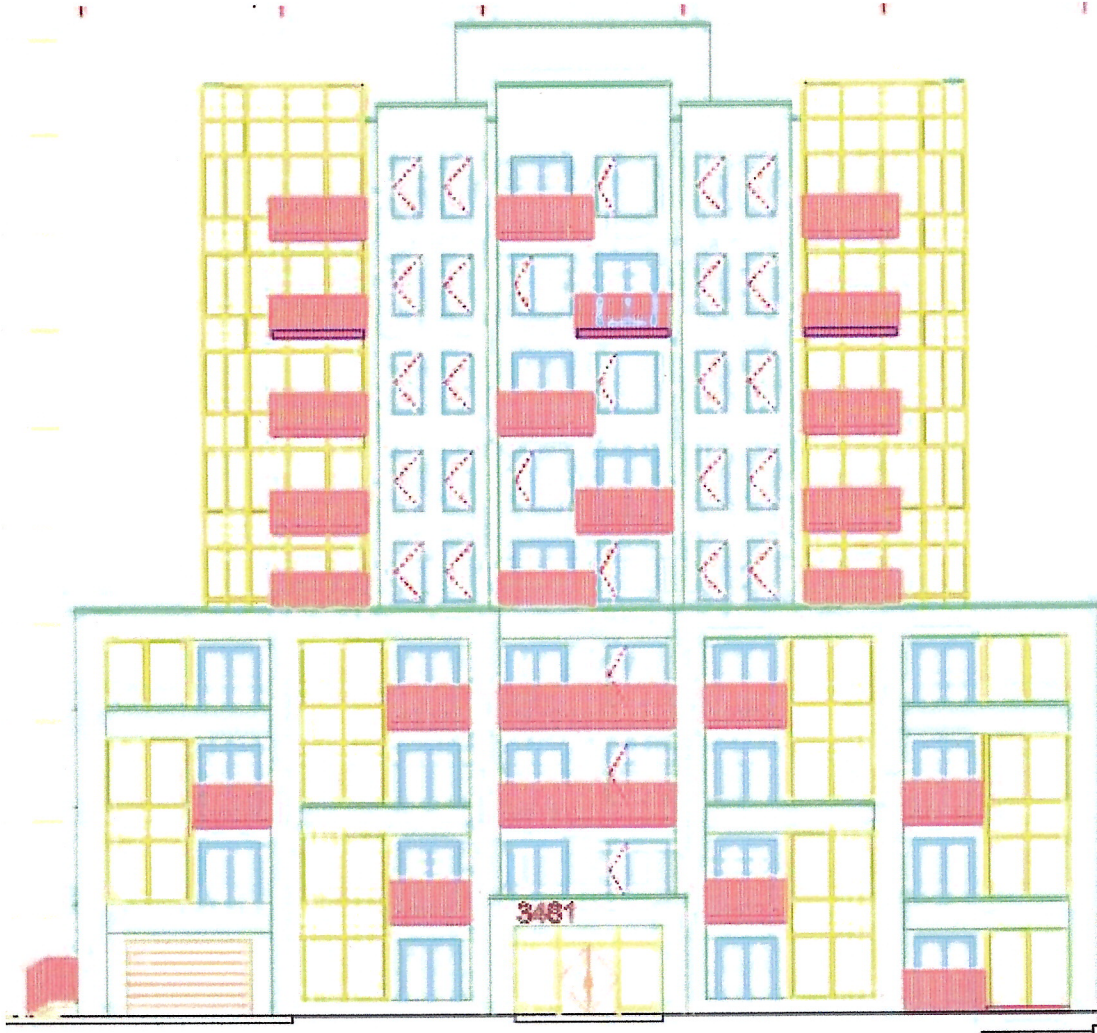


# **CONSTRUCTION MANAGEMENT PLAN**

**3461 DUTCH VILLAGE ROAD – NEW RESIDENTIAL Building.**



Prepared /Reviewed: **Amir Arab P.Eng**



# **PROJECT CONTACT INFORMATION(FOR HRM ONLY)**

**3461 DUTCH VILLAGE ROAD – NEW RESIDENTIAL Building.**



Owner/

General Contractor:

**SAVOIR LIVING DEVELOPMENTS Ltd.**

27 Longbrae Drive, unit 101

Halifax, NS

Project Contact:

Amir Arab

**SAVOIR LIVING DEVELOPMENTS Ltd.**

c: (902) 830-7357

Email: [amirjarab@outlook.com](mailto:amirjarab@outlook.com)

Architect:

WM FARES ARCHITECTS,

3480 Joseph Howe Drive, Suite 500, Halifax, NS,

(902) 457-6676

WM FARES, [info@wmfares.com](mailto:info@wmfares.com)

# **DEVELOPMENT INFORMATION BOARD**

**3461 DUTCH VILLAGE ROAD – NEW RESIDENTIAL Building.**



**Owner/General Contractor:**

**SAVOIR LIVING DEVELOPMENTS Ltd.**

27 Longbrae Drive, unit 101

Halifax, NS,

**Project Contacts:**

Amir Arab

M: (902) 830-7357

**EMERGENCY CONTACT:**

Amir Arab at (902) 830-7357

# SAVOIR LIVING DEVELOPMENTS Ltd.

Address:

27 Longbrae Drive Road, Unit 101

HALIFAX, NS, B3M 4J9

Tel: 902 - 830-7357

Email: [amirjarab@outlook.com](mailto:amirjarab@outlook.com)

March 06, 2025

## Re: Notification for commencement of construction in your neighborhood

Developer Savoir Living Developments Ltd. is in the final planning stages of a project that is going to be implemented at 3461 Dutch Village Road. The work will start by demolishing the existing buildings at 3453, 3455 and 3461 Dutch Village Road.

We would like to inform you that there will be no changes to traffic along Dutch Village Road or any adjacent road during the demolition phase that will start in the coming weeks. Developer Savoir Living Developments Ltd. will work with contractors to mitigate all impacts that are due to arise as a result of said development during construction.

Public parking available in the area will not be affected. Lane closures will only occur for limited amounts of time during certain phases of the development and will be responsibly managed to ensure smooth flow of traffic as much as possible. Subsequent notices will be posted when there are going to be any effects on traffic ahead of time.

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

### Contact Information

Developer: Amir Arab –902 830 - 7357

Sincerely,

Savoir Living Developments Ltd.

Amir Arab



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## SAVOIR LIVING DEVELOPMENTS Ltd.

Savoir Living Developments Ltd.  
27 Longbrae Drive Road, Unit 101  
Halifax, NS  
Tel: (902) 830-7357

<b>To:</b> HRM Engineering and Traffic	<b>Date:</b> March 08, 2025
<b>From:</b> Savoir Living Developments Ltd.	<b>Project:</b> 3461 Dutch Village Road Application no.: ____

### **Section 1: Project Description:**

The proposed development at 3461 Dutch Village Road consists of a multi-unit residential building, 9 stories + 2 underground levels. The new 9 + 2 stories building offers two fully underground parking level, P1, P2, level P1 having a mix use, houses the utilities rooms. The above ground levels include a number of residential units . Level 100 accommodates lobby, amenity room, office, access to underground parking and 12 residential units, Level 200-300 offers 15 residential units, 400 – 14 units while 500-900, another 8 each.

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

## **SAVOIR LIVING DEVELOPMENTS Ltd.**

### **Section 2: Project Contact Information**

The project team for the proposed development consists of:

**Developer:** Savoir Living Developments Ltd.  
27 Longbrae Drive Road, Unit 101  
HALIFAX, NS. B3M 4J9  
Tel: 902 830 -7357

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

**Contractor:** Savoir Living Developments Ltd.  
27 Longbrae Drive Road, Unit 101  
HALIFAX, NS. B3M 4J9  
Tel: 902 830 -7357

Developer Project Contact: AMIR ARAB - 902 830-7357  
Contractor Project Manager:

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

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

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

### **Section 3: Construction Schedule and Logistics**

The construction work will start as soon as the demolition of the existing buildings is complete. As plans are being submitted for permit, pricing of the job has begun in earnest. We will begin shortly with contractors to revise fencing, clearing up the site, demolition and removing of debris as well as excavation for clearing up all the debris from site and further structural work. While it may be difficult to place a start date, assuming March 31, 2025 start date, herewith you will find the construction schedule in Schedule 'A', pag 21.

The work will start by installing fencing, removing recyclable materials from the old building and continue with demolition, clearing up the site of resulting debris and existing parking embankment. At this stage the fencing and dust control mesh will be installed, and the signage

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will be put in place according to the traffic plan for construction stage. The fencing will predominantly align with the property boundary, with a notable exception at the limit adjacent to the neighboring property at 3441 Dutch Village Road. In this area, the fence will extend onto the neighboring property, moving toward the existing residential building and occupying the current driveway in front of it. The fence will be positioned at a safe distance from the roads and vehicular traffic, maintaining a clear line along the edge of the sidewalk to ensure unobstructed pedestrian access. Waste block concrete barriers will be installed on private property along Dutch Village Road to protect the excavation. Fencing with dust control mesh will be mounted on top of the concrete barriers. The sides and back of the property towards neighboring properties and businesses in the back is away from any roads so it will also be fenced and have dust control mesh installed. We adopted a solution to place vehicle staging and unloading area, inside our property and in the driveway and parking lot of the existing residence at 3441 Dutch Village Road towards the South of the proposed development. Larger vehicles can turn around in this area without the need to encroach on the public road. The fence and mesh guard will restrict visibility towards the site ensuring a reduced visual impact for the community. The sidewalk will be maintained undisturbed, and the traffic will be unimpeded. The site access and exit for the construction phase will be ensured by the existing driveways at 3441 and 3453 Dutch Village Road. In adopting this solution, we have also considered the specific of the construction work for a relatively small size residential building that will not require a significant amount of traffic to site apart from the excavation and foundation building phase. The traffic is estimated to 6-8 trucks per day in the short excavation phase, while in later stages of construction, after the concrete structure is finished, the material shipments to site will be planned and should not exceed to 2-3 trucks /day.

The vehicles will be able to approach Dutch Village Road from Joseph Howe Drive, the nearest HRM truck route, enter the site on the right, using the existing driveway where the site entry gate will be located. After they complete their work, they can exit through the exit gate and existing driveway at 3453 on the same Dutch Village Road. They will continue on the right lane of Dutch Village Road again towards Joseph Howe Drive intersection, where they turn right onto the shortest truck route as seen on the Haul Route plan HR 01, pag 23. A second truck can enter the site and wait in the vehicle staging area in front of the existing building while the first finishes loading or unloading on the side loading zone, turns and exits. The location of the exit gate affords good visibility and permits turning right safely on Dutch Village Road towards Alma Crescent with minimal or no disturbance to regular traffic. On the South side of the site enclosure, towards the back an electric shack will be located. There will be no need for a site trailer on site at this stage. It can be added later towards the back on the south side of the enclosure to be used as storage and site office in various stages of the construction.

The area in front of the existing building will serve as loading/delivery and vehicle staging area. This area will also be the main setting up location for the boom truck when needed and other equipment used on site.

The streets traffic will not be affected as all the public domain will be maintained untouched along the entire perimeter of the development site. the sidewalk traffic will continue unimpeded.

## SAVOIR LIVING DEVELOPMENTS Ltd.

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

The site area as noted on plan SP01, page 22 will be closed for approximately 35 months in total as the enclosure will be in place since the demolition phase and will be extended to include civic 3461 where the demolition work will continue followed by preparation of site expected to take the next 2 – 3 months works will continue for the new proposed building. As soon as we are completed and no longer need these areas for Construction, they will be cleaned up, re-instated and reintegrated in the normal local landscape once the site is secured.

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

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

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

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

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

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

Traffic control barricades will only be used for a limited amount of time, in the services connection phase. They will be removed after they are finished being used. This will be done using a boom truck, skidsteer and Traffic Control Personnel.

## **SAVOIR LIVING DEVELOPMENTS Ltd.**

### **Hours of Operation**

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

### **Site Services Connection**

When the site service work on Dutch Village Road requires completion, we expect that the services will be done within a few days of starting them at the most. Modifications to the regular site enclosure, adding the encroachment to public domain will take place as shown on TP02, page 25. Target date is September 2025 or depending on several factors it can be postponed to March 2026. Some traffic disturbance on Dutch Village Road will be unavoidable as the existing utilities we need to tie in, are close to the middle of the road as per the civil drawings. However, we expect closing the sidewalk and narrowing the street on a limited area as shown on TP 02, for a short period of maximum a few days less than one week, to complete the Tie Ins to mains, located as shown on the Civil plans while the 2 way traffic can continue at slow speeds on the remaining side of Dutch Village Road. We will put in place temporary Barriers and Signage as shown on the traffic and Pedestrian Control plans. All connections are massed together in one work zone are located in a limited area along Dutch Village Road and can be completed at once, in a short time span. The mains are located in the street, close to the middle. The intent is to complete these works as quickly as possible in the HRM R.O.W. and re-instate asphalt and minimize disruptions. The erection and removal of barriers and fencing will be a matter of hours and they can be synchronized and adjusted as required for this road so that any disturbance to traffic is reduced to a minimum. Traffic Control Personnel, and additional markups and signs will be employed during this period for safety and fluidization of traffic while erecting and removing barriers from the road.

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

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



## **Section 4: Vehicle & Pedestrian Management**

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

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

The digging will be completed using hammer drill and excavators.

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

No sidewalks or crosswalks will be closed, during excavation, although traffic on the near site sidewalk might be stopped for safety when a blasting.

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

Refer to attached Site Plan SP01, page 22 along with the attached Pedestrian and Traffic Control Plans – page 24-27.

### **Pedestrian safety**

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

If some disturbance to traffic would be required at some point, traffic controllers will be in attendance on Dutch Village Road and adjacent Central Avenue, to ensure safety for pedestrians and traffic and facilitate traffic to local businesses.

### **Pedestrian detour way finding**

Changes to existing pedestrian and cyclist movement will be clearly marked using signage as shown on the traffic and pedestrian management plans. It only applies to the services connection phase and sidewalks restoration.

Changes in movement will be necessary for a short period of time and signage will be put in place as indicated. Way finding signage for businesses open further along the sidewalk on Dutch Village Road, North or South will be in place so the access to those businesses is undisturbed.

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

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

### **Accessibility**

Appropriate signage, as shown on the Pedestrian Management Plan attached PM01, page 26, will be in place to assist pedestrians to easily navigate around all blocked sidewalks. The detour areas are accessible for people with mobility restrictions.

### **Visually impaired persons**

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

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

Every effort will be made to maintain a maximum slope of 5% when putting in place the temporary protected sidewalks. Special consideration will be given to transition points. Where necessary, concrete will be cast to ensure an acceptable slope is achieved. In case the existing curbs are modified to get the required results, they will be replaced at the time the regular sidewalks are reinstated.

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

### **Emergency vehicles**

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

### **Parking**

There are no parking spots affected along Dutch Village Road or any of the adjacent roads. Public parking spots remain available and open in the vicinity for all the commercial locations.

There are no changes proposed to the parking into the street or in the area. Refer to Plan SP01, [page 20](#), for details.

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

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### **Haul route and staging areas**

Refer to Haul Route Plan HR01, page 23, for haul route path and staging areas. The selected haul route is intended to minimize traffic congestion and maximize pedestrian safety. Vehicles coming down on Joseph Howe drive, HRM designated truck route, will turn left at the light to enter Dutch Village road, another HRM designated truck route, then will turn right to enter the site, complete their work and exit the site again on Dutch Village Road where turning right they can continue on the right, then turn right again at the streetlights on Joseph Howe Drive to return to the highway ensuring a fluid traffic and an easy, quick and efficient route for all transports to and from site.

Staging of vehicles will be confined to the area South and Southwest of the Building proposed for demolition, existing parking space, inside the site enclosure. The site will have two gates one serving as Entrance and another one - Exit for all the duration of the project. The traffic will use the existing driveways along Dutch Village Road at 3441 and 3453, that are and can be maintained in good condition.

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

### **Material handling: loading, unloading, delivery and storage**

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

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

The area closer to the entrance on Dutch Village Road will be used for Temporary Power, Site Trailer and waiting area for vehicles.

Refer to Site Plan SP01, page 22.

## **Section 5: Construction Site Protection & Hoarding**

Fencing will be installed exclusively on private lots subject to development, around the construction site, which is set back from traffic on Dutch Village Road. Please refer to plan PM01 on page 26 for details of the Construction Stage Pedestrian Management Plan.

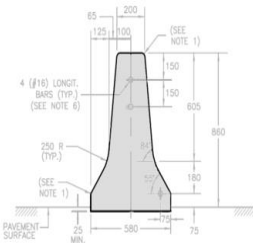
In accordance with HRM Administrative Order 2018-005-ADM, waste block barriers and fencing complete with mesh will be installed **inside the property boundary** along Dutch Village Road to safeguard the excavation area. The fenced portion of the site will remain secured and access-restricted until construction activities are complete and the building's exterior enclosure is in place.

During the short services connection phase some F Type concrete barriers will be required for the extension of the work area onto the sidewalk and into the street on Dutch Village Road.

When the fencing and barriers are no longer required and the Site is secured, they will be removed.

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



The F Type Barriers forming the Extension to Site Enclosure Kearney Lake Road will be the type with precast cuts at the base so that the storm water may go to the catch basins unhindered.

The mesh will have the following features:

Opaque, privacy Fence screen

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



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

We will place signs showing that the neighboring businesses are open for business and accessible.

With the fence installed, there will be no HRM domain encroached by the site enclosure. During the services connections phase when such extension of site fencing and barriers will encroach the required public domain, the areas can be measured for the administering of applicable Fees. The areas occupied by the encroachment in those phases are dimensioned as required on the Traffic Control Plan, Site Services Connection Phase, TP02, page 25.

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

The entry gate for the site will be situated on Dutch Village Road on the existing driveway to the property at 3441, outside the street and far enough away from traffic so that would it is easily accessible for the trucks travelling South - Northwest along Dutch Village Road from and back towards Joseph Howe Drive. The exit gate is also placed on an existing driveway, at 3453 and it will be at angle, following property boundary, that offers visibility and allows for the exiting trucks to merge into the traffic along Dutch Village Road in the same direction as for arrival. They will continue on Dutch Village Road towards Dutch Village Road/Alma Crescent in an easy, fluid and safe manner. This will ensure an easy circuit for trucks entering and leaving the site. It includes trucks hauling soil and rock, concrete trucks, trucks with lumber and/or other materials and equipment needed.

### **Storm water management**

During the demolition process, the catch basins will be fitted up with a filter fabric to prevent debris from entering the storm-water system. Water will be prevented from leaving the site in runoff scenarios by the existing inward slope of the site. Clear stone around certain areas of the perimeter might also be used. Water inside the site will be pumped into a sediment sump pit. In that sediment pit the sediment will fall to the bottom, the PH balance will be tested and the clear, neutralized water will be pumped out in the storm water system. Storm-water

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management will meet the required guidelines of HRWC with appropriate fees. This process will be monitored as part of our CMP inspections.

### **Street and ROW cleaning**

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

A Sweeper Truck will make passes as required.

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

### **Noise, Dust and Emission Control**

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

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

Mesh will be used on the inside of all construction fencing to mitigate dust control.

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

### **Damage to HRM infrastructure**

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

## **Section 6 – Lifting, Hoisting, and Crane Operations**

This project will require a tower crane. It will be situated as shown on the site plan. This mobile crane, if required for demolition as well as setting up and dismantling the tower crane can set up in the delivery and vehicle staging area South of the building. The Site Plan SP01, page 22 shows the tower crane with boom radius as depicted.

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



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The crane will be equipped with a boom measuring 40 m maximum length. It is estimated that at times it can reach a height of approximately 35 m from street level on site. Elevations way above that are possible but not required.

No loads used in the construction of the building will cross over any adjacent property or HRM row at any time during the construction unless traffic control is present to prevent any vehicle or pedestrian from crossing underneath.

During the normal workday, the crane operator will be on site and the boom will likely not swing over the air space. At the end of the workday when the crane is out of service and there is no crane operator on site, the manufacturer and crane-owner's safety requirement is that the jib of the crane be unlocked (free swinging). This allows the crane to "weathervane" and exposes the minimum area (the back end of the jib) to the wind.

During Construction, we will pour concrete out of (2) 3 or 4 yard buckets and therefore have two trucks inside the hoarding to maximize concrete pouring. As the tower crane lifts one full bucket for unloading the concrete, the other bucket will be filled from the concrete trucks. on the North, North-East of the enclosure, in the vehicle staging area.

During the initial process of installing a tower crane, a temporary 500 ton mobile crane will be required to erect and disassemble the tower crane. All work is intended to be completed within the site for crane erection and dismantling. Traffic Control will be implemented when required.

The contractor will coordinate temporary street closures or detours as soon as is reasonably possible with all adjacent businesses, if they are being affected. Additionally, the formwork contractor will apply to HRM for a street closure permit if required for dismantling the Crane.

Fly Forms will likely be employed during the construction of the upper floors of this project and at no time will these Fly Forms be removed and lifted over any area other than within our site confines. Fly forms will be delivered into the enclosed site area and lifted from within the site above the vehicle staging area towards the centre of the building. Fly Forms will not be removed from the exterior sides. To facilitate this procedure, the building will be constructed with the East half of the project always being 2 levels higher than the West half for removal and insertion of Fly Forms.

### **Transport Canada and Nav Canada Regulations**

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

## **SAVOIR LIVING DEVELOPMENTS Ltd.**

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

The maximum height of the raised boom for the site, proposed at 35 m, (~115 feet) would not be an issue at this site as far as interference to obstruct navigation.

### **Section 7 – On-site Safety and Security**

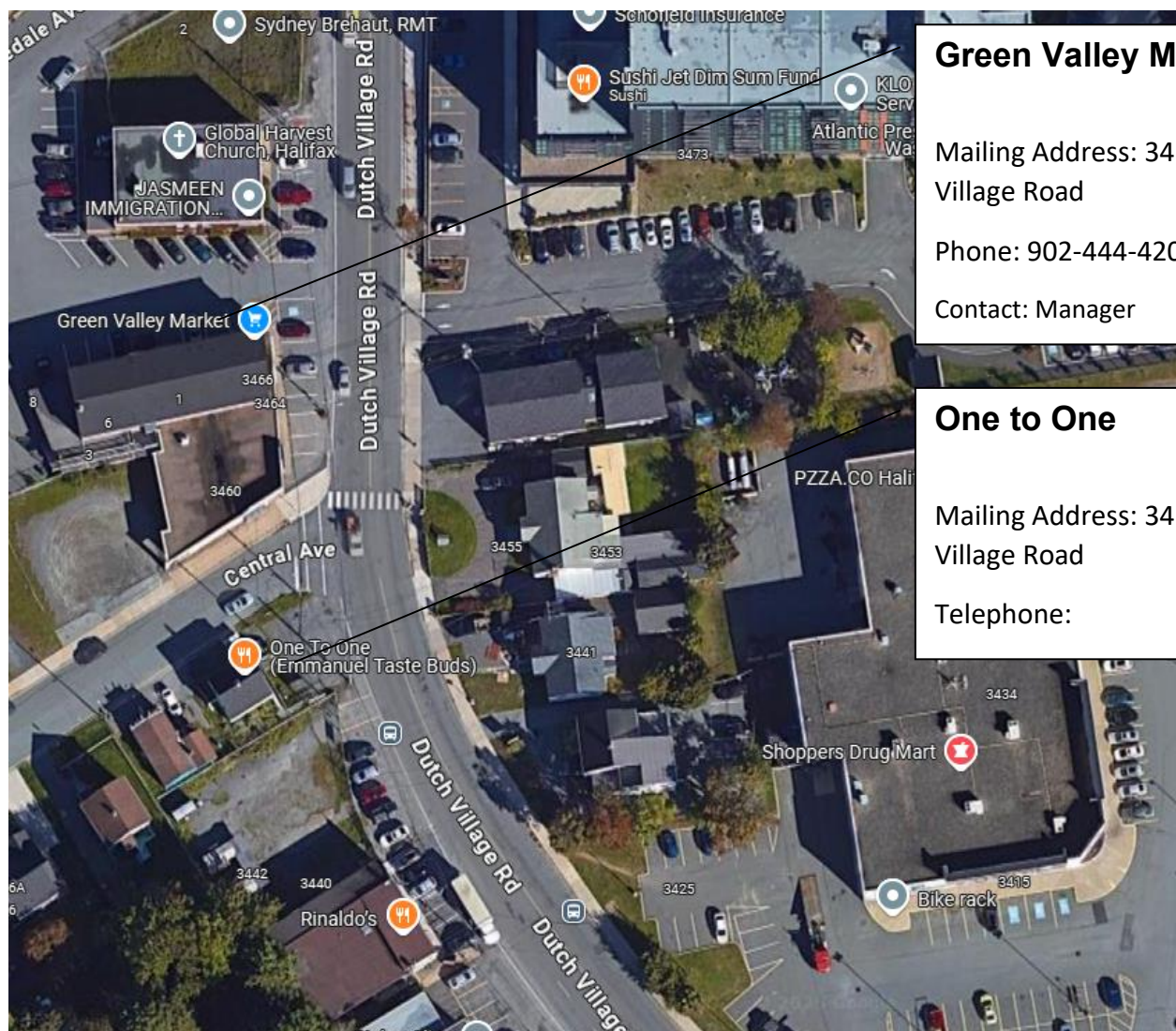
SAVOIR LIVING DEVELOPMENTS Ltd. understands and support the need for proper controls and safety as delineated for buildings in HRM. We will have a third party safety consultant handling all of our inspections and at a minimum, in addition to ensuring strict compliance with all applicable safety codes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

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

## **Section 8 – Pre-Construction Consultation & Meeting**

An initial notification letter has been sent to all neighboring businesses and institutions.

Please see below a location map for the neighboring businesses:



### **Green Valley Market**

Mailing Address: 3466 Dutch Village Road

Phone: 902-444-4200

Contact: Manager

### **One to One**

Mailing Address: 3450 Dutch Village Road

Telephone:

## SAVOIR LIVING DEVELOPMENTS Ltd.

The fact that the site perimeter would not encroach on any of the roads or sidewalks in the area, offers additional reassurance to businesses their activity would not be affected.

### Businesses Engaged, Conclusions:

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

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

Good positive working relations were established, and further communication facilitated. A copy of the letter sent out to the neighboring businesses is attached for reference on page 4.

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

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

### Hoarding aesthetics

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

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AMIR ARAB P.Eng

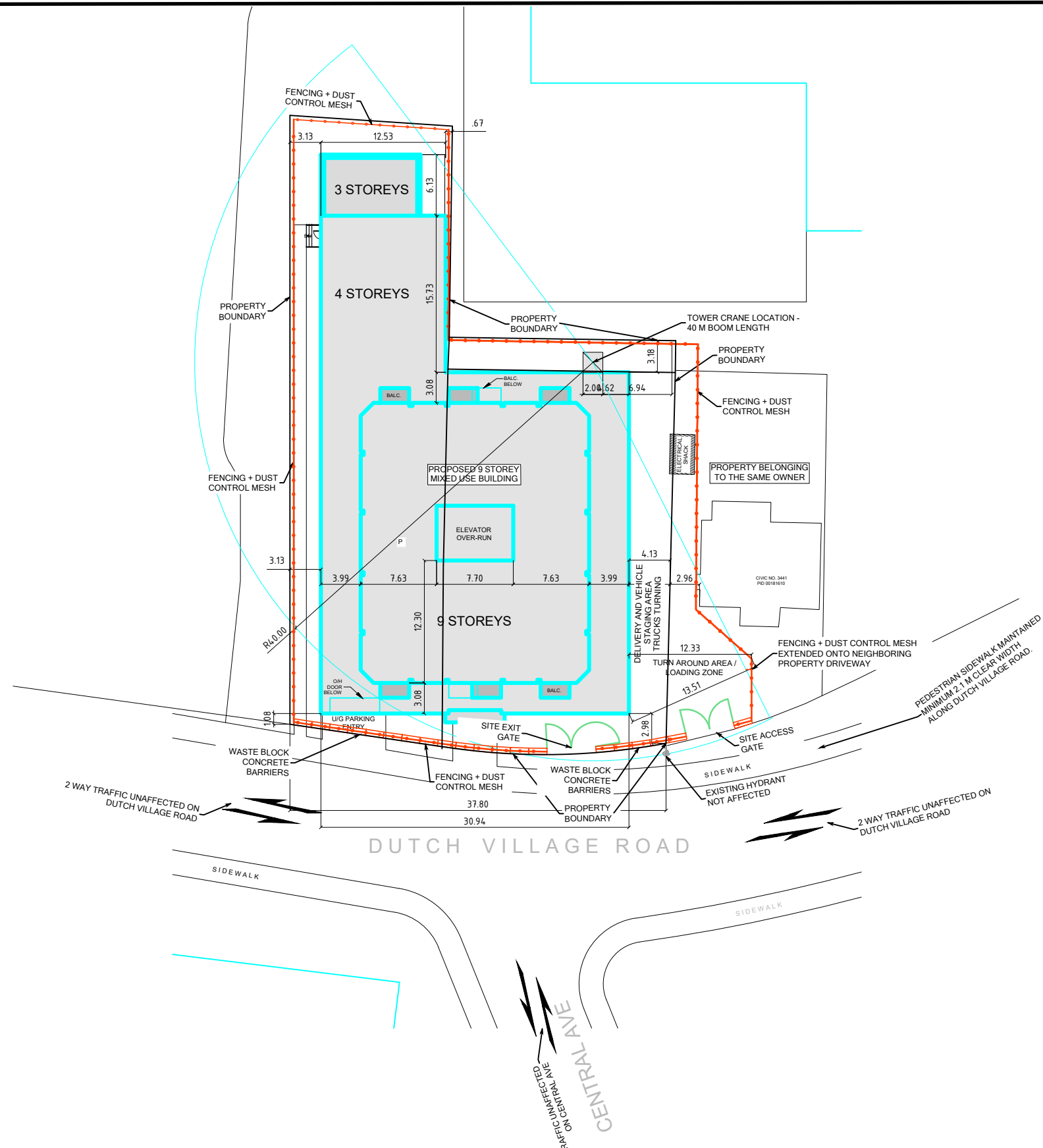
SAVOIR LIVING DEVELOPMENTS Ltd.

**SCHEDULE A**

### Construction Schedule for Multi-Unit Development at 4561 Dutch Village Road 9 storeys

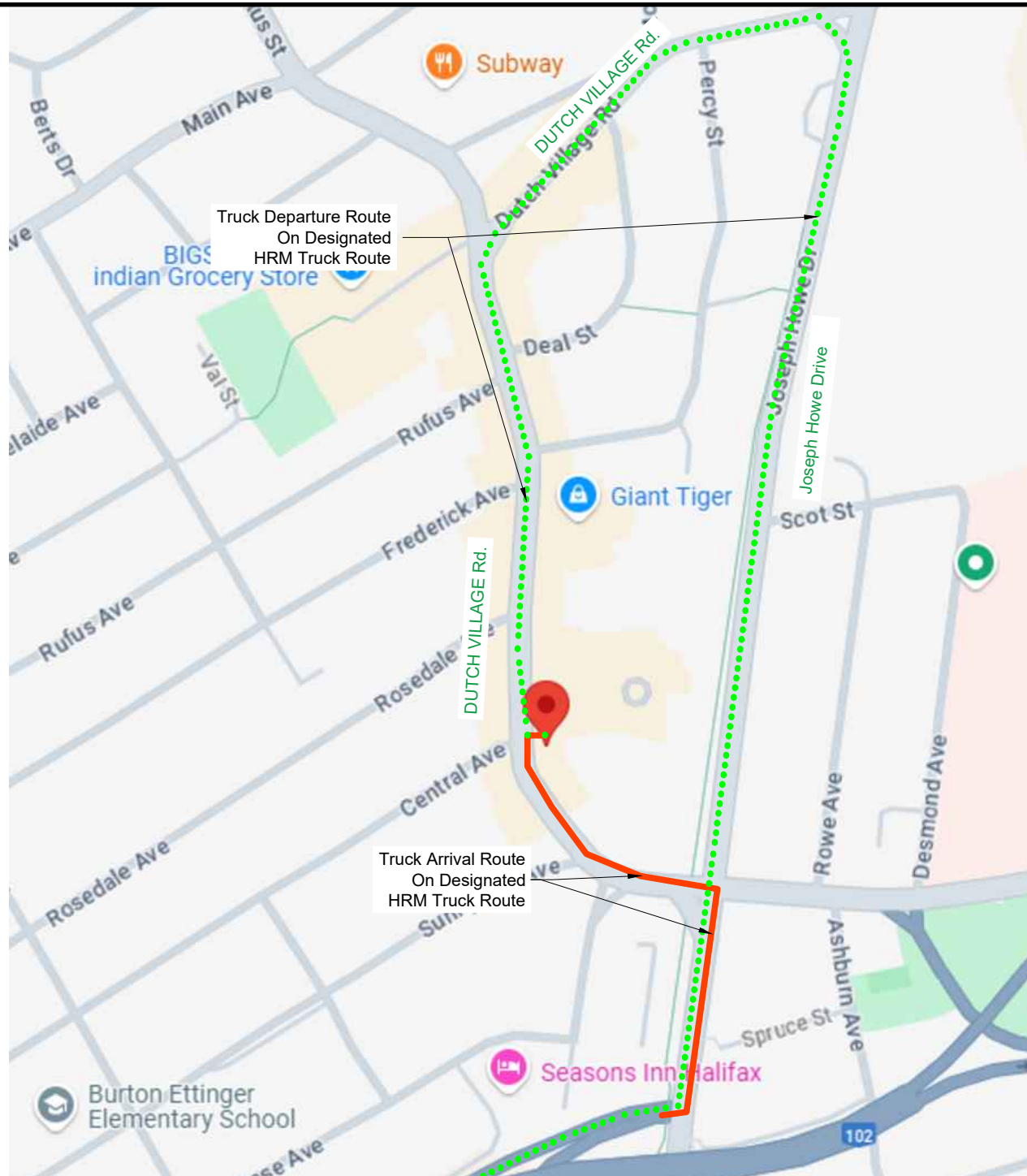
[illegible]

- Alternative Date for the Works



<b>Savoir Living Developments Ltd 27 Langbrae Drive -101</b>		PROJECT NAME: <b>MULTI - UNIT BUILDING</b>		DATE: JANUARY 2025	
		PROJECT ADDRESS: 3461 DUTCH VILLAGE ROAD, Halifax NS		SCALE: 1:500	BY: PI
		DRAWING TITLE: SITE PLAN		PROJECT #: A122	CHECKED BY: AA
				DRAWING #: <b>SP01</b>	





General notes



Project name  
**PROPOSED MULTI  
UNIT BUILDING**

Project address  
3461 Dutch Village Road  
Halifax, NS

Drawing title  
**HAUL ROUTE PLAN**

Client  
**SAVOIR LIVING  
DEVELOPMENTS LTD.**

Scale  
NTS

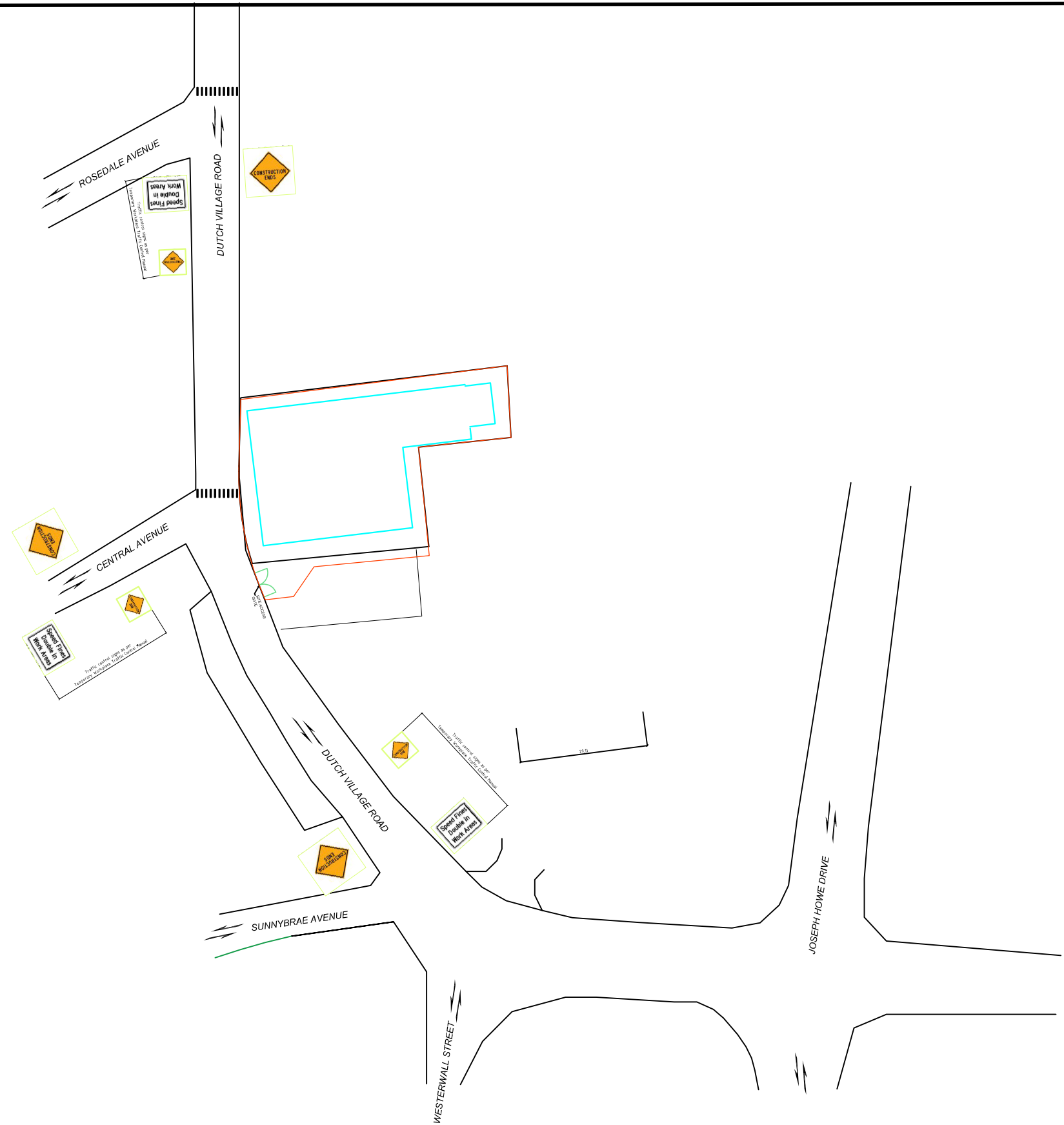
Date  
JAN 2025

Drawn by  
P.L.

Checked by  
AA

Project number  
A 122

**HR01**



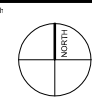
General notes  
1. C22 SETUP TO BE FOLLOWED.

CONTRACTOR WILL USE FENCING AND DUST CONTROL MESH AROUND DEVELOPMENT SITE, AND IT WILL STAY IN PLACE THROUGHOUT THE ENTIRE PROJECT PERIOD.

V	50				
A	50				
L	50				
B	5				
D	50				
T	50				
V - Speed Zone km/h					
A - Sign Spacing m					
L - Taper Length m					
B - Buffer Area Length m					
D - Corner/Drum Spacing m					
T - Length Between Tapers m					



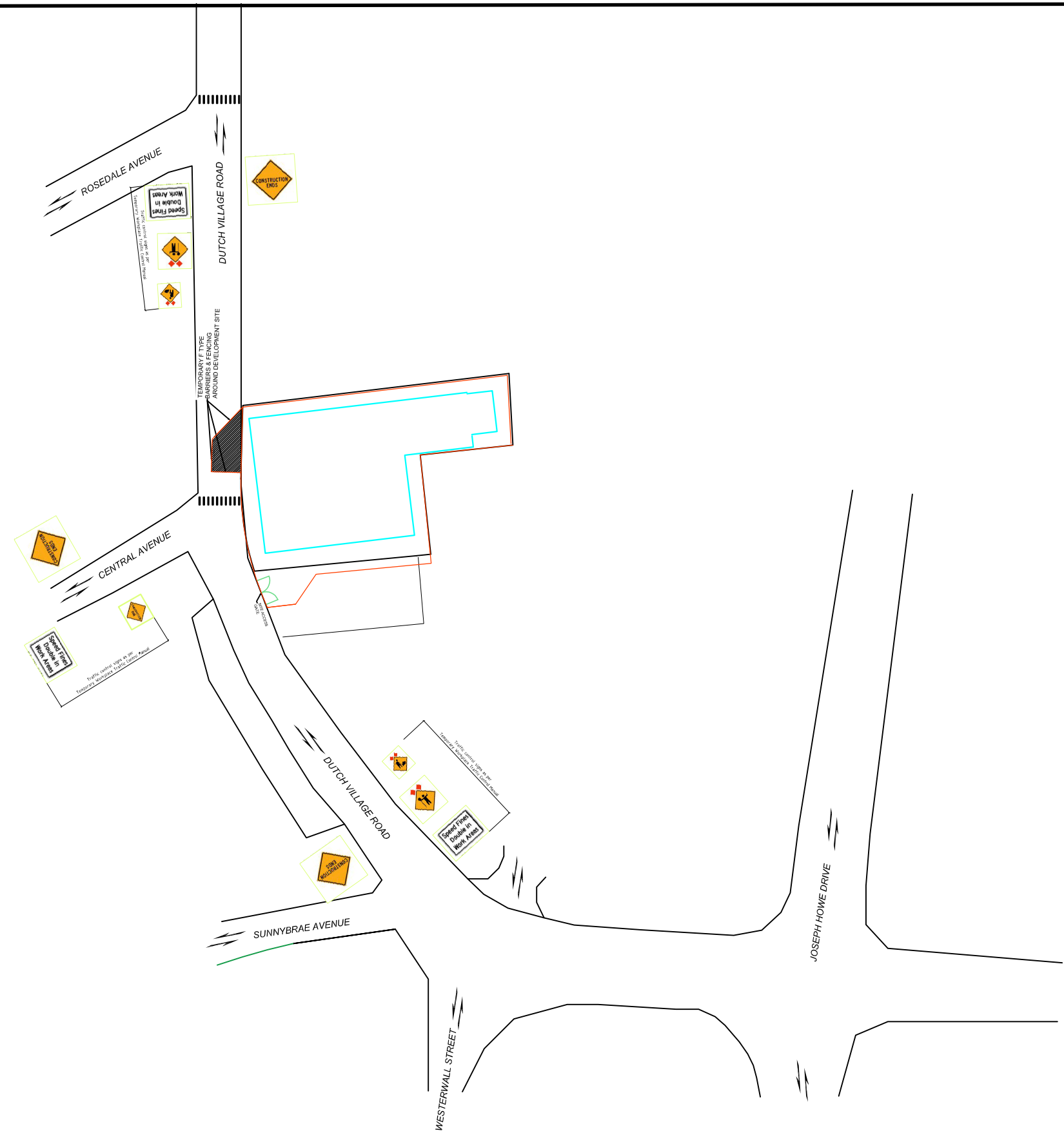
**On Guard by Sojourn**  
100 Isley Avenue  
Unit R  
Dartmouth, N.S.  
B3B 1L3  
Phone: 902.468.6892  
Toll Free: 877.668.6892  
Fax: 902.468.6879



PROJECT NAME:  
**NEW MULTI UNIT BUILDING 3461 DUTCH VILLAGE ROAD**  
PROJECT ADDRESS:  
3461 DUTCH VILLAGE ROAD, Halifax NS

DRAWING TITLE:  
TRAFFIC CONTROL PLAN  
SITE SIGNAGE

DATE: JANUARY 2025	
SCALE: NTS	BY: PI
PROJECT #: A122	CHECKED BY: AA
DRAWING #: TP01	



General notes  
1. C22 SETUP TO BE FOLLOWED.

CONTRACTOR WILL USE FENCING AND DUST CONTROL MESH AROUND DEVELOPMENT SITE, AND IT WILL STAY IN PLACE THROUGHOUT THE ENTIRE PROJECT PERIOD.

V	50			
A	50			
L	30			
B	5			
D	50			
T	50			
V - Speed Zone km/h				
A - Sign Spacing m				
L - Taper Length m				
B - Buffer Area Length m				
D - Corner/Drum Spacing m				
T - Length Between Tapers m				



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Toll Free: 877.668.6892  
Fax: 902.468.6879



PROJECT NAME:  
**NEW MULTI UNIT BUILDING 3461 DUTCH VILLAGE ROAD**

PROJECT ADDRESS:  
**3461 DUTCH VILLAGE ROAD, Halifax NS**

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

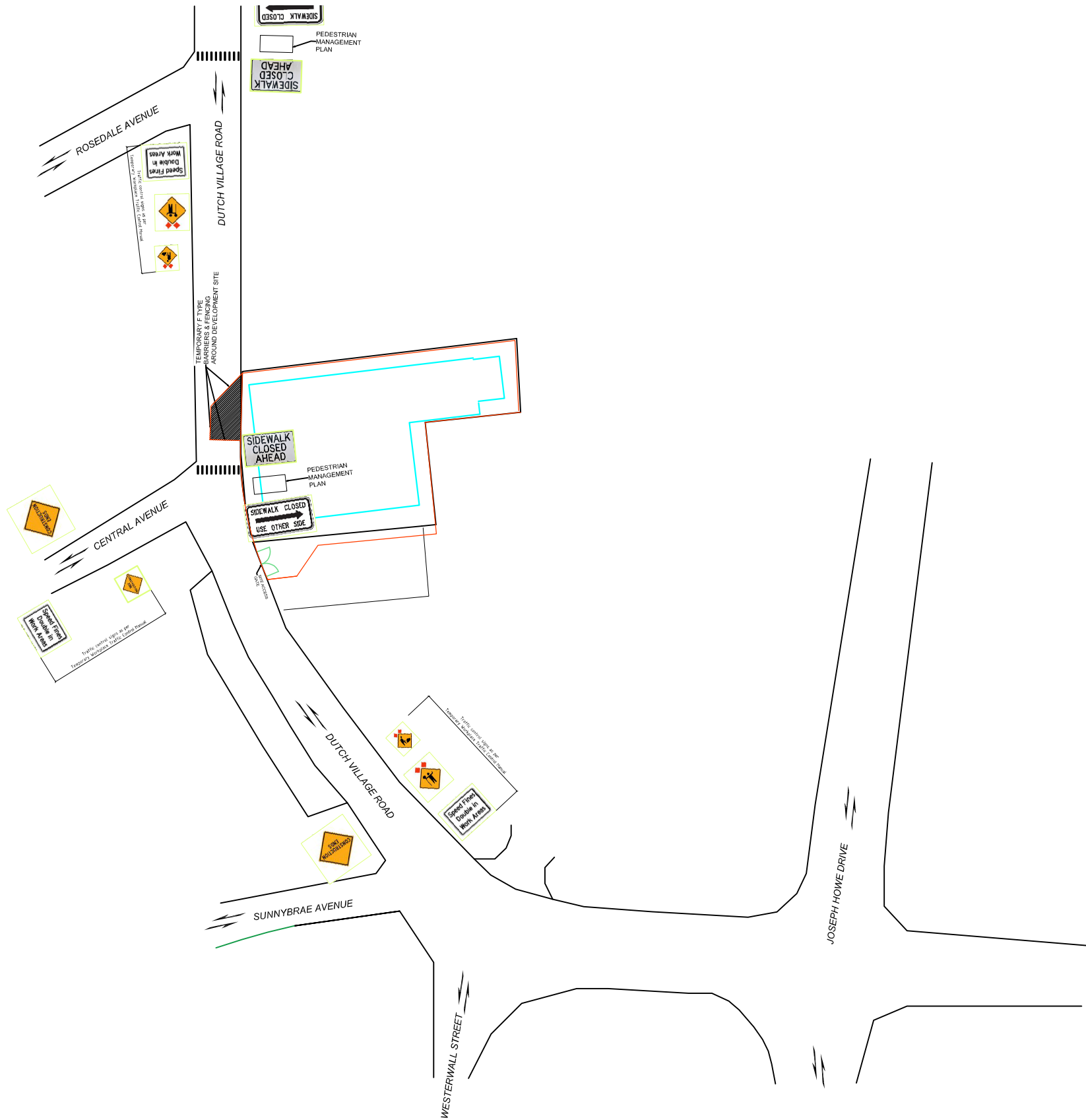
DATE:  
**JANUARY 2025**

SCALE: **NTS** BY: **PI**

PROJECT #: **A122** CHECKED BY: **AA**

DRAWING #: **TP02**





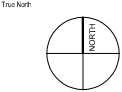
General notes  
1. C22 SETUP TO BE FOLLOWED.

CONTRACTOR WILL USE FENCING AND DUST CONTROL MESH AROUND DEVELOPMENT SITE, AND IT WILL STAY IN PLACE THROUGHOUT THE ENTIRE PROJECT PERIOD.

V	50			
A	50			
L	30			
B	5			
D	5			
T	50			
V - Speed Zone km/h				
A - Sign Spacing m				
L - Taper Length m				
B - Buffer Area Length m				
D - Cone/Drum Spacing m				
T - Length Between Tapers m				



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



PROJECT NAME:  
**NEW MULTI UNIT BUILDING 3461 DUTCH VILLAGE ROAD**

PROJECT ADDRESS:  
3461 DUTCH VILLAGE ROAD, Halifax NS

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

DATE:  
JANUARY 2025

SCALE: NTS BY: PI

PROJECT #: A122 CHECKED BY: AA

DRAWING #: **TP03**

## SCHEDULE B: SAMPLE SIGNAGE & HIGH VISIBILITY ELEMENTS

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



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



High contrast pedestrian safety posts



Reflective signs



Hi contrast tapes



Reflective tape



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



Hi contrast tapes



Reflective tape



Reflexive cones



Reflexive Drums

**PEDESTRIAN INFORMATION WAY FINDING SIGNS FOR NEIGHBOURING BUSINESSES**



**Hazards Assessment for Vehicle and Pedestrian Traffic around site**  
Demolition Residential Building at 3455 Dutch Village Road

Area/Traffic	Hazards	Plans to Eliminate/Control
<b>Vehicle Traffic</b>		
Traffic undisturbed except the added heavy traffic in and from the site on various phases of the project.	<ul style="list-style-type: none"> <li>- Trucks exiting into the traffic on Dutch Village Road</li> </ul>	<ul style="list-style-type: none"> <li>- Make sure warning signs about construction site are visible and placed right.</li> <li>- Keep clear visibility for exiting trucks on Access Road and Bedford Highway.</li> <li>- Visibility is facilitated by the use of the existing driveway for trucks entering and exiting.</li> <li>- Strict routes and planning for vehicles so that access to site and exiting from site do minimum disturbance to regular traffic.</li> <li>- High visibility elements on the fencing although not in the traffic area.</li> <li>- The visibility in the street is not affected by fencing or other site elements</li> <li>- Have safety personnel in place for intense site vehicle traffic stages that will help the traffic and make sure the trucks to do not exit the site unless clear.</li> </ul>

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