

South Park & Inglis

Construction Management Plan

One Structure Totaling approx. 46, 947 SF
1018 South Park Street
Halifax, Nova Scotia

Prepared by: Jordon Shea, Project Manager
Lindsay Construction
March 2023



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Section 1 – Project Description

1018 South Park Street Inc. have hired Lindsay Construction to manage the construction of a new residential multi-use building. This new building will consist of eight floors above ground level and one level below ground. The underground level of the building consists of parking, the ground level of the building one commercial space, 5 residential units and the seven remaining levels upwards are residential units. The building will have 55 units and the total square foot area of the building is 46, 947 square feet.

Construction is expected to begin on site in August 2023 and the project has an estimated duration of 18 months. The construction site is located on the corner of South Park and Inglis Street. Adjacent to the construction site there are residential properties, 5 which are owned by the owner of the lot being developed.

Due to being confined by the surrounding properties there is a proposed encroachment on South Park Street to take over the sidewalk, boulevard, and bike lane to accommodate for pump set-up, concrete washout area, and deliveries. There is also an encroachment being proposed to take over the sidewalk and boulevard of Inglis St, in front of the property, to allow for staging of construction material, dumpsters, and washrooms.

Throughout the duration of construction this CMP will be on site and available in the most up to date version for inspections and maintaining the site. This CMP is in place following HRMs Construction Mitigation Guidelines to attempt to mitigate impact on the surrounding community/properties before any issues arise.

Section 2 – Project Contact Information

The project team for the 1018 South Park Street Apartments project consists of:

Owner:

1018 South Park Street
Inc.
5713 Victoria Rd,
Halifax, NS
902-492-1941
Contact: Josh Szulewicz
AJ Szulewicz

Construction Manager:

Lindsay Construction
105-134 Eileen Stubbs Avenue
Dartmouth, NS
902-468-5000
CM Project Manager: Jamie Mills 902-717-0344
CM Site Superintendent: TBD

Traffic Control Contact:

Eastern Traffic Services
Doug Irwin
902-324-0574

24 Hour Emergency Contact: Lindsay Construction

Jamie Mills
902-717-0344

Section 3 – Construction Schedule & Logistics

Project Schedule

For a detailed project schedule, please see Appendix A.

The following is a summary of projected milestones:

- Excavation: August 2023
- Foundations Complete: December 2023
- Superstructure Complete: May 2024
- Building Envelope Weather Tight: June 2024
- Substantial Completion: December 2024

Noise Impacts

During construction, we will mitigate the impact of noise by ensuring we follow the HRM noise by-laws. We are only operating between the hours of 7am to 5pm to limit the noise disruption during typical work hours.

Project Hours of Operation:	Monday:	7am-5pm
	Tuesday:	7am-5pm
	Wednesday:	7am-5pm
	Thursday:	7am-5pm
	Friday:	7am-5pm
	Saturday:	Off (If work required 8am to 6pm)
	Sunday:	Off (If work required 9am to 7pm)

The projected important dates for encroachment are:

- Take-over of proposed encroachment area – Phase 1: July 2023 – May 2024
- Take-over of proposed encroachment area – Phase 2: May 2024 – February 2025

Encroachment Plan -Phase 1

The purpose of the encroachment plan (Appendix B & C) for the project is to mitigate the disturbance of the surrounding properties and community. The project is located adjacent to residential properties and the encroachment will have minimal impact on the everyday happenings in the area. The project side of Inglis street currently has a 4.5-meter width from the property line to curb line. To accommodate for the site work on Inglis street the encroachment for this project is proposing to take over all 4.5 meters of the current sidewalk and boulevard for the site. Along the curb line on Inglis St we will be placing F-Type concrete barriers with chain link fencing mounted atop.

Since we are encroaching on the existing sidewalk, we are requesting to install a temporary crosswalk located on the west side of the Ivanhoe and Inglis Street intersection. This crosswalk would be marked with “Zebra Markings” and have a crosswalk signage shown in each direction of traffic. The existing curb at this location would be cut, re-formed, and poured so that it is ramped to match the existing crosswalk on Ivanhoe St. All markings would be in conformance with Transport Association of Canada Pedestrian Crossing Control Guidelines. The above-mentioned work can be shown in Appendix D.

South Park Street has a more efficient and direct route for truck traffic. This will be used as an advantage and the sidewalk, boulevard, and bike lane will be taken over by the encroachment. This will allow for truck access, deliveries, hauling, and concrete pumping to take place with adequate space. The encroachment on South Park will have gated access to the site for the trucks accessing site. We will be encroaching onto the South Park St by 3.5 meter and leaving 9 meters for traffic to get by. The encroachment will consist of F-Type concrete barriers with chain link fencing atop. Since we will be encroaching on the sidewalk for South Park St as well, we will be installing a crosswalk at South Park and Rhuland St as shown on Appendix E.

Encroachment Plan -Phase 2

When the excavation is complete, and the concrete super structure is erected, we will move into Phase 2 (Appendix C) of the encroachment plan. Phase 2 will allow South Park Street to re-open as we will no longer need room for a concrete pump, nor will we have concrete deliveries. All deliveries will be backed into site from the Inglis St sliding gate access and backed into the loading dock. A traffic control person will be present to stop traffic to give deliveries time to back into the gate. This is expected to take less than 1 minute. There may be scenarios where a delivery will not be able fit in the Inglis St. delivery zone. Examples of this may be drywall deliveries which come on boom trucks. We will be using traffic control to manage these deliveries as shown in Appendix F. More information on these deliveries can be found in section 5 under “Site Deliveries”. There will remain a site entrance on the North end of South Park Street intended for personnel access and exits. It is our intent to have all major deliveries delivered to site during Phase 1, so we have as little as possible traffic closures relating to deliveries.

There will be minimal changes to Inglis St in Phase 2 of the site plan. The sliding gate will be used for deliveries and access into the parking garage. The F Type barriers will remain in place and be wrapped around the curb line to meet with the F-Type barriers on South Park Street.

The sidewalk on Inglis Street will remain closed and pedestrians will cross the street using the temporary crosswalk located at Ivanhoe and Inglis.

As mentioned above, the delineation of the encroachment will be done using F-type concrete barriers with modu-loc fencing secured into the barriers and scafnets along the entirety of the fence. This fencing will safely secure the site from pedestrians and will be beautified using banners of the building renderings fastened to the fencing. The fencing will follow HRM Guidelines and be at least 2.4 meters in height. Throughout the duration of the project the encroachment fencing will be inspected at the beginning of each day to ensure that there are no deficiencies in the fencing and that if there are any that they are fixed. If there are any changes that are required to take place to the encroachment throughout the project the CMP will be updated, and it will be submitted for approval by HRM prior to implementation.

Section 4 – Vehicle & Pedestrian Management

Lindsay Construction will implement signage in accordance with NSTIR Temporary Workplace Traffic Control Manual, as well as HRM Traffic Control Manual Supplement. Please refer to Appendix F and G for the Traffic Control Plan and Pedestrian Management Plan.

Vehicles and Pedestrians

There are minimal traffic disruptions expected throughout the duration of the project. The main disruption will be the sidewalk closure on South Park Street between 1030 South Park St and Inglis Street during Phase 1. Pedestrians will be directed to the other side of the street prior to reaching the construction site with the use of signage. Lindsay's will be installing a Crosswalk at Rhuland St and South Park St to help minimize impact of the sidewalk closure.

There will be "sidewalk closed" signs located on Inglis St directing pedestrians to the temporary crosswalk being installed at Ivanhoe Street. Temporary crosswalks will be installed as per Transport Association of Canada Pedestrian Crossing Control Guidelines. "Zebra Lines" will be painted on the roadway, the existing curb will be cut to make appropriate sloped apron, crosswalk signs will be installed, and tactile plates will be installed at each end of the crosswalk. Once construction is finished the curbs and sidewalk can be re-instated, or the crosswalk can be left at HRM's discretion. There will be no impact to vehicles on Inglis St.

Bus Routes

We are asking that the bus stop located on South Park Street, just before Inglis St (shown on Appendix B), be temporarily relocated, or closed, for the duration of the encroachment onto South Park Street (10 months). Entrance #1 for the site is located approximately 10m South of the bus shelter.

Being as Entrance 1 will be the main entrance for concrete trucks, moving or relocating the bus stop would prevent any delays in the bus schedule due to not being able to access the bus stop. Lindsay Construction personnel would do their best to ensure deliveries and concrete trucks do not park in front of the existing bus stop. Please note that the bus shelter can remain during the length of construction.

Lindsay Construction is aware that concrete trucks and other deliveries are not able to "cue" outside of the construction site. To help prevent this Lindsay's will strategically space out the timing of concrete trucks when ordering concrete.

Bike Lanes

The bike lane on the South Park side of the street side of the project will be removed and stored by Lindsay Construction prior to phase 1 of the encroachment plan. It will be reinstalled prior to phase 2 of the encroachment plan. There will be a bike detour sign as well as a share the road sign which you can find on Appendix H.

Emergency Vehicles

Emergency vehicles should have minimal impact due to the construction site due to the encroachment leaving ample room (9m) in the roadway. The only area that would not be accessible would be the parking lane on Inglis due to the encroachment on Inglis. There is adequate room for the emergency vehicles to travel regularly on South Park and Inglis. Emergency vehicles will always be given right-of-way to the vehicles arriving or departing site and site vehicles are not to be parked blocking roadways.

Parking

The only parking that will be displaced by this construction site are the approximately two parking spaces that are on Inglis street for parking 8:00am to 6:00pm Monday to Friday (Two – two-hour parking). There are other spots like these that are located on adjacent streets so it would be possible for people to find a spot to park even with these parking spaces unavailable.

As for site employees, they will be responsible for arranging parking elsewhere as there is no parking prohibited within the encroachment.

Nearby Businesses

The nearby businesses were reviewed and there are no nearby businesses whose deliveries will be impacted by the construction site and its encroachment. This being there are no mitigation measures that are required for nearby businesses.

Section 5 – Construction Site Protection & Hoarding

Site Protection/Hoarding

The site fencing will not only act as an encroachment fence but will also act as a site protection fence. The fence will protect the site to ensure unauthorized personnel cannot access the construction site. The gates on the fence will remain locked when not in use and/or when noting specified construction hours. The management team will ensure that Inglis and South Park Street remains clean from dust and debris caused from excavation and construction. Dust and debris control will be dealt with on site as needed to ensure safety inside and outside of the construction site.

Site Deliveries

The site access for material deliveries in Phase 1 will be located on South Park Street as shown on the Site Plan, Appendix B. The trucks/vehicles/etc. will enter from South Park and exit on to Inglis or Young Ave. There will be gates, signage, and pylons on either side of the enclosure to ensure that only specific vehicles can access the site. The gated access on South Park is the same gate that the concrete trucks delivering concrete to the site will use. The concrete truck cleanout will be at the end of the enclosed section before the truck leaves onto Young Ave/Inglis Street. When the gates are not in use, or it is outside of work hours these gates will be closed and locked. Gates will clearly be identified using signage and will swing into the construction site/encroachment area.

In Phase 2 all deliveries will be expected to use the sliding gate access into site on Inglis St. The proposed building has a loading zone facing Inglis St on ground level. Deliveries will be offloaded in this area. Proper traffic control will be used as needed while backing trucks in and out of site. When there are larger deliveries that cannot be off loaded inside the hoarding, a temporary delivery zone in Inglis St will be set up as shown on Appendix F.

Truck Haul Routes

The main haul routes to be used during construction will require trucks/equipment to enter/exit the construction site on South Park Street within the encroachment. When departing the site, the trucks will exit onto South Park and turn right onto Inglis St. They will continue on Inglis Street until they reach Robie Street, where they will then turn right and exit the city using Robie Street. Dump trucks carrying overburden will have a very efficient route to dispose of their soil. They will exit site on South Park and go straight through the stop sign where South Park will then turn into Young Ave. They will stay on Young Ave until it comes to an end. They will then turn left onto Point Pleasant Drive and take the first road on the left which is Marginal Road. They will then be at the Ocean Cove Sequestration Facility where they will dispose of any overburden and rock. The haul route for the trucks traveling back and forth from the Ocean Cove Sequestration Facility is shown in Appendix I.

Tree Relocation

We are requesting all trees noted on Appendix K be removed. Three (3) of these trees are located on HRM property, while the other 4 are located on private Property. Trees 1,2, &7 (as noted on Appendix K) are on HRM property and 3 – 6 are on private property.

Tree 1 is located on the future driveway apron while tree 2 is located at the edge of the excavation. Both trees interfere of with the development of this property hence the ask to remove these trees. Tree 7 is located in the boulevard next to where the delivery zone is. Due to the nature of this tight site, we are requesting this tree be removed as tree protection would take away valuable storage and access to site. Lindsay Construction has already received quotations from Urban Forestry for removing all trees on HRM Property.

Removal of the trees will be done using the Traffic Control Plan on Appendix O. The work will be done by a HRM approved arborist.

Section 6 – Lifting, Hoisting, and Crane Operations

The project will require the use of a tower crane and boom truck(s) during building construction. The proposed location of the tower crane will be in the Northwest corner of the property as shown on Appendix B. There has been no formwork contractor engaged for this project at the moment. Therefore, the location of the crane is the proposed location and there is no crane swing plan. Once a crane for this project has been selected a crane swing plan will be submitted to HRM.

The crane and boom truck(s) will be scheduled for use during regular business hours throughout the week. The use of man lifts may also be needed for work on upper levels of the project however, the man lifts will not impact the area outside of the project encroachment.

Section 7 – On-Site Safety and Security

The safety of the public and workers on and off the construction site is very important to Lindsay Construction and our client. Lindsay Construction has a safety team in place to do regular site inspections to ensure site safety. The Site Superintendent will ensure all safety protocols are being followed daily. Safety orientations are mandatory as new trades enter the site, hazard assessments are required by all trades to work on site, PPE is always required on site, and appropriate signage is to be placed on site fencing. The Site Superintendent will ensure all gates to the site are monitored and locked after work hours. A muster point will be well known to all on site and emergency contact information will be posted on site.

As per Lindsay Construction's safety and quality standards a pre-project assessment and regular safety inspections will take place on site.

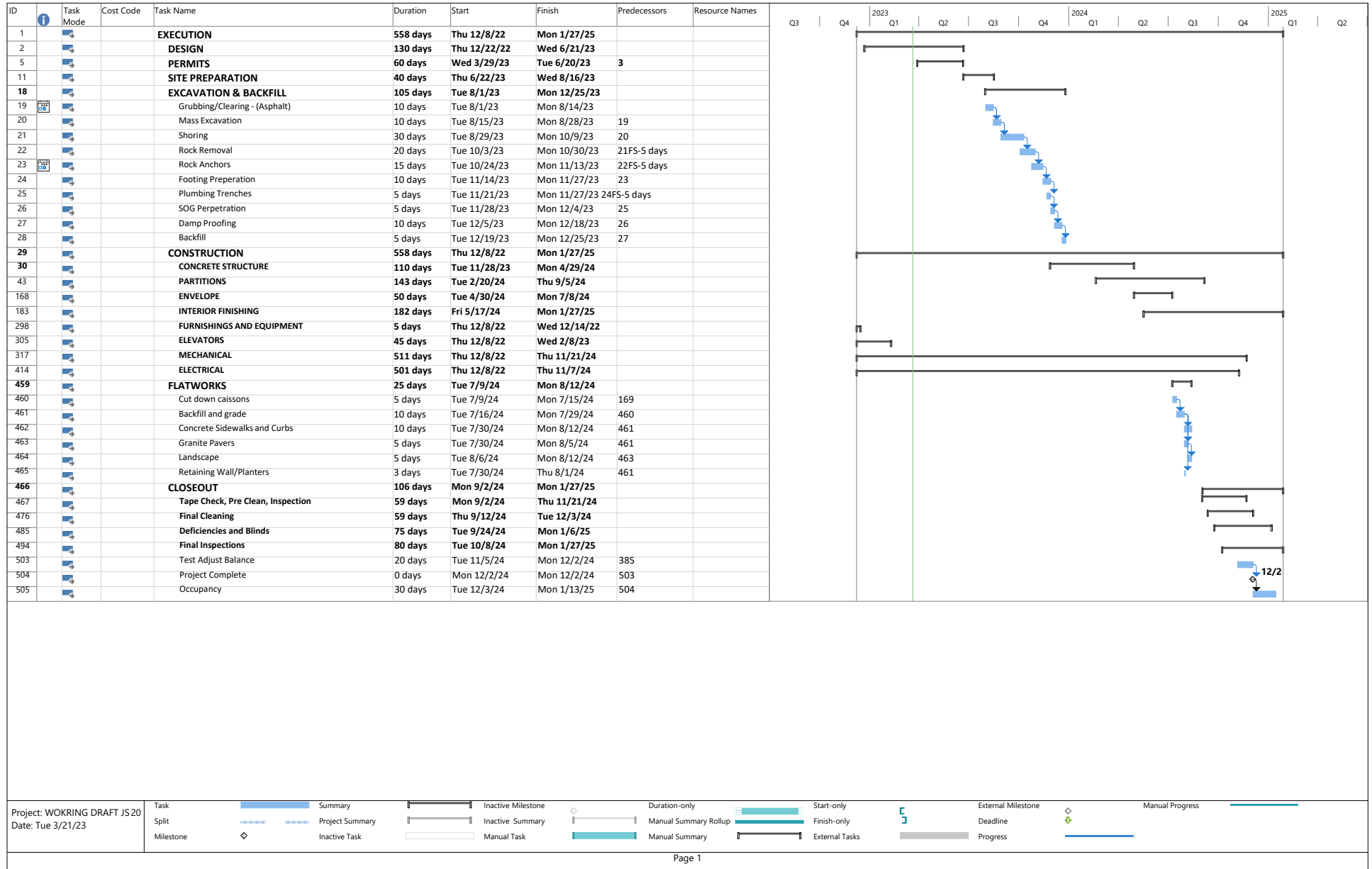
Section 8 – Public Notification and Involvement

At this time there has been no public engagement. As per HRM standards notification to residents within this area will be notified ten (10) days prior to any work that will impact the area. Appendix M shows a notification letter to neighbors which has already been hand delivered to the neighbors directly around the site.

APPENDIX A

Construction Schedule

Appendix A - Schedule



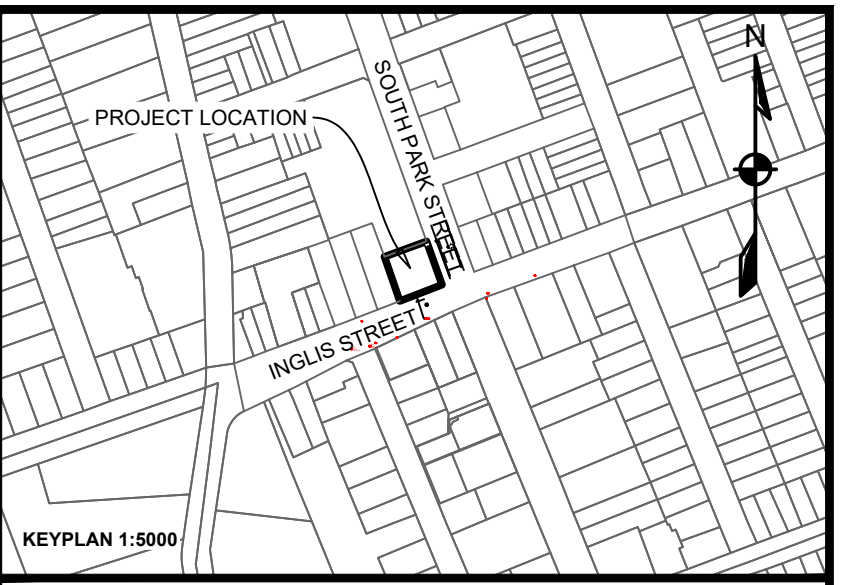
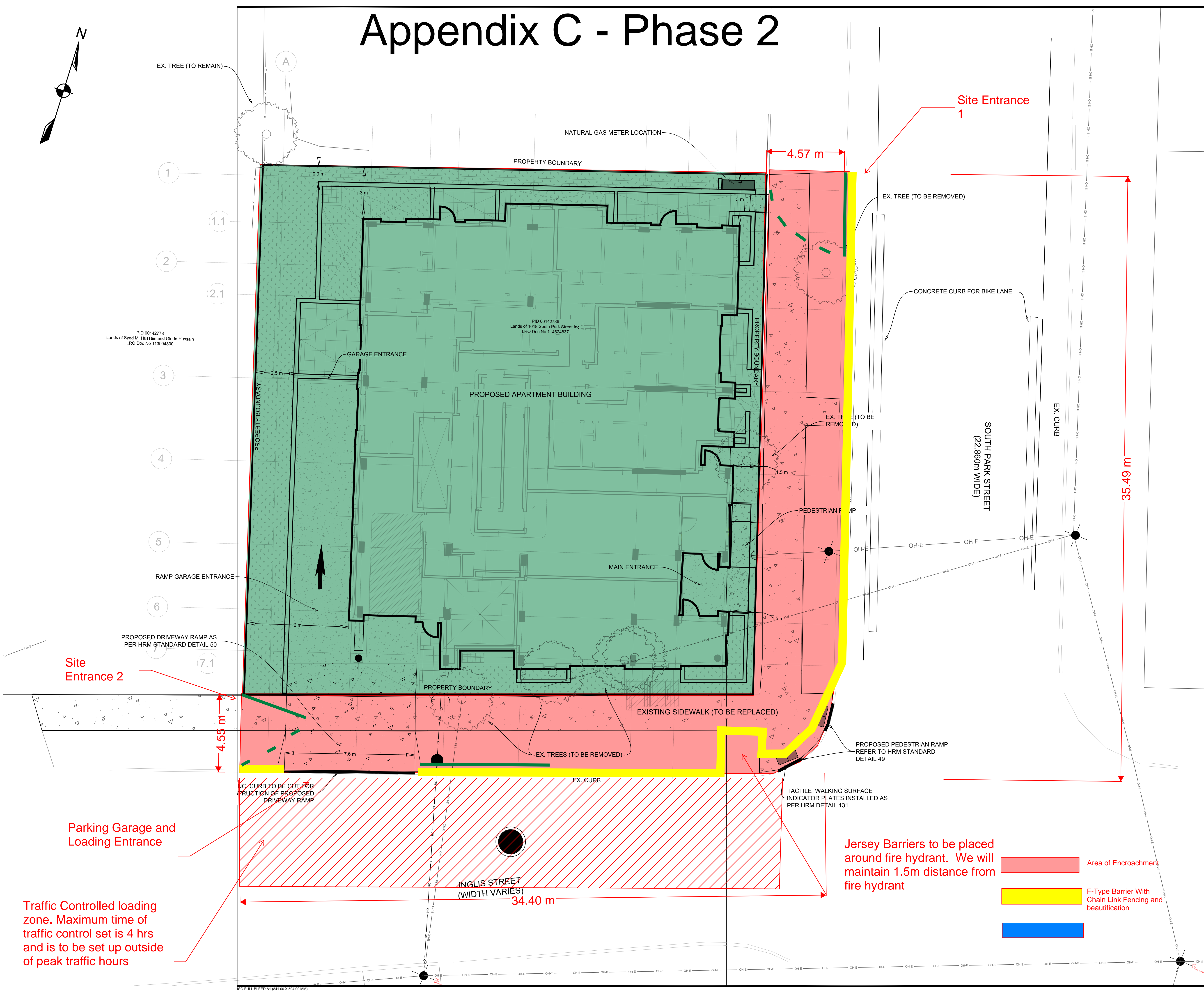
APPENDIX B

Site Plan – Phase 1

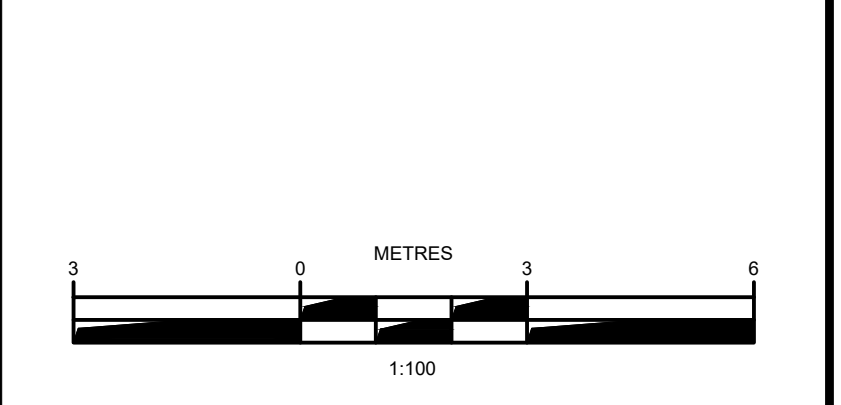
APPENDIX C

Site Plan – Phase 2

Appendix C - Phase 2



LEGEND		
EXISTING	VERTICAL PROFILE	PROPOSED
---	APPROXIMATE 1 IN 100 YEAR FLOOD LIMIT	---
---	EASEMENT	---
---	WATER PIPE	---
---	SANITARY PIPE	---
---	STORM PIPE	---
---	NATURAL GAS MAIN	---
---	WATER LATERAL	---
---	SANITARY LATERAL	---
---	STORM LATERAL	---
---	NATURAL GAS LATERAL	---
---	SIDEWALK	---
---	WALKWAY/A.T. TRAIL	---
---	GUARDRAIL	---
---	TOP OF SLOPE	---
---	BOTTOM OF SLOPE	---
---	FENCELINE	---
---	EXISTING PROPOSED	EXISTING PROPOSED
---	CURB CUT/RAMP	AIR RELEASE VALVE
---	CURBSTOP	WATER VALVE
---	REDUCER	HYDRANT
---	PRECAST HEADWALL	CATCHBASIN
---	STREET SIGN	UTILITY POLE w/ GUY WIRE
---	STREET TREE	GLB
---		URD



ISSUE	DATE	DESCRIPTION
2	MAY 17 2023	REVISED STORM AND WASTEWATER SERVICE
1	MAR 29 2023	ISSUED FOR CONSTRUCTION PERMIT

CONSULTANT	
DESIGNPOINT	

DESIGNPOINT
engineering • surveying • solutions

902.832.5597 designpoint.ca

REGISTERED PROFESSIONAL ENGINEER
DATE: 03/29/2023
Original Signed
9050
PROVINCE OF NOVA SCOTIA

CLIENT

NORTHPOINT PROPERTIES

PROJECT DESCRIPTION

1018 SOUTH PARK STREET

HALIFAX, NOVA SCOTIA

SHEET DESCRIPTION

SITE PLAN

Drawn F.ITURRIAGA	Engineer N.FOUGERE	Project No. 20-010	Drawing No. C-01
Scale 1:100	Filename 20-010_B.dwg		1 of 4

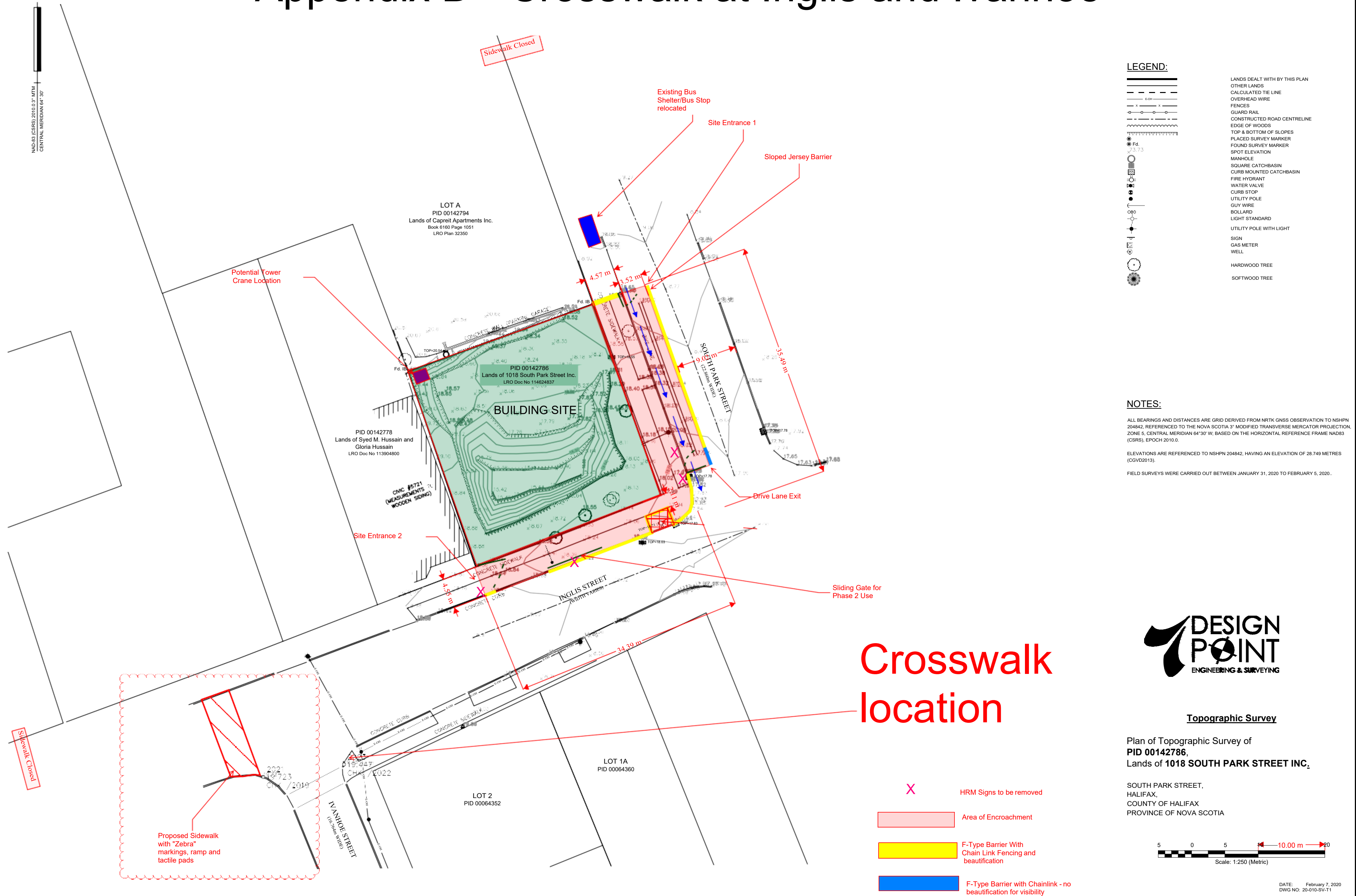
APPENDIX D

Crosswalk at Inglis and Ivanhoe

Appendix D - Crosswalk at Inglis and Ivanhoe



Appendix D - Crosswalk at Inglis and Ivanhoe



Appendix E

Crosswalk at South Park and Rhuland St

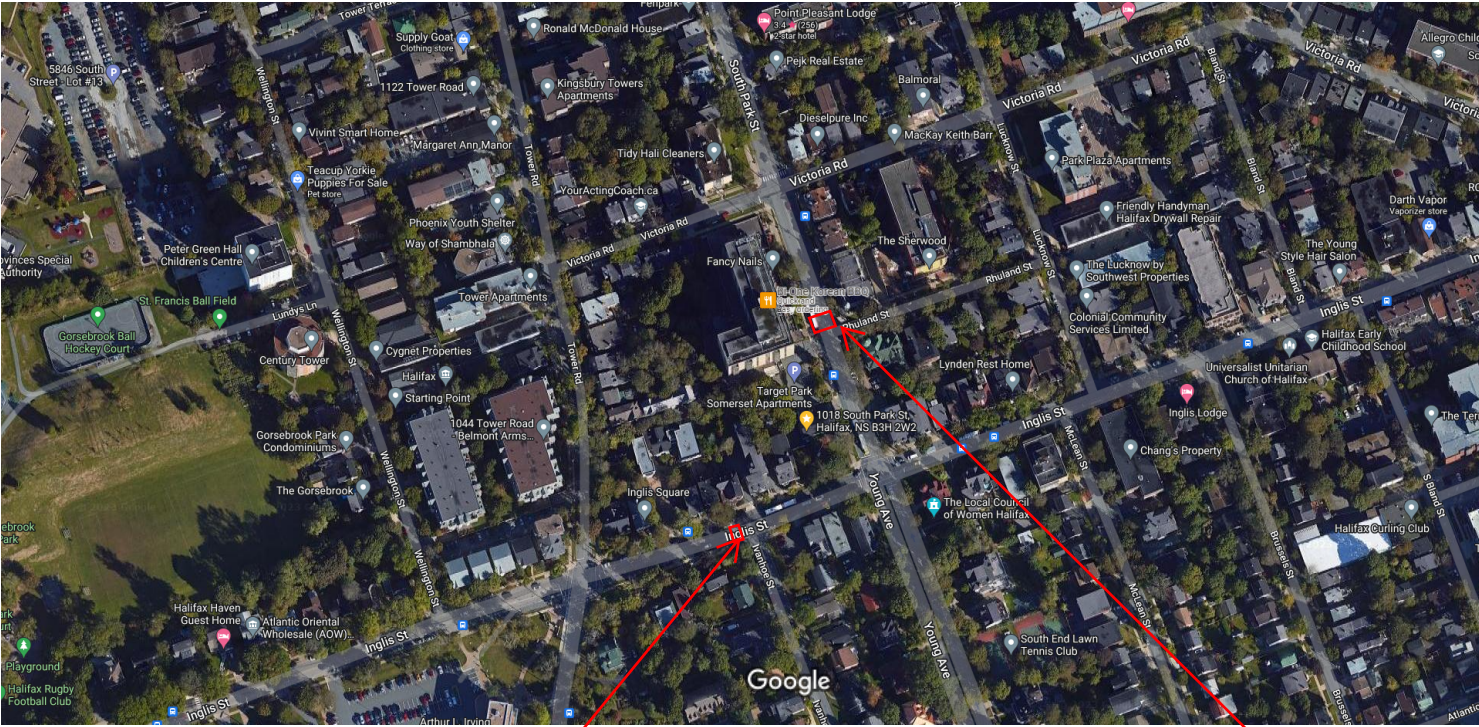
Appendix E - Crosswalk at South Park and Rhuland



curb cut and new
ramp poured

curb cut and ramped
to match slope at
existing crosswalk

Appendix E - Rhuland and South Park Crosswalk



Imagery ©2023 Airbus, CNES / Airbus, Maxar Technologies, Map data ©2023 20 m

Inglis and Ivanhoe Crosswalk

Rhuland & SouthPark Crosswalk

APPENDIX F

Traffic Control for Site Deliveries and CMP Setup

Date _____

For the approval of traffic control for deliveries and CMP setup only. All other aspects of this Temporary Traffic Control Plan must follow the Temporary Traffic Control Manual, latest edition.

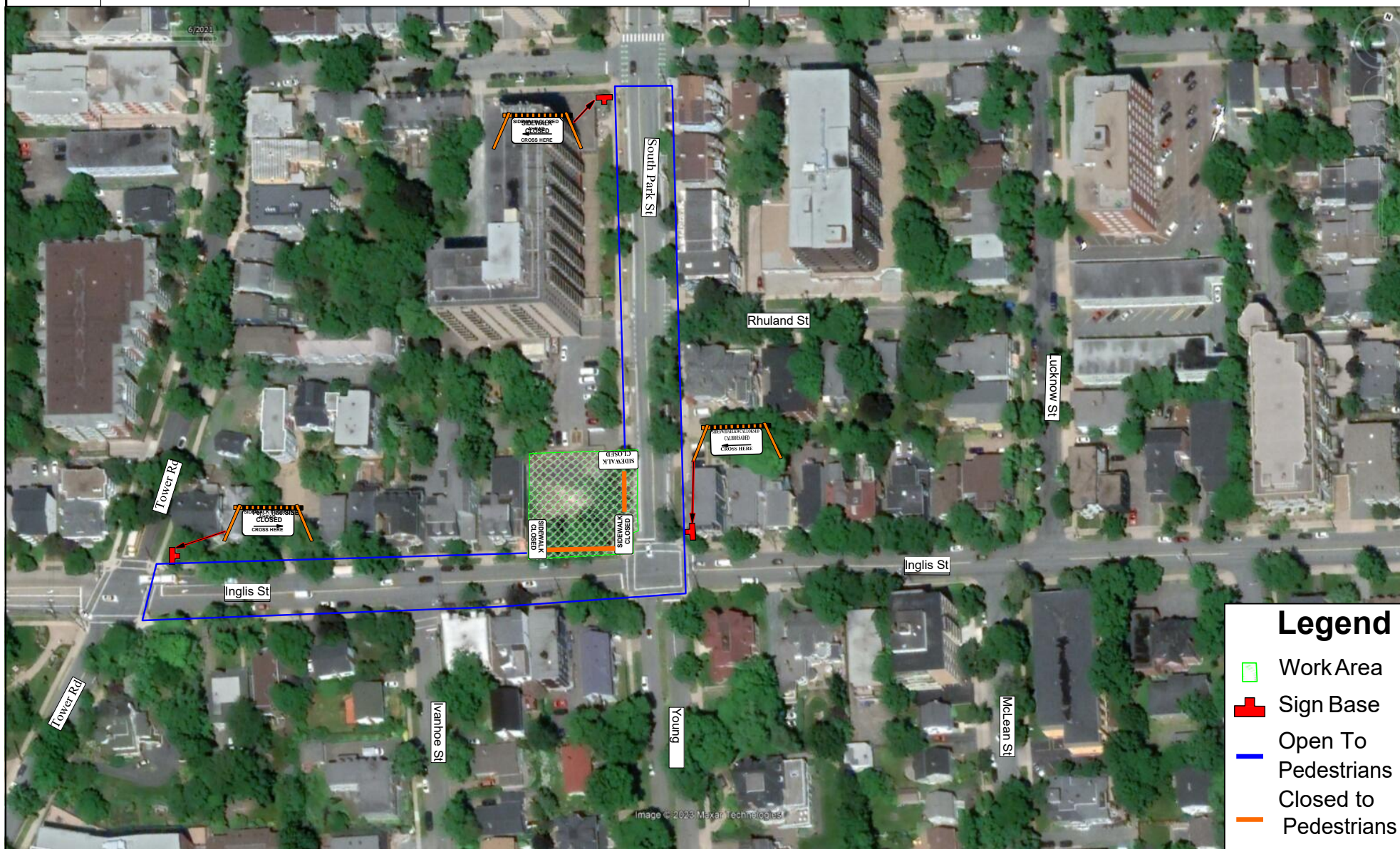


APPENDIX G

Pedestrian Management Plan

Date _____

For the approval of pedestrian management plan only. All other aspects of this Temporary Traffic Control Plan must follow the Temporary Traffic Control Manual, latest edition.



APPENDIX H

Site Signage Plan

Appendix H - Site Signage Plan

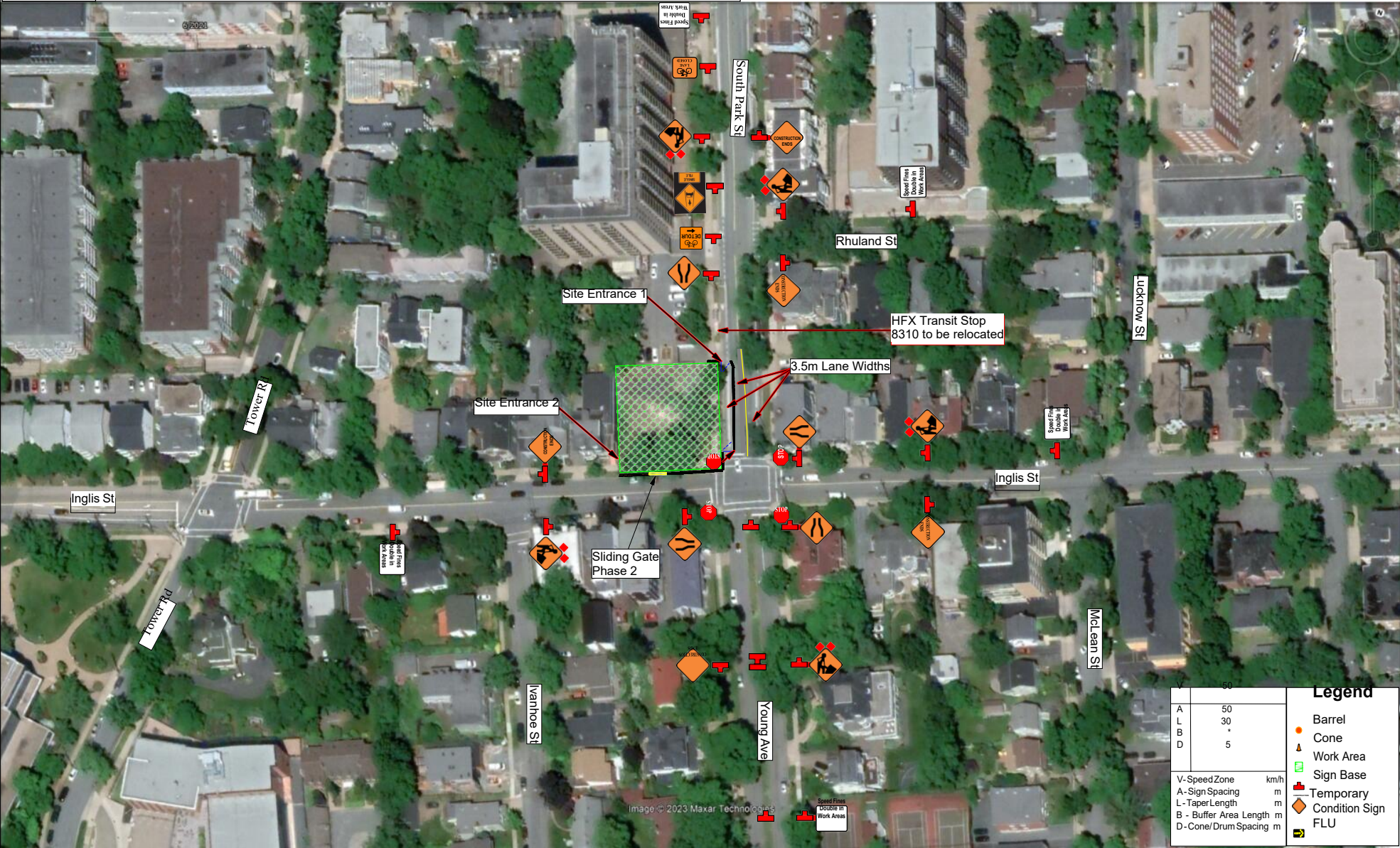


Date: 07/07/2023 **Author:** Doug Irwin (dirwin@easterntraffic.ca) **Project:** Lindsay Construction 1018 South Park St
Page 2: Partial Lane Closure **Sign Procedure:** 13.5.14 **Device Procedure:** 13.5.18

Comments:
-This plan illustrate a partial lane on South Park St to facilitate new construction.
-Using application Guide C-23 from the NSTCM (2023.04.03)

Approved by _____ **Date** _____
Traffic Authority

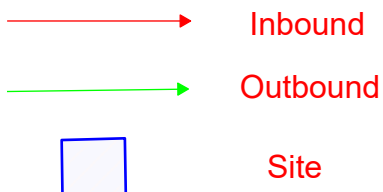
For the approval of site signage plan plan only. All other aspects of this Temporary Traffic Control Plan must follow the Temporary Traffic Control Manual, latest edition.



APPENDIX I

Haul Route Plan

Appendix I - Haul Route Plan



APPENDIX J

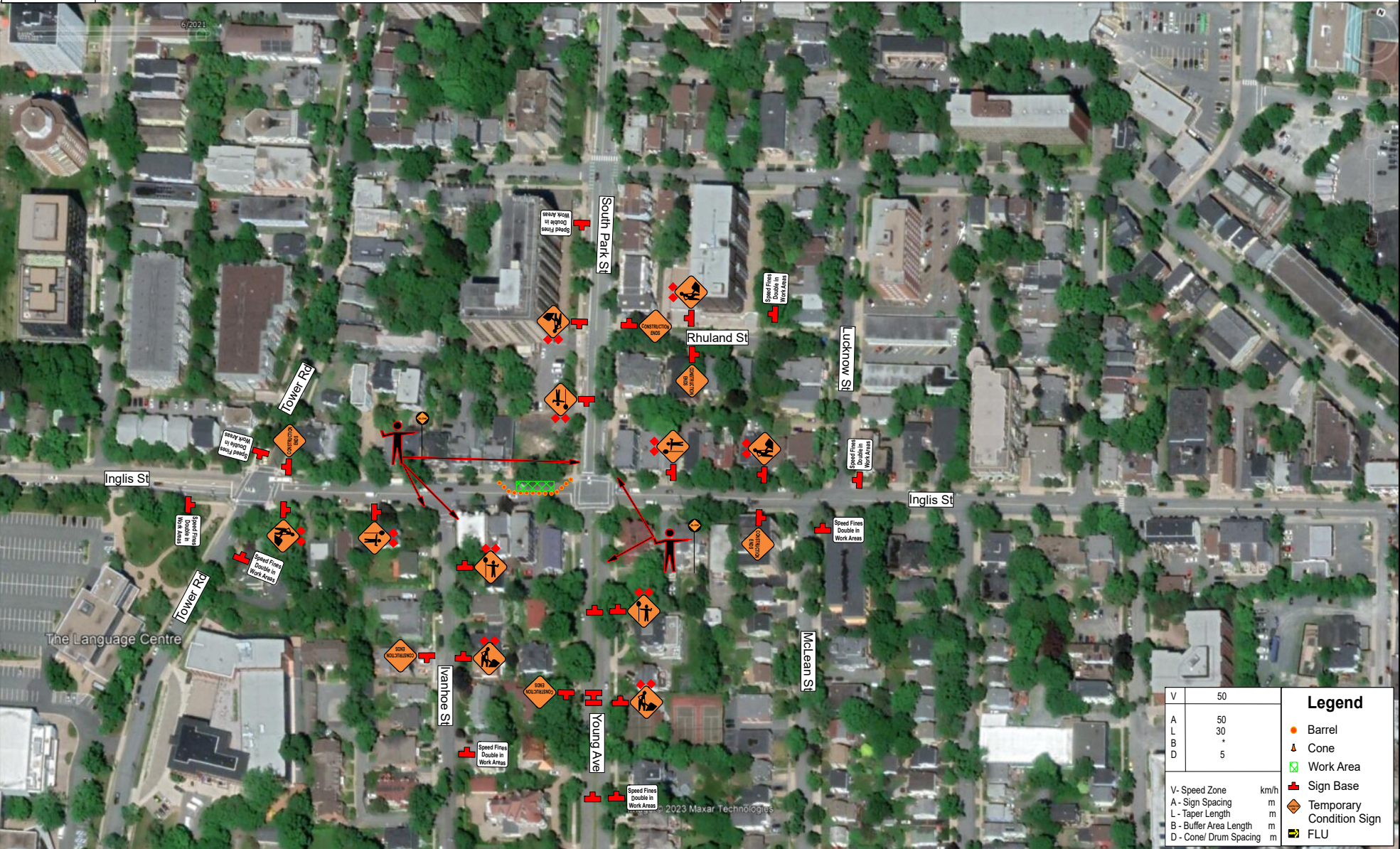
Traffic Control Plan for Utility Work

Appendix J - Traffic Control Plan for Utility Work



Date: 07/07/2023 Author: Doug Irwin (dirwin@easterntraffic.ca) Project: Lindsay Construction 1018 South Park St
Page 4: Stop and Go Sign Procedure: 13.5.14 Device Procedure: 13.5.18

Comments:
-This plan illustrate a lane closure on Inglis St to facilitate new services work.
-Using application Guide C-112 from the NSTCM (2023.04.03)



Approved by

Traffic Authority

Date

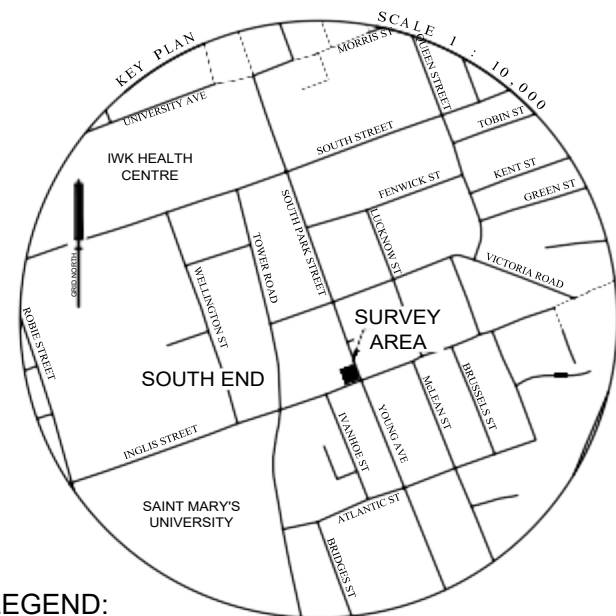
For the approval of traffic control plan for utility work only. All other aspects of this Temporary Traffic Control Plan must follow the Temporary Traffic Control Manual, latest edition.

APPENDIX K

Tree Removal Plan

Appendix K - Tree Removal Plan

NAD-83 (CSRS) 2010.0.31-NTM
CENTRAL MERIDIAN 64° 30'



LEGEND:

	LANDS DEALT WITH BY THIS PLAN
	OTHER LANDS
	CALCULATED TIE LINE
	OVERHEAD WIRE
	FENCES
	GUARD RAIL
	CONSTRUCTED ROAD CENTRELINE
	TOP OF SLOPES
	BOTTOM OF SLOPES
	NOVA SCOTIA HIGH PRECISION NETWORK MONUMENT
	PLACED SURVEY MARKER
	FOUND SURVEY MARKER
	FOUND IRON BAR
	UNMONUMENTED POINT
	PLACED DRILL HOLE
	FOUND DRILL HOLE
	NAIL
	UTILITY POLE
	GUY WIRE
	FIRE HYDRANT
	SPOT ELEVATION
	CURB MOUNTED CATCHBASIN
	CATCHBASIN - SQUARE
	MANHOLE
	CATCH BASIN - ROUND
	CURB STOP
	WATER VALVE
	SIGN
	BOLLARD
	POWER / COMMUNICATIONS MANHOLE
	CATCH BASIN - SQUARE CURB MOUNTED
	HARDWOOD AND SOFTWOOD TREE

NOTES:

ALL BEARINGS AND DISTANCES ARE GRID DERIVED FROM NRTK GNSS OBSERVATION TO NSHPN 204842, REFERENCED TO THE NOVA SCOTIA 3" MODIFIED TRANSVERSE MERCATOR PROJECTION, ZONE 5, CENTRAL MERIDIAN 64°30' W, BASED ON THE HORIZONTAL REFERENCE FRAME NAD83 (CSRS), EPOCH 2010.0.

ELEVATIONS ARE REFERENCED TO NSHPN 204842, HAVING AN ELEVATION OF 28.749 METRES (CGVD2013).

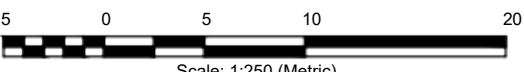
FIELD SURVEYS WERE CARRIED OUT BETWEEN JANUARY 31, 2020 TO JANUARY 5, 2023.

DESIGNPOINT
engineering | surveying | solutions

Topographic Survey

Plan of Topographic Survey of
PID 00142786,
Lands of 1018 SOUTH PARK STREET INC.,

SOUTH PARK STREET,
HALIFAX,
COUNTY OF HALIFAX
PROVINCE OF NOVA SCOTIA



DATE: January 5, 2023
DWG NO:

LOT A
PID 00142794
Lands of Capreit Apartments Inc.
Book 6160 Page 1051
LRO Plan 32350

Trees on private property
to be removed.

Trees on HRM property
to be removed.

PID 00142778
Lands of Syed M. Hussain and
Gloria Hussain
LRO Doc No 113904800

PID 00142760

CIVIC #5721
(MEASUREMENTS TO
WOODEN SIDING)

LOT 2B
PID 40796054

LOT 1A
PID 00064360

LOT 2
PID 00064352

IVANHOE STREET
(16.26m WID)

APPENDIX L

Hazard Assessment for Vehicle and Pedestrian Traffic



Project: Inglis/South Park St

Prepared by: Lindsay Construction

Date: July 12th, 2023

Location: 1018 South Park St

No.	Hazard	Project Phase	Vehicular Impacts	Pedestrian Impacts	Mitigation Methods
1	Excavating Trenches	Excavation	Vehicles may enter project site and fall into excavated areas	Pedestrians may enter project site and fall into excavated areas	Site Fencing placed along the property lines with an anchored access gate, as well as signs indicating no entry unless authorized. The access gate will be locked and closed when construction is not in progress.
			Rock debris may impact vehicles	Rock debris may impact pedestrians	Solid plywood hoarding will be mounted on sections of rigid fence adjacent to blasting area
2	Snow or Ice Clearing	All Phases	Emergency vehicles entering site may be obstructed from unsafe build-up of snow piles	Snow or ice may fall on pedestrians causing injury, or impede pedestrian right-of-way	All snow and ice will be trucked off site as required
3	Construction Waste	All Phases	Vehicles may strike or be struck by construction waste	Pedestrians may strike or be struck by construction waste	Site cleanliness will always be maintained, and regular inspections will be performed
4	Heavy Machinery Operation	All Phases	Vehicles may strike or be struck by machinery	Pedestrians may strike or be struck by machinery	Rigid fencing and signage will be placed as to not impede any site lines
5	Project Site Lines	All Phases	Fences and signs may impact vehicular site line visibility	Fences and signs may impact pedestrian site line visibility	Rigid fencing and signage will be placed as to not impede any site lines
6	Construction Signage	All Phases	Construction signage may strike oncoming traffic	Construction signage may impede pedestrian right-of-way	Signage will be secured as to not obstruct vehicle or pedestrian traffic
7	Dangerous Materials	All Phases	Flammable, explosive, and hot materials may damage vehicles if not properly maintained and stored	Flammable, explosive, and hot materials may cause injury to pedestrians if not properly maintained and stored	All dangerous materials will be used and stored as per the manufacturers' specifications

Lindsay Construction Limited

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Platinum member





8	Lifting, Hoisting and Crane Operations	Superstructure	Suspended objects may fall and impact vehicles	Suspended objects may fall and impact pedestrians	Proper crane permits obtained, objects will never be suspended over the public right-of-way and protection netting will be placed for additional security
9	Reinstatement of Public Infrastructure & service Installation	Superstructure	Vehicular right-of-way will be obstructed, vehicles may fall into excavated trenches	Pedestrian right-of-way will be obstructed, pedestrians could fall into excavated trenches	Pedestrian Protection Plan (PMP) and Traffic Control Plan (TCP) will be implemented during these phases of the project. Proper signage will be placed to redirect traffic to maintain a safe distance from construction
10	Fallen Debris	Superstructure	Debris may fall off building damaging vehicles	Debris may fall off building injuring pedestrians	A safe distance will be maintained between the building and traffic. Engineered netting will also be placed to catch any fallen debris that could impact vehicular and pedestrian traffic

APPENDIX M

Construction Letter to Neighbours



June 19th, 2023

Attention: Neighbors of 1018 South Park St,

Reference: 1018 South Park Construction Project

Hello,

Lindsay Construction has been hired by the owners of the 1018 South Park Street to manage the construction of a 8 Story residential apartment building with one unit of commercial space located on ground floor.

I will be the Project Manager for the construction of this project, and I would greatly appreciate if you could contact me via my contact information below. I would like to formally introduce myself as your go to contact for the project and be able to have your contact information so we can notify you of any upcoming work which may affect your day to day.

I look forward to hearing from you.

Sincerely,

Jordon Shea,

Lindsay Construction Limited
Project Manger
Cell: 902-943-5079
Email: Jordon.shea@lindsayconstruction.ca

APPENDIX N

Crane Swing Plan

Note: This will be inputted when we receive the crane swing plan.

APPENDIX O

Traffic Control Plan for Tree Removal

Appendix O - Traffic Control Plan for Removal of Trees

www.invarion.com

Date: 2023/07/25
Author: Mike Giffin
Phone: 902-430-5050
Email: mike@atlantictraffic.ca

Contractor: All Green Tree Care
Project: 1018 S Park St, Halifax NS
Date of Proposed Work: To be determined

Application Guide: C112 - Right Lane Closed, Short Duration, Intersection
Sign Procedure: 13.5.14
Delineator Procedure: 13.5.18



Approved by

Traffic Authority

Date

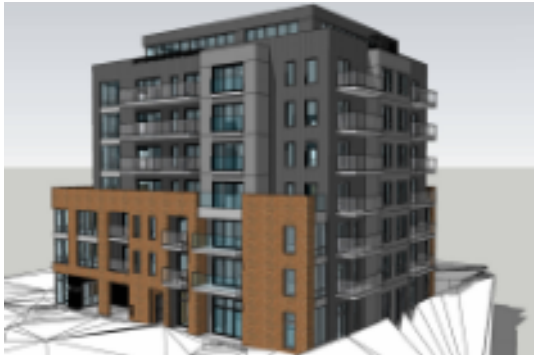
For the approval of traffic control plan for removal of trees only. All other aspects of this Temporary Traffic Control Plan must follow the Temporary Traffic Control Manual, latest edition.

APPENDIX P

Project Information Board

1018 SOUTH PARK ST

CONSTRUCTION MANAGEMENT OUTLINE



PROJECT OVERVIEW

- Developer: 1018 South Park Inc.
- Construction Manager: Lindsay Construction
- Architect: MNA
- 8-story Apartment building
- 1 Level of underground parking
- ~ 46,947sqft of commercial space
- 55 units (1-bedroom, 2-bedroom, 3-bedroom)
- Pedestrian & bus routes to be redirected on South Park Street and Inglis Street
- Site perimeter fencing & hoarding with banner/signage
- Deliveries and equipment to be on site to avoid street congestion



SIDEWALKS, STREETS, AND BUS ROUTES WILL BE RELOCATED FOR PEDESTRIAN & VEHICULAR SURROUNDING THE CONSTRUCTION SITE

CONSTRUCTION PHASES AND SCHEDULE

EXCAVATION - SUMMER/FALL 2023

Earthwork and excavation for footings and foundations shall occur. This phase will include rock breaking and blasting.

SUBSTRUCTURE - WINTER 2023

Footings and foundations are poured and backfilled, while underground services are installed.

SUPERSTRUCTURE - WINTER 2023

Columns, walls, slabs and stairs will be formed and poured for above ground floors. Installation of exterior



Will there be changes to the Construction Management Plan?

Construction Management Plans and schedules are evolving documents. While efforts have been made to address all possible, there may be unforeseen elements which require changes to the project plan. Lindsay Construction, its subcontractors and the Halifax Regional Municipality will remain in close contact throughout the construction process to ensure any changes are efficiently managed and communicated to the public.

Where can I get more information related to this project and its construction management plan?

Lindsay Construction encourages the public to reach out to us with any questions, comments or safety concerns related to this project. If you have a concern of this nature, please email info@lindsayconstruction.ca

