X	GG. Temperature Extremes	
U. Fire/Explosion	X	HH. Ergonomics	X
		1. Existing client operations	
		2. Public Interference	
		3. Crime	
		(a). Threat of Violence	
		(b). High Theft Rate	
		(c). Trespassing/Mischief	X
		4. Homeless Population	X
		5. Area Vehicular Traffic	X
		6. Animal Infestation	
		7. Difficult Access to Project	
		8. Inadequate Storage Space	
		9. Nearby Structural Instability	
		10. Underground Storage Tanks	
		11. Nearby Plant Emergency Risk	
		12. Archeological Impact	
		13. Flooding	
		14. Worker Parking Remote	
		15. Work Near Railroad Tracks	
		16. Airport Airspace Rules	
		17. Human/Equipment Interface	
		18. No Potable Water Supply	
		19. Remote Location	
		(a). Distant Medical Facility	
		(b). Ambulance Response	
		(c). Fire Response Time	
		20. Impeded Response	
		(a). Due To Rail Way	
		(b). Due To Draw Bridge	
		(c). Due to Road Conditions	
		21. Excessive Mud	
		22. Poor Indoor Air Quality	
		23. Previously Disturbed Soil	
		24. Overhead Power Lines	X
		25. Underground Lines	
		26. Contaminated Soil	
		27. Contaminated Water	
		28. No Telephone Service	
		29. Unusual Working Hours	
		30. Driving Motor Vehicles	
		31. Other:	
		32. Other:	
		33. Other:	

PRE-CONSTRUCTION HAZARD ASSESSMENT CONT'D

Section 2. Assessment and Controls- Identify the letter or number of the *Potential Hazard, Site Risk or Condition* from Section 1 on the previous page.

Item Number	Potential Hazard, Site Specific Risk or Site Condition (identify by Letter or Number from Section 1)	Controls to be Established On Site (consider the hierarchy of controls: Eliminate, Substitute, Engineer, Administrative, PPE)	Company/ Person Responsible	To Be Addressed Using a JHA? Y/N	Covered in Site Safety Plan? Y/N
A	Falls from elevated surfaces of a height 2.4M or above.	Guardrails are to be established where possible. Guardrails must comply with the latest version of CSA Standard Z-797. Fall protection equipment to be used when guardrails is not practical, all equipment is to be inspected prior to use and in good condition. All workers are required to have a current Nova Scotia fall protection certificate. A fall protection plan/procedure including rescue plan is to be in place prior to working at a height of 2.4M or above. 100% tie off at all times.	All Trades/EllisDon	Yes	Yes
B	Hearing damage due to excessive noise with use of tools, equipment and environment.	Where possible tools and equipment with lower dB ratings to be considered for the task. Workers exposed to noise levels of 85 dB or more are required to wear adequate hearing protection. HRM by-laws shall be complied with.	All Trades/EllisDon	No	No
C	Inadequate lighting.	Temporary lighting will be added where required. Workers shall not commence a task unless the area is well lit. EllisDon will supply lighting for general areas, walkways and stairwells. Subcontractors are to provide task specific lighting.	All Trades/EllisDon	No	No
E	COVID – 19.	EllisDon COVID-19 procedures to be followed at all times. Currently no restrictions in place. Due to the ever changing landscape of COVID – 19 procedures and restrictions may be put in place at various stages of the project such as masking, social distancing, enhanced cleaning, etc.	All Trades/EllisDon	Yes	Yes
F	Controlled products & exposure.	All trades to provide SDS for any controlled products being brought on site. All workers must have WHMIS 2015 training. SDS precautions and procedures to be followed including the use of PPE. Eye wash stations and first aid kits to be in the immediate vicinity when using any controlled products. A list of all controlled products to be kept and made available for all workers.	All Trades/EllisDon	No	Yes
G	Installation of mechanical equipment.	Mechanical equipment to be isolated by use of a lock out/tag out system, disconnection or shut down. Job hazard assessments to be performed for working with potential energized utilities (purging) that could potentially have stored energy.	All Trades/EllisDon	Yes	No

H	Injuries due to compressed air usage.	Compressed air used to clean surfaces or equipment shall be used as per the manufacturer's instructions. Hoses used are to be inspected prior to use and be free of any damage. Connecting points on hoses shall have safety clips to prevent them from coming apart. Full face shields and hearing protection to be worn when using compressed air.	All Trades/EllisDon	No	No
J	Struck by/contact with/caught in materials or equipment.	Workers to identify any potential struck by/contact with/caught in hazards when completing their task specific Pre-Job Safety Assessment (PSA). Proper PPE such as gloves to be worn and/or physical barriers to be used. Proper positioning for the task is required to avoid the identified struck by/contact with/caught in areas, away from the line of fire.	All Trades	No	No
K	Strains & sprains due to material handling.	Workers shall only carry what they are physically able to lift. Weight an excess of 50 lbs. shall have assistance of a cart, dolly, pallet jack, etc. Large and awkward materials/equipment should use multiple workers to assist with the load. Ensure pathways are free and clear of debris and well lit to avoid tripping while handling the load. Trades to follow their own safe work material handling procedures.	All Trades/EllisDon	No	No
L	Working in congested areas.	Pre-planning and scheduling of tasks is required to minimize the amount of workers in congested areas.	All Trades	No	No
M	Injuries due to repetitive motion such as lifting, tool use, etc.	Workers carrying out the same task shall take small breaks to avoid a continuous motion of the task. Ensuring the use of proper tools will help reduce the risk of a repetitive motion injury. Stretching prior to work will help increase your range of movement and improve flexibility (only if you are comfortable and fit to exercise). Workers feeling a strain or pain shall immediately stop the task and report to their supervisor.	All Trades	No	No

N	Contact with live electrical.	<p>Only certified electricians shall perform electrical work. Electrical equipment such as power tools, extension cords, temporary lights, etc. are to be in good condition and inspected prior to use, defective equipment is to be removed from service. Power tools are to be free of damage, double insulated and/or have a ground prong. Extension cords are to be CSA outdoor rated, free of damage, have a ground prong and placed in a way which does not create a trip hazard. All outlets are to have a GFCI and panels with no open slots. Lock out/ Tag out procedures to be followed for any work on live equipment. A Job Hazard Analysis to be developed for Lock out/Tag out on site. All electrical is to be shut off to each area prior to demolition.</p>	All Trades	Yes	No
P	Critical lifts, crane failure or dropped load.	<p>Crane operators shall provide their crane license, annual crane inspection certificate and inspection of the rigging equipment. Workers rigging the load shall provide proof of training. Crane to be set up on stable ground and as per manufacturer's operators manual. Operator and rigger to be in visual or radio communication at all times. Loads being lifted shall not exceed the crane capacity or load rating on the rigging equipment. Area below the lift around the crane to be barricaded off with red danger tape and signage. A critical lift plan to be completed and provided to EllisDon for review prior to the work commencing.</p>	All Trades/EllisDon	Yes	No
Q	Slips, trips and falls due to open holes.	<p>All open holes are to be adequately guarded and protected. Guardrails can be installed as per CSA Standard Z-797 around openings with signage which identifies the opening and hazard. Floor covering to be installed and secured over an opening which can withstand 4 times the load to be imposed on it. The covering is to be identified with an "X" or "Open Hole".</p>	All Trades	No	No
S	Contact with/struck by heavy equipment.	<p>Only competent and trained operators shall operator heavy equipment, all heavy equipment is to be inspected prior to each use and include the use of a backup alarm. Spotters are to be used where the operator cannot maintain visual while backing up. Workers are required to wear high visibility apparel at all times and make contact with the operator before passing.</p>	All Trades/EllisDon	Yes	No

T	Contact with stored energy.	Proper lock out/tag out procedures in place for water, electrical and other services. Ensure equipment and lines are purged. Prior to removing any mechanical/electrical equipment, test to ensure there is no stored energy.	All Trades/EllisDon	Yes	No
U	Fire and/or explosion resulting in property damage or injury.	Hot work permits to be used when any source of high heat, welding, sparks or flames are being generated. Fire extinguishers to be readily available near all hot work and placed throughout site. Areas to be inspected for flammable substances and removed. Fire blankets to be used where needed. Fire extinguishers to be placed throughout the project and air horn/electric horns will be placed throughout the site in the event evacuation is required.	All Trades/EllisDon	Yes	Yes
V (d)	Respiratory illness due to exposure to silica.	Workers who may be exposed to silica from concrete dust are required to wear respiratory protection and wet cut/grind the concrete where possible. A job hazard analysis is required by the trade to determine the type of respiratory protection needed for each task. HEPA vacuums are required for cleanup of the concrete dust.	All Trades/EllisDon	Yes	Yes
V (e)	Respiratory illness due to exposure to carbon monoxide.	Electric equipment to be used where possible. External combustion engines are required to have a scrubber in enclosed areas. Fans to be set up to allow adequate air flow. Where there is a probability of carbon monoxide a gas monitor is to be used at all times. If the gas monitor alarms, the equipment is to be shut down and the area is to be evacuated immediately.	All Trades/EllisDon	Yes	Yes
X	Falling or dropped objects, overhead work.	Where there is a potential of any falling materials the area is to be barricaded off and signage posted. Tool lanyards may be used. Overhead protection and/or enclosed scaffolding may be required in some cases.	All Trades/EllisDon	Yes	No
Y	Injuries due to cave in, fall into or access/egress of open excavations.	Locate surveys to be performed prior to any commencement of any excavation. Any excavation deeper than 1.2M shall be sloped at 1:1 or have an engineered trench cage. An adequate means of access/egress (ladder/ramp) shall be no more than 15M from where a person is working. Excavated material to be stored at least 1M from the excavation edge. Open excavations are to be barricaded and signage posted.	All Trades/EllisDon	Yes	No

Z	Injury due to tool use and equipment.	Hand & power tools are only to be used by competent workers. All tools must be inspected prior to use, any damaged tools are to be tagged and removed from service. Ensure the right tool is being used for the job and follow manufacturer's instructions. PPE to be used as per manufacturer's instructions and company safe work procedures such as gloves, face shield, hearing protection etc. Ladders are required to be tagged and inspected prior to use. Ladders shall be used as intended by the manufacturer. When working from a ladder at or above 2.4M fall protection is required. Platform ladders are preferred. Only trained workers are permitted to use aerial lifts. Lifts to be inspected prior to use and have a current annual inspection. Workers in lifts are required to use fall protection and tie off to the manufactured anchor point at all times. Scaffolds and enclosed scaffolds are to be engineered, only certified workers are to erect scaffolding and scaffolds are to be inspected daily. Scaffolds are to be erected as per the latest version of the CSA Standard Z-797.	All Trades	No	No
AA	Strains & sprains due to awkward work positions.	Construction of the building may require some awkward positions for workers. Mechanical devices to assist in lifting or reaching certain areas to be used. Awareness of body movements in awkward locations as not to twist or wrench your body. Look for other ways to access area where awkward positions may be required.	All Trades	No	No
CC	Injuries due to welding arc.	Only trained workers shall carry out welding, all PPE shall be worn including face shield and respiratory protection. Inspect all equipment prior to use and ensure there are no hazards in the area. Hot work permits to be used and instructions followed including fire extinguishers available and a fire watch. Screens to be used to prevent hazards to other workers. Ensure flash back arrestors are in place. All welding process are to be done as per safe work practices and procedures.	All Trades	Yes	No
DD	Insufficient laydown area.	Project site footprint has limited amounts of laydown area. Trades are only to bring the required materials and equipment to site that are needed in the short term. All material and equipment deliveries to be coordinated with ED. Materials and equipment shall never be stored in such a way to block emergency exits.	All Trades/EllisDon	No	No

FF	Fire and explosion due to misuse of propane tanks.	Propane tanks are to be stored outside and secured in an upright position where they are not exposed to any potential damage. Full and empty tanks are to be stored separately with signage. Tanks and attachments are to be inspected for damage prior to use.	All Trades/EllisDon	No	Yes
HH	Ergonomics.	Stretching prior to starting work (if you feel comfortable and fit to do so) will help reduce ergonomic injuries. Adequate chairs and equipment to be used to reduce the risk. Mechanical assisted devices to be used for lifting or carrying items. Short breaks of walking around will reduce positional stress on the body.	All Trades/EllisDon	No	No
3(c)	Possible trespassing/mischief on site.	Only authorized site personnel will have access to the site. The site will be contained with six foot fence and all gates will be equipped with keyed locks. The supervisor will retain the keys to all gates. All points of entry will be locked at the end of the day and site fences will be inspected for any openings. Site trailers and job boxes will be locked when work is completed at the end of the day. Signage will be posted on the fences indicating no unauthorized personnel and no trespassing. If deemed necessary, a Security guard may be employed and all personnel will be asked to sign in/out and provide ID at the gate.	EllisDon	No	Yes
4	Homeless population.	Area has homeless population near the project, security may be needed for the project. Workers will be made aware of this during orientation. Site fencing and gates in place.	All Trades/ElliDon	No	No
5	Area Vehicular Traffic.	Traffic around the project, workers to be cautious when accessing the site. Recommend high visibility apparel worn accessing the site. Deliveries to be coordinated with ED. Spotters and traffic control to be used where needed. Traffic Control plans to be developed and used as required.	All Trades/EllisDon	No	No
24	Contact with overhead power lines.	Equipment and people must remain at least 6M from any overhead power lines, if unable to maintain that distance a Safe Clearance Report from Nova Scotia Power is required and protection may be installed on the lines as per the Safe Clearance Report and/or power may be shut off.	All Trades/EllisDon	Yes	Yes

Construction Manager: Ian Graveline

Signature: _____

Date: _____

Superintendent: Allen Coe

Signature: _____

Date: _____

Health & Safety Manager: Adam Lane

Signature: _____

Date: _____

Notes:

All workers shall receive a site specific orientation prior to starting work.

All workers to provide a current Nova Scotia Fall Protection training certificate, current WHMIS 2015 certificate and any additaonl training required for their task.

All subcontractors to have a pre-start up meeting where safety will be discussed and safety documents will be reviewed prior to commencing work.

Minimum PPE for the project will include CSA approve type 2 class E hard hat, CSA approved eye protection, high visibility apparel, CSA green patch 6" work boots and hand protection.

Pre-Job Safety Assessments (PSA) will be required to be completed daily or as the task changes by each trade.

Subcontractors shall submit toolbox talks and EllisDon's Form E & F weekly.

JOHS Committee will be conducted as per site policy.

Fire Extinguishers, 15 minute Eye Wash Stations and #3 First Aid Kits will be available on site.

EllisDon Safety manual policies, NS OHS ACT & Regulations will be posted on the Safety Board available on site.