CONSTRUCTION and MOBILITY MANAGEMENT GUIDELINES

For A

11 Storey Mixed-Use Building

688-698 Brant Street,
Burlington, Ontario

Prepared for:

Elite 688 Brant Holdings Inc.

Prepared by:

LANHACK CONSULTANTS INC.
1709 Upper James Street
Hamilton, ON L9B 1K7

Project No. 23035

January 30, 2023

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1.0 Purpose

The following plan shall act as the program for the planning, organization, and construction activity for the proposed 11-storey mixed-use building. The site is located on the west side of Brant Street between Olga Drive and Baldwin Street. Brant Street is noted as a Main Street road classification as per the City of Burlington Official Plan Schedule O-1. Single-family residential abuts the property to the north and west. Commercial uses abut the property to the east, and south.

The development will be constructed in four (4) stages as noted below.

Stage #1 Demolition and Removal of Existing Buildings. Refer to Appendix A drawing CM1-1
Stage #2 Excavation + Construction of North U/G Parking Structure. Refer to Appendix A drawing CM1-2
Stage #3 Excavation + Construction of South U/G Parking Structure. Refer to Appendix A drawing CM1-3
Stage #4 Construction of Building Above Grade. Refer to Appendix A drawing CM1-4

Based on the pre-mentioned, we will mitigate unnecessary risk and interference to the public. The Construction and Traffic Management Guidelines will address the following items:

- Traffic, Pedestrian and Cyclist control measures
- Hours of Operation
- Noise Control
- Haulage route of construction vehicles
- Air and Dust Management
- Stormwater and Sediment Control
- Tower Cranes
- Trade parking
- Waste Management
- Staging of construction vehicles
- Vehicle wash-down
- Site setup, including sanitary facilities, site offices, material storage, and staging
- Emergency contact information
- Public Communication
- Servicing

Please note: Hydrogeological Investigation Settlement due to dewatering, Dust Mitigation, Shoring, including vibration analysis and post-condition inspections will be prepared and addressed by others and submitted under a separate cover, as required.

At all times, these construction management guidelines will recognize the immediate and overall surroundings and shall be sensitive to the neighbourhood to minimize any impact to local businesses and residents. As such, this plan shall utilize Truck Routes for construction vehicle routing. An on-location review and meeting of this plan with the relevant City personnel will be held to make necessary revisions, if any, and finalize this plan. The City Engineer may revise this plan during construction as required.

2.0 Prior to Commencement of Construction

Prior to the start of construction, including site works, the contractor is to provide photographs of all City of Burlington infrastructure along the perimeter of the development including boulevards, roadways, streetlights, etc. Once the project has been completed, all City infrastructure is to be returned to its original condition by the City of Burlington at the expense of the applicant (unless an agreement is in place with the Development Planning/Construction).

The contractor also must implement the Construction and Mobility Management Plan (CMMP) and the Grading, Erosion & Sediment Control Plan prepared Odan Detech Group Inc. The site contractor must also remove all temporary protection measures at the end of construction mentioned in the CMMP and the Erosion & Sediment Control Plans.

2.1 Site Servicing

Proposed storm, water, and sanitary service installation to be completed prior to the construction of Stage 2. Refer to servicing plan prepared by Odan Detech Group Inc.

Traffic control for site services installation shall be in accordance with OTM Book 7, April 2022. Contractor to use layout US-22 and UI-20 (OTM Book 7, April 2022) as a reference to provide traffic management during the installation of sanitary, storm, and water service. Refer to layouts US-22 and UI-20 provided in Appendix E of this report.

3.0 Shoring and Encroachments

The CMMP shall be reviewed in conjunction with the shoring plans and subject to the Shoring Agreement and the Encroachment Agreement(s) (both above and below ground), as between the City of Burlington and the proponent. Refer to Shoring Plans prepared by others submitted under a separate cover.

4.0 Vehicle and Pedestrian Movements

Vehicle movement on Brant Street will continue to operate with slight interference of construction vehicles. There will be no lane closures on Brant Street or any other adjacent streets due to construction activity at the proposed development. Appendix A drawings CM1-1, CM1-2, CM1-3, and CM1-4 depict vehicular movement at various stages of construction.

All existing sidewalks adjacent to the property will remain open and unaffected. OTM Book 7 qualified Traffic Control Persons (TCP) will ensure pedestrian safety.

Brant Street has a designated bike lane on both sides of the road as per the City of Burlington Cycling Map. Construction activity at the proposed development will not hinder bike movement on Brant Street.

5.0 Traffic and Pedestrian Control

Recognizing the importance of vehicle and pedestrian traffic to the direct success and vitality of neighbourhood businesses and vehicular routing, Appendix A drawings CM1-1, CM1-2, CM1-3, and CM1-4 prepared by Lanhack, denotes vehicular movement during the approximate 40 months of construction.

Traffic Control: Motorists will be provided with adequate signage to ensure advance notice and will caution the operator of the upcoming development project and the associated construction works. There

will be no lane closures on Brant Street due to construction activity at the proposed site. If temporary lane closures are required for servicing on Brant Street, two (2) qualified traffic control persons (with Book 7 training) will be on site. See servicing drawings prepared by Odan Detech Group Inc. for the location of proposed services.

Pedestrian Control: Maintaining pedestrian movement along the existing streets is essential in maintaining the current balance in the surrounding neighbourhood. The covered hoarding/walkway will be installed on the sidewalk adjoining the site if overhead safety becomes a concern. Qualified traffic control person(s) (OTM Book 7 trained) will control pedestrian movement as required.

Cyclist Control: Bicycle movement on Brant Street will not be interfered by construction activity at the proposed development. Throughout the construction, qualified traffic control person(s) (OTM Book 7 trained) will ensure cyclist safety.

6.0 Haulage Routes

For the purposes of this plan, the developer has investigated area suppliers and trade contractors to predict relevant origin and destination points. Origin points include Concrete batching plants, excavation dump sites, aggregate suppliers, reinforcing steel suppliers, and building material suppliers. With the source and destination points established, it can be confirmed that the haulage routes will utilize approved truck routes to mitigate disturbance to area residents and businesses, as well as ensure sufficient road allowances for larger construction vehicles. Haulage routes are identified on Appendix A drawing CM2-1.

As detailed in the summary chart Table 1, much of the construction traffic will occur during the Excavation, Shoring, and underground parking construction phase (Months 3 to 22) with an expected average of 50 vehicles per day. The neighbourhood will continue to see a steady frequency of construction vehicles during the structural phase with an expected average of 20 vehicles per day during Months 3 to 35 can be expected. As such, greater emphasis will be placed on traffic management. During these periods two full-time competent (possess formal training and Book 7 certification) traffic control persons will be present to safely monitor and guide vehicular and pedestrian activity. A sharp reduction in construction traffic will be seen during the Finishing Phase of the project (Months 14 to 40). Anticipate 10 construction vehicles per day for the Finishing Phase. Traffic control personnel will remain available for the duration of this phase of work.

Nature of Construction Traffic: Table 1

Description	Frequency	Timing	Method of Delivery
Construction Debris Containers	Daily	Months 1 to 40	Tri-Axle Truck
Site Washrooms	3x Weekly	Months 1 to 40	Van – Mounted Pump
Construction Tools and Supplies	Daily	Months 1 to 40	Van

Description	Frequency	Timing	Method of Delivery
Document Couriers	3x Weekly	Months 1 to 40	Car
Mechanical and Electrical Supplies	Weekly	Months 4 to 40	5-ton Truck
Construction Schedule Related Traffic	3x Weekly		
Demolition Phase			
Demolition	Daily	Month 1 to 2	Tractor Trailer
Shoring Phase	Daily	Month 3 to 22	
Excavation	50 trips Daily	Months 3 to 22	Tri-Axle Dump Truck
Shoring	Daily	See Shoring Report	--
Structural Phase			
Formwork	2x Weekly	Month 3 to 22	Tractor Trailer
Concrete Supplies	2x Weekly	Month 3 to 35	Flat Bed Truck
Concrete Ready-mix Supply	15 loads daily	Month 3 to 35	Concrete Truck
Rebar and Rebar Accessories Supply	2 x month	Month 3 to 35	Tractor Trailer
Windows	Weekly	Month 13 to 35	Truck
Brick or Siding	2x Weekly	Month 13to 35	Flat Bed Truck
Roofing	Weekly	Month 21 to 35	Flat Bed Truck
Finishing Phase			
Interior Masonry	2x Weekly	Month 14 to 40	Flat Bed Truck
Wall Partitions (drywall)	2x Weekly	Month 14 to 40	Flat Bed Truck
Applied Finishes	2x daily	Month 15 to 40	Truck
Stone Flooring and tops	Weekly	Month 18 to 40	Truck
Misc. Metals	2x Weekly	Month 14 to 40	Truck

To summarize, construction Stage #1 will take approximately 2 months to complete, construction Stage #2 will take approximately 10 months to complete, construction Stage #3 will take approximately 10 months to complete, and construction Stage #4 will take approximately 28 months to complete.

7.0 Hours of Operation

The hours of operation will be from 7am to 6pm, five (5) days a week (Monday to Friday)

8.0 Existing Utilities

No light standard or traffic lights on Brant Street will be required to be removed or relocated due to construction activity at the proposed site. Refer to servicing plan prepared by Odan Detech Group Inc. for information regarding relocation/removals (If required) of the existing light standards/hydro poles/traffic lights on Brant Street.

9.0 Dust, Air, and Noise Management

Temporary construction fencing (1.8m high) will be erected prior to the start of construction. The pre-mentioned fencing will be draped with dust control fabric. The dust control fabric will be inspected daily and repaired as required.

The development covers the majority of the site. There will not be any earth stockpiles on site to generate dust. If dust during construction becomes a concern, water trucks and sweeper trucks will be on call to deal with the dust the same day. The contractor will have full-time staff available to ensure the site is kept clean and swept daily. Environmentally friendly dust suppressant agents will be used where possible. At no time will equipment/trucks be idling except by concrete trucks and concrete pumps. The idling from the pre-mentioned trucks will be kept to an absolute minimum.

10.0 Waste Collection

No open waste storage will occur on site. All waste will be directly placed into bins that are placed on site. All bins are to be tarped when they are not being used. Waste will be removed off site on a regular basis by a private waste hauler.

11.0 Tower Cranes

There will be two (2) tower cranes SK-415 with maximum jib radius 55.0m will be required to build the structure. Appendix A drawings CM1-2, CM1-3, and CM1-4 show the location of tower cranes.

12.0 Trade Parking

No parking will occur on the adjacent streets or boulevards by trades/labourers. Temporary parking facilities will be made available on-site. However, during Construction Stage #4, construction labourers will be required to pay for parking at Parking Lot #64 located at 769 Brant Street and will be provided with a shuttle service to the construction site.

Summary of trade personnel as follows:

- **Demolition & Excavation Phase:** 10 Tradespersons
- **Foundation and Framing Phase:** 15 Tradespersons
- **Finishing Phase:** 40 Tradespersons

13.0 Queuing and Staging of Construction Vehicles

Staging area will be provided within the site. Spacing of trucks will be organized and dispatched in the staging area in such a way that no vehicles will be in a staging situation on municipal streets. All loading and unloading of material & equipment will occur within the designated staging area for each construction

stage. Refer to Appendix A drawings CM1-1, CM1-2, CM1-3, and CM1-4 for the location of the Staging area for each construction stage.

During construction of Stage #1, dump trucks will enter/exit the site using construction Gate #1 located on the northeast corner of the site. Construction Gate #1 will be erected on the existing asphalt driveway. Temporary staging will occur within the existing asphalted area as shown in Appendix A drawing CM1-1.

During the construction of Stage #2, tractor trailers/concrete/HSU trucks will use the south part of the site as staging. All construction trucks must enter and exit the staging area through construction Gate #2, which is located in the southeast corner of the site. For safe turning movement, all northbound construction trucks on Brant Street will be required to make a left turn into the site. 'No Left Turn' sign and 'No Entry' sign will be required to be bagged temporarily for trucks to make a left turn into the site.

During the construction of Stage #3, tractor trailers/concrete/HSU trucks will use the north underground parking deck structure as a staging area. All construction vehicles will enter and exit the site through Gate #1, which is located in the northeast corner of the site.

During the construction of Stage #4, tractor trailers/concrete/HSU trucks will enter the site through construction Gate #1 and exit through construction Gate #2. To ensure safe turning movement, all construction trucks will exit northbound onto Brant Street.

Qualified traffic control person(s) (OTM Book 7 Trained) will control the pedestrian, cyclist, and vehicular traffic as required during the entry/exit operation of construction vehicles.

14.0 Vehicle Wash Down

Mud-mat/wash down area will not be required for any construction stage as the construction truck will not leave the asphalted area. However, if truck tires are exposed to mud, dirt, and/or debris on the site, construction trucks will be washed-down prior to the vehicle traveling on public roadways. If required, the wash down area on the mud-mat will be conducted on the development site, not on the road. Silt sacks will be installed and maintained on all storm catch basins/manholes to prevent any debris from entering the City sanitary or storm sewers. Concrete trucks will be equipped with self-cleaning chutes to negate the need for on-site concrete wash down.

15.0 Site Setup

Sanitary Facilities: Sanitary facilities will be available within the site. The location of sanitary facilities varies depending on the construction stage, as illustrated in Appendix A drawings CM1-1, CM1-2, CM1-3, and CM1-4. Additional units may be required per ministry guidelines.

Site Offices:

There will be a site construction trailer located within the property during each construction stage as shown in Appendix A drawings CM1-1, CM1-2, CM1-3, and CM1-4. The site trailer will be set up on site which will accommodate the necessary management personnel as well as house adequate meeting spaces for a Joint Health and Safety Committee (JHSC), Worker Trade Committee (WTC), worker orientations,

and space to administer proper first aid treatments. Dedicated routes to the office will be clearly identified and maintained at all times.

Material Storage and Unloading Zones:
Storage containers will be located alongside the office site trailer for each construction stage, as shown in Appendix A drawings CM1-2, CM1-3, and CM1-4. Generally, material storage for all stages of development will be received and stored within the construction fencing limit. Flammable and combustible materials will be identified, protected, and stored in designated "compounds" as prescribed by the Ministry of Labour and TSSA guidelines.

Perimeter Construction Fencing: The perimeter construction fencing is to be used as per ministry guidelines or as required. Refer to Appendix A drawings CM1-1, CM1-2, CM1-3, and CM1-4 for the limit of construction fencing and location of construction gates.

16.0 Emergency Contact Info

In the event of an emergency, the City and the general public may contact project personnel responsible for the orderly conduct of the construction at all times. Contact information of persons provided will possess the authority to attend and act, as necessary. Contact information will be provided once the General Contractor has been selected, as follows:

Contact #1:
Contact Name: TBD prior to construction
Cell Number _____
Email Address_____

Note: *Should the Site Superintendent change during construction* ***Elite 688 Brant Holdings Inc****. will assign a new contact name and phone number.*

17.0 Public Communication

All project information (phone numbers, email address, fax, website, etc.) shall be included on all signage surrounding the site. Public communications for the job site shall also include:

- 48-hour notice shall be provided to adjacent properties should any construction operations produce impacts beyond the normal day-to-day operations of the site.
- A pre-construction notice shall be sent out to adjacent properties and along the construction access route
- Signs around the site shall include project working hours, and emergency contact information
- Inform the ward councilor, public transit, business community and residents of the start of the construction
- Communication with Corridor Management is required prior to the distributing any notices or contact to the Ward Councilor, public, etc.

On-site emergency protocols:

- Reporting the emergency to the required chain of command (emergency contacts)
- Establishing communication and alerting all parties involved

- Ordering evacuation, if necessary
- Alerting external agencies, if necessary
- Alerting outside population of possible risk, if necessary
- Requesting external aid, if necessary
- Providing medical aid, if necessary
- Ensuring emergency shut offs are closed, if necessary
- Sounding the all-clear
- Advising media, if necessary

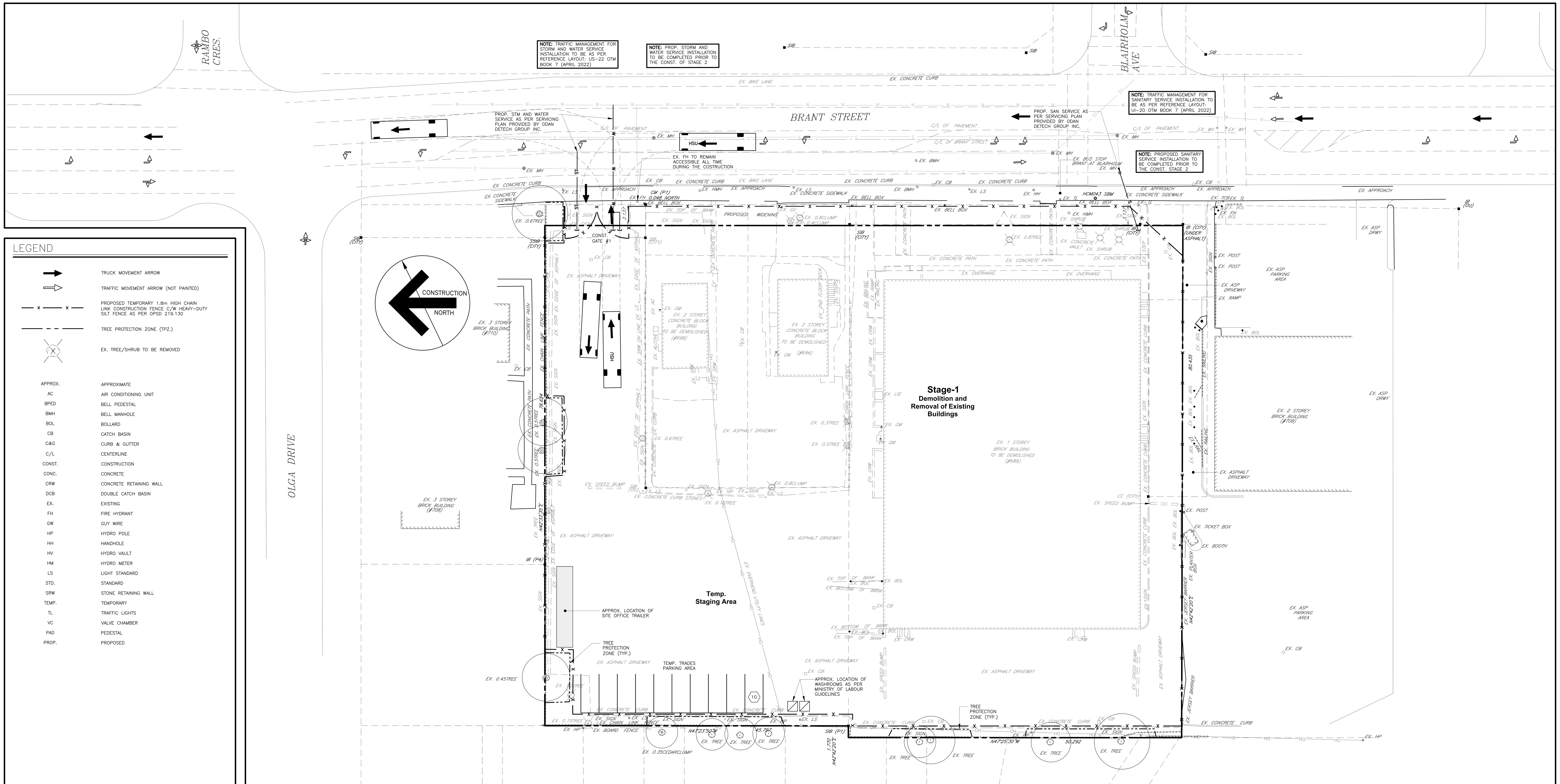
(Website Reference: https://www.ccohs.ca/oshanswers/hsprograms/planning.html)

These on-site emergency protocols are needed for handling unexpected situations. The objective is to be prepared to prevent fatalities and injuries, reduce damage to buildings and equipment, protect the environment and the community, and accelerate the resumption of normal operations.

Respectfully submitted,

Steve Pongracz C.E.T.
Lanhack Consultants Inc.

Appendix A: Construction and Mobility Management Plan(s)



LEGEND

(solid arrow)	TRUCK MOVEMENT ARROW
(outline arrow)	TRAFFIC MOVEMENT ARROW (NOT PAINTED)
— x — x —	PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY-DUTY SILT FENCE AS PER OPSD 219.130
— - - —	TREE PROTECTION ZONE (TPZ.)
(crossed tree)	EX. TREE/SHRUB TO BE REMOVED
APPROX.	APPROXIMATE
AC	AIR CONDITIONING UNIT
BPED	BELL PEDESTAL
BMH	BELL MANHOLE
BOL	BOLLARD
CB	CATCH BASIN
C&G	CURB & GUTTER
C/L	CENTERLINE
CONST.	CONSTRUCTION
CONC.	CONCRETE
CRW	CONCRETE RETAINING WALL
DCB	DOUBLE CATCH BASIN
EX.	EXISTING
FH	FIRE HYDRANT
GW	GUY WIRE
HP	HYDRO POLE
HH	HANDHOLE
HV	HYDRO VAULT
HM	HYDRO METER
LS	LIGHT STANDARD
STD.	STANDARD
SRW	STONE RETAINING WALL
TEMP.	TEMPORARY
TL	TRAFFIC LIGHTS
VC	VALVE CHAMBER
PAD	PEDESTAL
PROP.	PROPOSED

1 / CM1-1 **Stage-1 Demolition and Removal of Existing Buildings** 1:300

GENERAL CONSTRUCTION NOTES

1. DURING ALL DELIVERIES AND LANE DISRUPTIONS, THE CONTRACTOR WILL ENSURE THAT FLAG PERSONS WILL BE EMPLOYED TO PROVIDE TRAFFIC MANAGEMENT. THE CONTRACTOR WILL PROVIDE TEMPORARY INFORMATION SIGNAGE NOTING TRAFFIC DISRUPTION DURING THE HOURS BETWEEN 7AM AND 6PM FOR A PERIOD OF 40 MONTHS.
2. DELIVERY OF CONSTRUCTION MATERIAL WILL BE SCHEDULED TO MINIMIZE TRAFFIC DISRUPTION.
3. STAGING AREA WILL BE PROVIDED WITHIN THE SITE. STAGING WILL NOT OCCUR ON BRANT STREET OR ANY ADJACENT STREET DURING CONSTRUCTION. ALL LOADING AND UNLOADING OF MATERIALS & EQUIPMENT WILL OCCUR WITHIN THE DESIGNATED STAGING AREA WITHIN THE SITE. STAGING AREA AS NOTED ON THE PLAN. SPACING OF TRUCKS WILL BE ORGANIZED, DISPATCHED IN THE STAGING AREA IN SUCH A WAY THAT NO VEHICLES WILL BE IN A STAGING SITUATION ON MUNICIPAL STREETS.
4. LANE/ROAD CLOSURES WILL NOT BE REQUIRED ON BRANT STREET.
5. THE LOCATION OF ALL CONSTRUCTION SIGNAGE MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 7. SEE THIS PLAN FOR RECOMMENDED SIGN LOCATIONS.
6. ALL SIGNAGE TO BE INSPECTED DAILY BY THE DEVELOPER'S SUPERINTENDENT AND IMMEDIATE MAINTENANCE WILL BE PERFORMED IF REQUIRED.
7. NO PARKING WILL OCCUR ON THE ADJACENT STREETS OR BOULEVARDS BY TRADES/LABOURERS. TEMPORARY PARKING FACILITIES WILL BE PROVIDED WITHIN THE SITE.
8. CONTRACTOR TO NOTIFY ABUTTING LAND OWNERS/TENANTS 48 HRS IN ADVANCE TO ANY DISRUPTIONS TO ACCESS TO THEIR PROPERTIES OR SERVICES.
9. ALL BOULEVARDS AND SIDEWALKS TO BE KEPT FREE FROM BUILDING DEBRIS AT ALL TIMES.
10. BOOK 7 TRAINED CONTRACTOR AND COMPETENT FLAG PERSONS WILL BE ON SITE DURING CONSTRUCTION TO CONTROL VEHICULAR, PEDESTRIAN AND CYCLIST TRAFFIC IN ALL DIRECTIONS.
11. FLAG PERSONS WILL BE REMINDED THAT NO FLAGGING OF TRAFFIC TO OCCUR WITHIN 30m OF THE SIGNALIZED INTERSECTION.
12. THIS CONSTRUCTION MANAGEMENT PLAN (CMP) HAS BEEN PREPARED AS A GENERAL GUIDELINE FOR ITEMS SUCH AS LOCATING THE STAGING AREA, WASHROOMS, SITE TRAILER, STORAGE AREA, TEMPORARY PARKING, TOWER CRANES, TRUCK HAUL ROUTE, GENERAL NOTES AND CONSTRUCTION SEQUENCE. THE DEVELOPER/CONTRACTOR IS RESPONSIBLE FOR ALL SAFETY MEASURES OUTLINED BY THE MINISTRY OF LABOUR ON AND ABUTTING THE DEVELOPMENT AT ALL TIMES.
13. THE DEVELOPER/CONTRACTOR WILL MONITOR THE SITE AT ALL TIMES TO ENSURE THE SITE AND ABUTTING LANDS ARE SAFE AND SECURE. LANHACK CONSULTANTS INC. WAS RETAINED TO ONLY PREPARE THE CMP AND HAS NOT BEEN RETAINED TO MONITOR THE SITE DURING CONSTRUCTION.
14. THE DEVELOPER/CONTRACTOR WILL INSTALL THE COVERED HOARDING/WALKWAY ON ADJOINING SIDEWALKS IF OVERHEAD SAFETY BECOMES A CONCERN. CONTRACTOR TO ENSURE THERE ARE NO PEDESTRIANS ON THE SIDEWALK DURING OVERHEAD WORKS.
15. PROPOSED STORM, WATER, AND SANITARY SERVICE INSTALLATION TO BE COMPLETED PRIOR TO THE CONSTRUCTION OF STAGE 2. REFER TO SERVICING PLAN PREPARED BY ODAN DETECH GROUP INC.
16. TRAFFIC CONTROL FOR SITE SERVICES INSTALLATION SHALL BE IN ACCORDANCE WITH OTM BOOK 7, APRIL 2022. CONTRACTOR TO USE LAYOUT US-22 AND UI-20 (OTM BOOK 7, APRIL 2022) AS A REFERENCE TO PROVIDE TRAFFIC MANAGEMENT DURING THE INSTALLATION OF SANITARY, STORM, AND WATER SERVICE.

CONSTRUCTION SEQUENCE NOTES:

1. CONTRACTOR TO INSTALL ALL CONSTRUCTION SIGNAGE PER THE ONTARIO TRAFFIC MANUAL – TEMPORARY CONDITIONS – BOOK 7.
2. CONTRACTOR TO INSTALL ALL CONSTRUCTION FENCE AS SHOWN ON THIS PLAN.
3. DUE TO THE SIZE OF THE DEVELOPMENT, WE EXPECT 10 TRADES PERSONS DURING DEMOLITION & EXCAVATION PHASE
4. SITE DEMOLITION WILL TAKE APPROXIMATELY 2 MONTHS TO COMPLETE. TRUCKS WILL USE EXISTING ASPHALT DRIVEWAY TO ENTER/EXIT THE SITE. THE DISPOSAL SITE FOR THE BUILDING DEBRIS HAS NOT YET BEEN DETERMINED, THE CONTRACTOR WILL ADVISE THE CITY OF DISPOSAL SITE ONCE CONFIRMED.

PUBLIC COMMUNICATION:

ALL PROJECT INFORMATION (PHONE NUMBERS, EMAIL ADDRESS, FAX, WEBSITE, ETC.) SHALL BE INCLUDED ON ALL SIGNAGE SURROUNDING THE SITE. PUBLIC COMMUNICATIONS FOR THE JOB SITE SHALL ALSO INCLUDE:

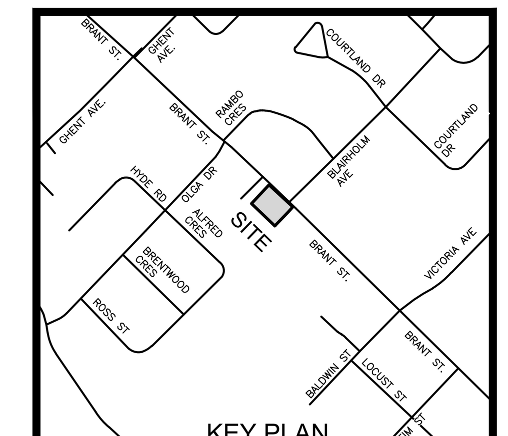
- 48-HOUR NOTICE SHALL BE PROVIDED TO ADJACENT PROPERTIES SHOULD ANY CONSTRUCTION OPERATIONS PRODUCE IMPACTS BEYOND THE NORMAL DAY-TO-DAY OPERATIONS OF THE SITE
- A PRE-CONSTRUCTION NOTICE SHALL BE SENT OUT TO ADJACENT PROPERTIES AND ALONG THE CONSTRUCTION ACCESS ROUTES
- SIGNS AROUND THE SITE SHALL INCLUDE PROJECT WORKING HOURS, A PROJECT WEBSITE TO PROVIDE CONSTRUCTION UPDATES, AND EMERGENCY CONTACT INFORMATION
- INFORM THE WARD COUNCILOR, PUBLIC TRANSIT, BUSINESS COMMUNITY AND RESIDENTS OF THE START OF THE CONSTRUCTION

ON-SITE EMERGENCY PROTOCOLS:

- REPORTING THE EMERGENCY TO THE REQUIRED CHAIN OF COMMAND (EMERGENCY CONTACTS)
- ESTABLISHING COMMUNICATION AND ALERTING ALL PARTIES INVOLVED
- ORDERING EVACUATION, IF NECESSARY
- ALERTING EXTERNAL AGENCIES, IF NECESSARY
- ALERTING OUTSIDE POPULATION OF POSSIBLE RISK, IF NECESSARY
- REQUESTING EXTERNAL AID, IF NECESSARY
- PROVIDING MEDICAL AID, IF NECESSARY
- ENSURING EMERGENCY SHUT OFFS ARE CLOSED, IF NECESSARY
- SOUNDING THE ALL-CLEAR
- ADVISING MEDIA, IF NECESSARY

WEBSITE REFERENCE:
HTTPS://WWW.CCOHS.CA/OSHANSWERS/HSPROGRAMS/PLANNING.HTML

THESE ON-SITE EMERGENCY PROTOCOLS ARE NEEDED FOR HANDLING UNEXPECTED SITUATIONS. THE OBJECTIVE IS TO BE PREPARED TO PREVENT FATALITIES AND INJURIES, REDUCE DAMAGE TO BUILDINGS AND EQUIPMENT, PROTECT THE ENVIRONMENT AND THE COMMUNITY, AND ACCELERATE THE RESUMPTION OF NORMAL OPERATIONS.



KEY PLAN

Contractor must verify all dimensions on the Project Site and report any discrepancies before proceeding with the Work.

This drawing is a part of the Contract Documents and is to be read in conjunction with all other Contract Documents.

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SOURCE
EXISTING BOUNDARY SURVEY AND TOPOGRAPHICAL INFORMATION OBTAINED FROM A.T. MCLAREN LIMITED, DWG NO. 36830, DATED: JANUARY 07, 2022. SURVEY COMPLETION DATE DECEMBER 10, 2021.

THE POSITION OF THE POLE LINES, CONDUITS, WATERMAINS, SEWERS, AND OTHER UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

Revision Record

No.	Description	Date (m/d/y)
B	ISSUED FOR RE-DEVELOPMENT	01/30/23
A	ISSUED FOR REVIEW	01/13/23
No.	Description	Date (m/d/y)

Issue Record

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11 Storey Mixed Use Building

Elite 688 Holding Inc.

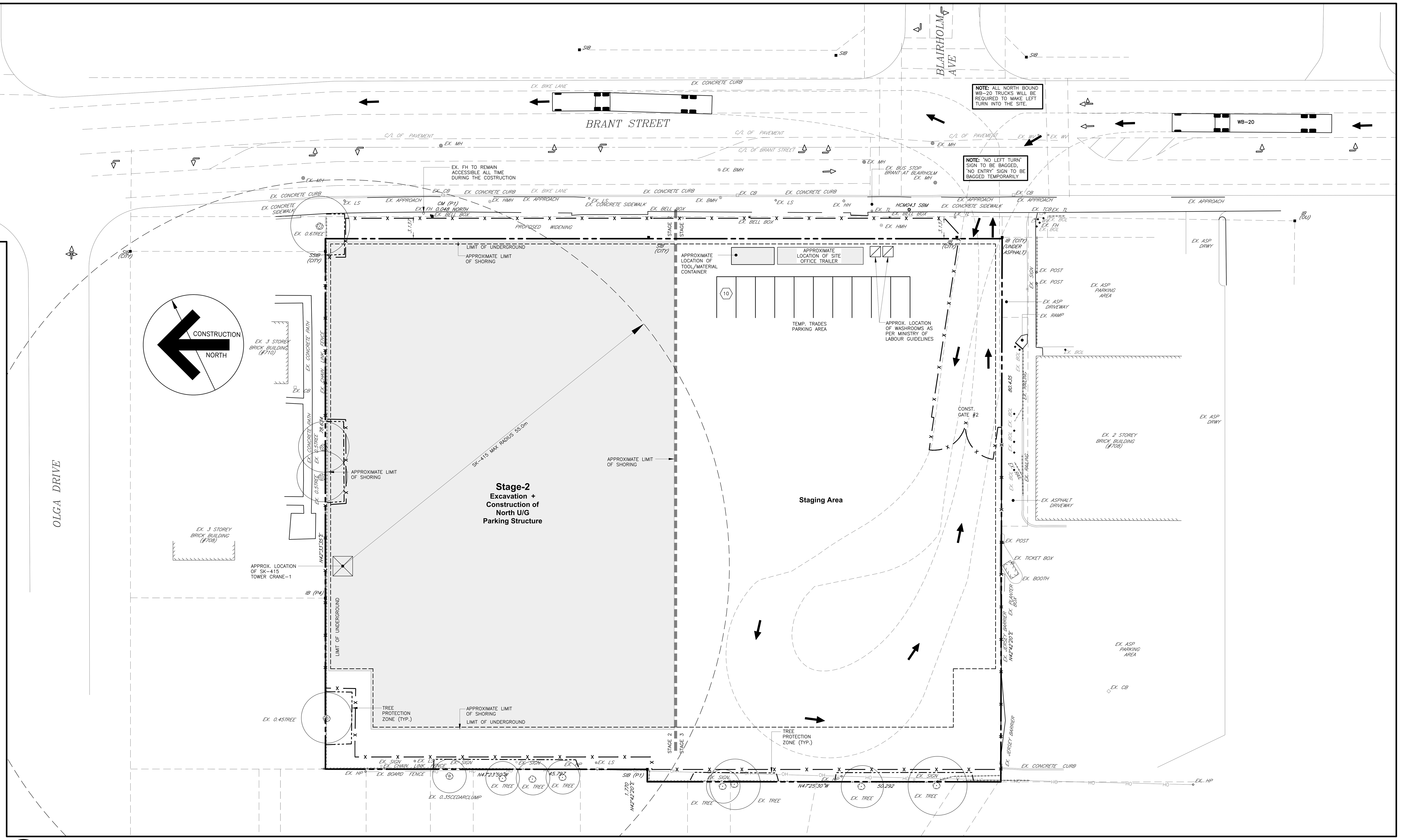
688–698 BRANT SREET
BURLINGTON

Date:	JAN 2023
Drawn By:	NDM
Chkd By:	SMP
Scale:	AS NOTED

Stage-1 Construction + Mobility Management Plan

Project No.:	Drawing No.:	Rev.:
23035	CM1-2	A

Plot Date: 01/30/23
M:\2023\23035 – 688 Brant St. Burlington CMMP\Civil\ 23035_CM01– Construction and Mobility Management Plan.dwg



1 / CM1-2 Stage-2 Excavation and Construction of North U/G Parking Structure

1:300

LEGEND

(solid arrow)	TRUCK MOVEMENT ARROW
(outline arrow)	TRAFFIC MOVEMENT ARROW (NOT PAINTED)
—x—x—	PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY-DUTY SILT FENCE AS PER OPSD 219.130
— - —	TREE PROTECTION ZONE (TPZ.)
APPROX.	APPROXIMATE
AC	AIR CONDITIONING UNIT
BPED	BELL PEDESTAL
BMH	BELL MANHOLE
BOL	BOLLARD
CB	CATCH BASIN
C&G	CURB & GUTTER
C/L	CENTERLINE
CONST.	CONSTRUCTION
CONC.	CONCRETE
CRW	CONCRETE RETAINING WALL
DCB	DOUBLE CATCH BASIN
EX.	EXISTING
FH	FIRE HYDRANT
GW	GUY WIRE
HP	HYDRO POLE
HH	HANDHOLE
HV	HYDRO VAULT
HM	HYDRO METER
LS	LIGHT STANDARD
STD.	STANDARD
SRW	STONE RETAINING WALL
TEMP.	TEMPORARY
TL	TRAFFIC LIGHTS
VC	VALVE CHAMBER
PAD	PEDESTAL
PROP.	PROPOSED

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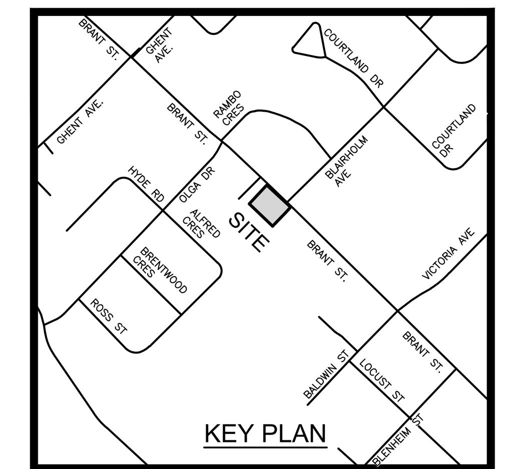
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SOURCE
EXISTING BOUNDARY SURVEY AND TOPOGRAPHICAL INFORMATION OBTAINED FROM A.T. MCLAREN LIMITED, DWG NO. 36830, DATED: JANUARY 07, 2022. SURVEY COMPLETION DATE DECEMBER 10, 2021.

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Revision Record

No.	Description	Date (m/d/y)
B	ISSUED FOR RE-DEVELOPMENT	01/30/23
A	ISSUED FOR REVIEW	01/13/23
No.	Description	Date (m/d/y)

Issue Record

LANHACK Consultants Inc.
Consulting Engineers
1709 Upper James Street
Hamilton, ON L9B 1K7
Tel: (905) 777-1454
Fax: (905) 336-8142

11 Storey Mixed Use Building

Elite 688 Holding Inc.

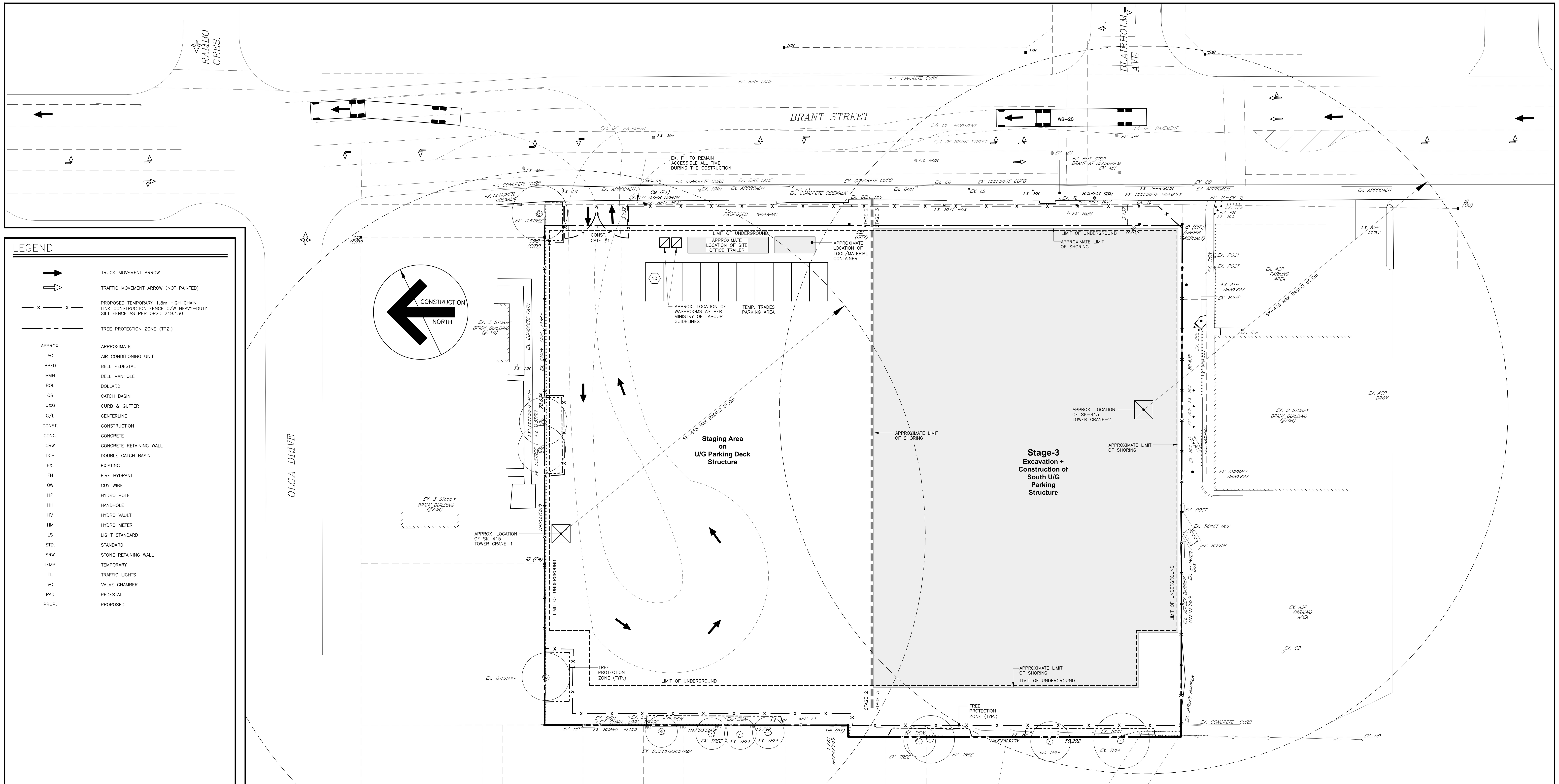
688–698 BRANT STREET
BURLINGTON

Date:	JAN 2023
Drawn By:	NDM
Chkd By:	SMP
Scale:	AS NOTED

Stage-2 Construction + Mobility Management Plan

Project No.:	Drawing No.:	Rev.:
23035	CM1-2	B

Plot Date: 01/30/23
M:\2023\23035 – 688 Brant St. Burlington CMMP\Civil\23035_CM01– Construction and Mobility Management Plan.dwg



1 CM1-3 **Stage-3 Excavation and Construction of South U/G Parking Structure**

1:300

LEGEND

(solid arrow)	TRUCK MOVEMENT ARROW
(open arrow)	TRAFFIC MOVEMENT ARROW (NOT PAINTED)
— x — x —	PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY-DUTY SILT FENCE AS PER OPSD 219.130
— - - —	TREE PROTECTION ZONE (TPZ.)
APPROX.	APPROXIMATE
AC	AIR CONDITIONING UNIT
BPED	BELL PEDESTAL
BMH	BELL MANHOLE
BOL	BOLLARD
CB	CATCH BASIN
C&G	CURB & GUTTER
C/L	CENTERLINE
CONST.	CONSTRUCTION
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CRW	CONCRETE RETAINING WALL
DCB	DOUBLE CATCH BASIN
EX.	EXISTING
FH	FIRE HYDRANT
GW	GUY WIRE
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HH	HANDHOLE
HV	HYDRO VAULT
HM	HYDRO METER
LS	LIGHT STANDARD
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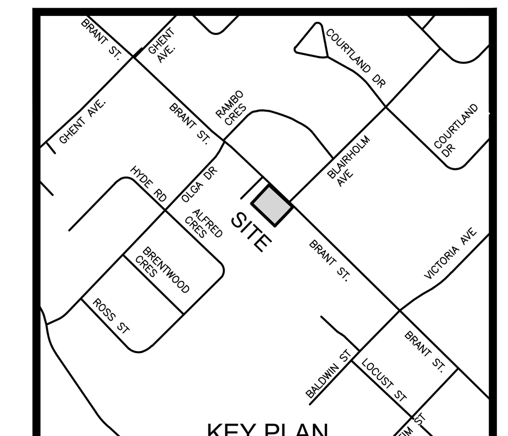
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KEY PLAN

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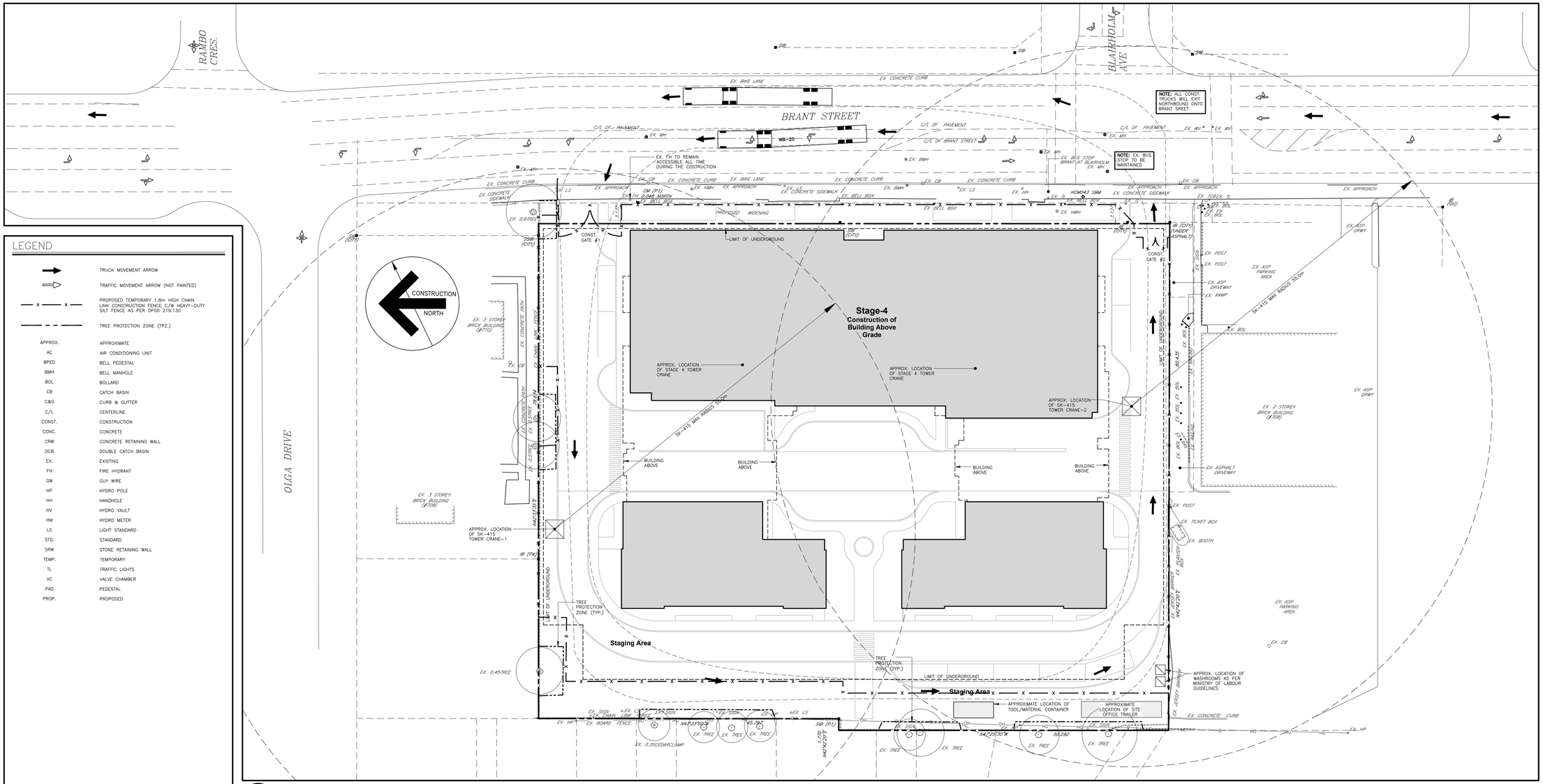
688–698 BRANT STREET
BURLINGTON

Date:	JAN 2023
Drawn By:	NDM
Chkd By:	SMP
Scale:	AS NOTED

Stage-3 Construction + Mobility Management Plan

Project No.:	Drawing No.:	Rev.:
23035	CM1-3	B

Plot Date: 01/30/23
M:\2023\23035 – 688 Brant St. Burlington CMMP\Civil\23035_CM01– Construction and Mobility Management Plan.dwg



LEGEND

	TRUCK MOVEMENT ARROW
	TRAFFIC MOVEMENT ARROW (NOT PAINTED)
x x	PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY-DUTY SILT FENCE AS PER OPSD 219.130
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1 CM1-4 **Stage-4 Construction of Building Above Grade**

1:300

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14. THE DEVELOPER/CONTRACTOR WILL INSTALL THE COVERED HOARDING/WALKWAY ON ADJOINING SIDEWALKS IF OVERHEAD SAFETY BECOMES A CONCERN. CONTRACTOR TO ENSURE THERE ARE NO PEDESTRIANS ON THE SIDEWALK DURING OVERHEAD WORKS.
15. PROPOSED STORM, WATER, AND SANITARY SERVICE INSTALLATION TO BE COMPLETED PRIOR TO THE CONSTRUCTION OF STAGE 2. REFER TO SERVICING PLAN PREPARED BY ODAN DETECH GROUP INC.
16. TRAFFIC CONTROL FOR SITE SERVICES INSTALLATION SHALL BE IN ACCORDANCE WITH OTM BOOK 7, APRIL 2022. CONTRACTOR TO USE LAYOUT US-22 AND UI-20 (OTM BOOK 7, APRIL 2022) AS A REFERENCE TO PROVIDE TRAFFIC MANAGEMENT DURING THE INSTALLATION OF SANITARY, STORM, AND WATER SERVICE.

CONSTRUCTION SEQUENCE NOTES:

1. CONTRACTOR TO INSTALL ALL CONSTRUCTION SIGNAGE PER THE ONTARIO TRAFFIC MANUAL – TEMPORARY CONDITIONS – BOOK 7.
2. CONTRACTOR TO INSTALL ALL CONSTRUCTION FENCE AS SHOWN ON THIS PLAN.
3. DUE TO THE SIZE OF THE DEVELOPMENT, WE EXPECT:
   - 10 TRADES PERSONS DURING DEMOLITION & EXCAVATION PHASE
   - 15 TRADES PERSONS DURING FOUNDATION & FRAMING PHASE, AND
   - 40 TRADES PERSONS DURING FINISHING PHASE
4. EXCAVATION & FOUNDATION TO GRADE PHASE WILL TAKE APPROXIMATELY 10 MONTHS TO COMPLETE. TRUCKS WILL USE EXISTING ASPHALT DRIVEWAY TO ENTER/EXIT THE SITE. THE DISPOSAL SITE FOR THE BUILDING DEBRIS HAS NOT YET BEEN DETERMINED, THE CONTRACTOR WILL ADVISE THE CITY OF DISPOSAL SITE ONCE CONFIRMED.
5. DURING THE BUILDING CONSTRUCTION STAGE, ALL TRACTOR-TRAILER (WB-20) VEHICLES WILL BE REQUIRED TO ENTER THE STAGING AREA LOCATED WITHIN THE SITE.
6. THE MAIN STRUCTURE WILL TAKE APPROXIMATELY 28 MONTHS TO CONSTRUCT. ALL DELIVERIES WILL USE THE STAGING AREA.
7. SIDEWALK, CURBS, AND BOULEVARD RESTORATION TO BE REINSTALLED ONCE THE MAJORITY OF CONSTRUCTION HAS BEEN COMPLETED.
16. THE DEVELOPMENT WILL BE CONSTRUCTED IN FOUR (4) STAGES AS BELOW
    - STAGE-1 DEMOLITION AND REMOVAL OF EXISTING BUILDINGS. APPROX. 2 MONTHS.
    - STAGE-2 EXCAVATION + CONSTRUCTION OF NORTH UNDERGROUND PARKING STRUCTURE. APPROX. 10 MONTHS.
    - STAGE-3 EXCAVATION + CONSTRUCTION OF SOUTH UNDERGROUND PARKING STRUCTURE. APPROX. 10 MONTHS.
    - STAGE-4 CONSTRUCTION OF BUILDING ABOVE GRADE. APPROX. 28 MONTHS. APPROX. 28 MONTHS.

PUBLIC COMMUNICATION:

ALL PROJECT INFORMATION (PHONE NUMBERS, EMAIL ADDRESS, FAX, WEBSITE, ETC.) SHALL BE INCLUDED ON ALL SIGNAGE SURROUNDING THE SITE. PUBLIC COMMUNICATIONS FOR THE JOB SITE SHALL ALSO INCLUDE:
- 48-HOUR NOTICE SHALL BE PROVIDED TO ADJACENT PROPERTIES SHOULD ANY CONSTRUCTION OPERATIONS PRODUCE IMPACTS BEYOND THE NORMAL DAY-TO-DAY OPERATIONS OF THE SITE
- A PRE-CONSTRUCTION NOTICE SHALL BE SENT OUT TO ADJACENT PROPERTIES AND ALONG THE CONSTRUCTION ACCESS ROUTES
- SIGNS AROUND THE SITE SHALL INCLUDE PROJECT WORKING HOURS, A PROJECT WEBSITE TO PROVIDE CONSTRUCTION UPDATES, AND EMERGENCY CONTACT INFORMATION
- INFORM THE WARD COUNCILOR, PUBLIC TRANSIT, BUSINESS COMMUNITY AND RESIDENTS OF THE START OF THE CONSTRUCTION .

ON-SITE EMERGENCY PROTOCOLS:
- REPORTING THE EMERGENCY TO THE REQUIRED CHAIN OF COMMAND (EMERGENCY CONTACTS)
- ESTABLISHING COMMUNICATION AND ALERTING ALL PARTIES INVOLVED
- ORDERING EVACUATION, IF NECESSARY
- ALERTING EXTERNAL AGENCIES, IF NECESSARY
- ALERTING OUTSIDE POPULATION OF POSSIBLE RISK, IF NECESSARY
- REQUESTING EXTERNAL AID, IF NECESSARY
- PROVIDING MEDICAL AID, IF NECESSARY
- ENSURING EMERGENCY SHUT OFFS ARE CLOSED, IF NECESSARY
- SOUNDING THE ALL-CLEAR
- ADVISING MEDIA, IF NECESSARY

WEBSITE REFERENCE:
HTTPS://WWW.CCOHS.CA/OSHANSWERS/HSPROGRAMS/PLANNING.HTML

THESE ON-SITE EMERGENCY PROTOCOLS ARE NEEDED FOR HANDLING UNEXPECTED SITUATIONS. THE OBJECTIVE IS TO BE PREPARED TO PREVENT FATALITIES AND INJURIES, REDUCE DAMAGE TO BUILDINGS AND EQUIPMENT, PROTECT THE ENVIRONMENT AND THE COMMUNITY, AND ACCELERATE THE RESUMPTION OF NORMAL OPERATIONS.



Contractor must verify all dimensions on the Project Site and report any discrepancies before proceeding with the Work.

This drawing is a part of the Contract Documents and is to be read in conjunction with all other Contract Documents.

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SOURCE
EXISTING BOUNDARY SURVEY AND TOPOGRAPHICAL INFORMATION OBTAINED FROM A.T. MCLAREN LIMITED, DWG NO. 36830, DATED: JANUARY 07, 2022. SURVEY COMPLETION DATE DECEMBER 10, 2021.

THE POSITION OF THE POLE LINES, CONDUITS, WATERMAINS, SEWERS, AND OTHER UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

Revision Record

No.	Description	Date (m/d/y)
B	ISSUED FOR RE-DEVELOPMENT	01/30/23
A	ISSUED FOR REVIEW	01/13/23
No.	Description	Date (m/d/y)

Issue Record

LANHACK Consultants Inc.
Consulting Engineers
1709 Upper James Street
Hamilton, ON L9B 1K7
Tel: (905) 777-1454
Fax: (905) 336-8142

11 Storey Mixed Use Building

Elite 688 Holding Inc.

688-698 BRANT STREET
BURLINGTON

Date:	JAN 2023
Drawn By:	NDM
Chkd By:	SMP
Scale:	AS NOTED

Stage-4 Construction + Mobility Management Plan

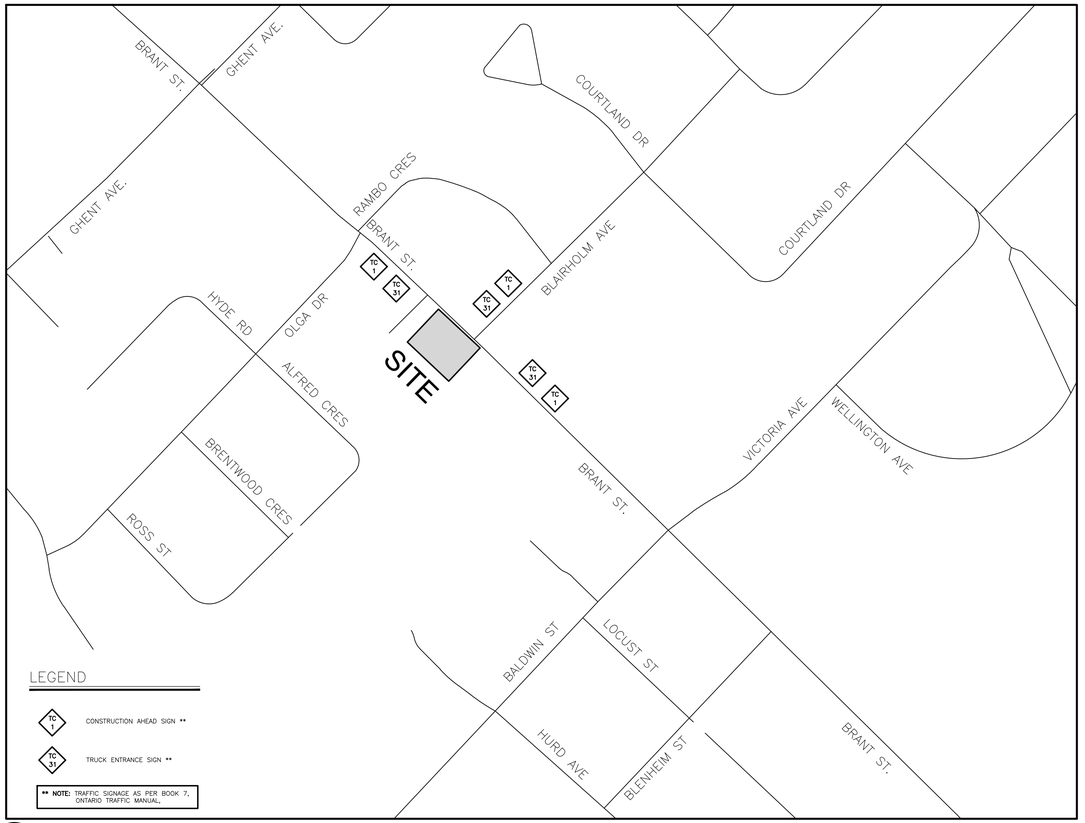
Project No.:	Drawing No.:	Rev.:
23035	CM1-4	B

Plot Date: 01/30/23
M:\2023\23035 - 688 Brant St, Burlington CMMP\Cad\23035_CM01- Construction and Mobility Management Plan.dwg



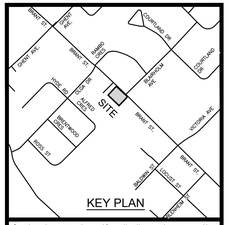
1 CM2-1 **Construction Truck Route Map**

N.T.S



2 CM2-1 **Construction Signage Map**

N.T.S



Contractor must verify all dimensions on the Project Site and report any discrepancies before proceeding with the Work.

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SOURCE
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SURVEY COMPLETION DATE DECEMBER 10, 2021.

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Issue Record

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1709 Upper James Street
Hamilton, ON L9B 1K7
Tel: (905) 777-1454
Fax: (905) 336-8142

11 Storey Mixed Use Building

Elite 688 Holding Inc.

688–698 BRANT STREET
BURLINGTON

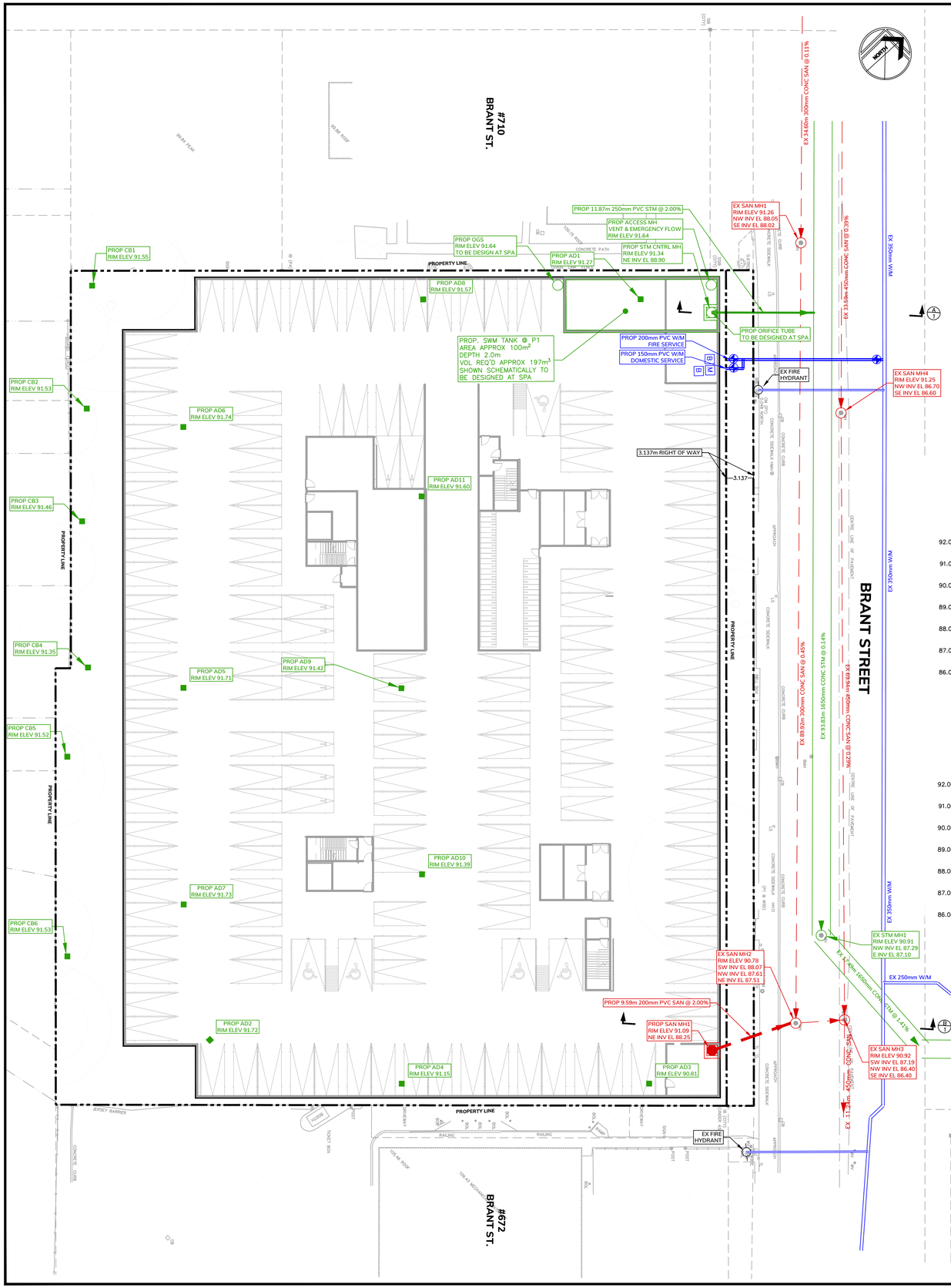
Date:	JAN 2023
Drawn By:	NDM
Chkd By:	SMP
Scale:	AS NOTED

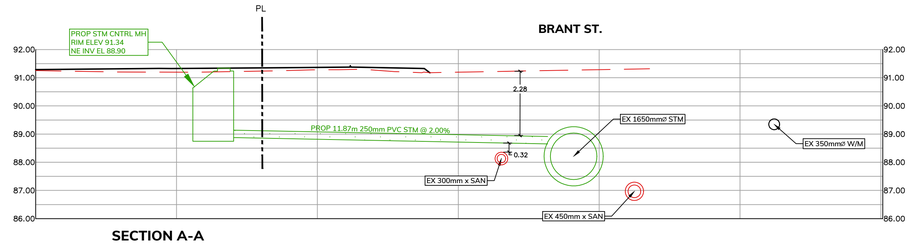
Construction Truck Route Construction Signage

Project No.:	Drawing No.:	Rev.:
23035	CM2-1	B

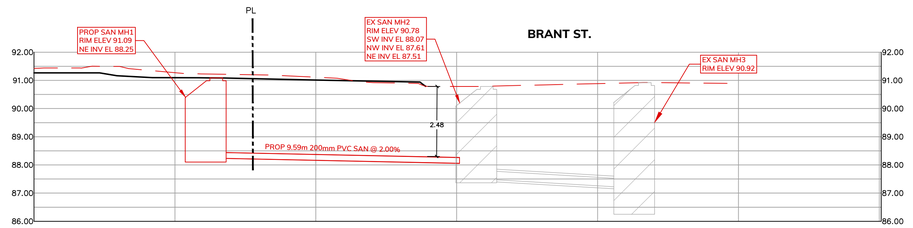
Plot Date: 01/30/23
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Appendix B: Civil Drawings Prepared by Odan Detech Group Inc





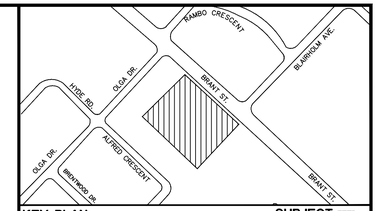
SECTION A-A
PROP. STORM SERVICE CONNECTION
SCALE 1:100



SECTION B-B
PROP. SANITARY SERVICE CONNECTION
SCALE 1:100

GRADING LEGEND:

- DENOTES EXISTING STORM MANHOLE
- DENOTES PROPOSED STORM MANHOLE
- DENOTES EXISTING CATCH BASIN
- DENOTES PROPOSED CATCHBASIN
- DENOTES PROPOSED STORMCEPTOR
- DENOTES EXISTING SANITARY MANHOLE
- DENOTES PROPOSED SANITARY MANHOLE
- DENOTES PROPOSED HYDRANT
- DENOTES EXISTING HYDRANT
- DENOTES PROPOSED WATER VALVE & BOX
- DENOTES EXISTING WATER VALVE & BOX
- DENOTES PROPOSED WATER METER
- DENOTES PROPOSED SIAMESE CONNECTION
- 115.87 100.00 DENOTES EXISTING SPOT ELEVATION
- (100.00) DENOTES PROPOSED ELEVATION
- (100.00)T/C DENOTES PROPOSED TOP OF CURB ELEVATION
- (100.00)G/L DENOTES PROPOSED GUTTER LINE ELEVATION
- (100.00) HP DENOTES PROPOSED HIGH POINT
- (100.00) DENOTES PROPOSED SWALE INVERT ELEVATION
- [100.00] DENOTES PROPOSED ELEVATION BY OTHERS
- DENOTES PROPOSED FLOW ARROW AND SLOPE
- DENOTES PROPOSED FLOW ARROW
- DENOTES EMERGENCY OVERLAND FLOW
- DENOTES PROPOSED SLOPE (3:1 OR HIGHER)
- TBS SC DENOTES EXISTING CONTOUR
- DENOTES PROPOSED SILT FENCE
- DENOTES PROPOSED ENTRANCE LOCATION
- DENOTES EXTENT OF MAX. PONDING (0.30m) 100 YEAR STORM.
- DENOTES PROPOSED LIMIT OF CONSTRUCTION
- DENOTES PROPOSED HEAVY DUTY ASPHALT AREA



KEY PLAN
Scale : N.T.S.

SUBJECT LANDS

NOTES:

THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND UNDERGROUND AND ABOVE GROUND UTILITIES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING THE WORK, THE CONTRACTOR SHALL CONFIRM OF THE EXACT LOCATION OF ALL UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

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THE APPROVAL OF THIS PLAN DOES NOT EXEMPT THE OWNER'S CONTRACTOR FROM OBTAINING, BUT NOT LIMITED TO THE FOLLOWING PERMITS: ROAD CUT, SEWER PERMITS, RELOCATION OF SERVICES, ENCROACHMENT AGREEMENTS, APPROACH APPROVAL PERMITS, ETC..

EXISTING TOPOGRAPHICAL INFORMATION SUPPLIED BY A.T. MACLAREN LTD. ON JANUARY 02, 2022.

BEARING NOTE:

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CRSRS) (2010.0)

NOTE:

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99970618.

OBSERVED REFERENCE POINTS (ORP's): UTM ZONE 17, NAD83 (CSRS) (2010.0).
COORDINATES TO URBAN ACCURACY PER SEC. 14(2) OF O.REG. 216/10

POINT ID.	NORTHING	EASTING
ORP A	4798357.813	596710.470
ORP B	4798143.371	596947.089

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

BENCHMARK NOTE:

STATION: CITY OF BURLINGTON BENCHMARK 368

BRASS PLAQUE ON THE NORTHEAST WING WALL OF THE CONCRETE HEAD WALL OF A CULVERT ON THE NORTH SIDE OF BLAIRHOLM AVENUE, 50M WEST OF COURTLAND AVENUE AND 150M EAST OF BRANT STREET.

ELEVATION: 89.578 METRES CGVD-1928:1978

METRIC NOTE:

DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NO.	REVISIONS	DATE	BY
1	ISSUED FOR REZONING	JAN. 13,2023	H.O.

SCALE(S):
1: 250 (0 5 10 15 20 25)

DRAWING TITLE:

FUNCTIONAL SERVICING PLAN

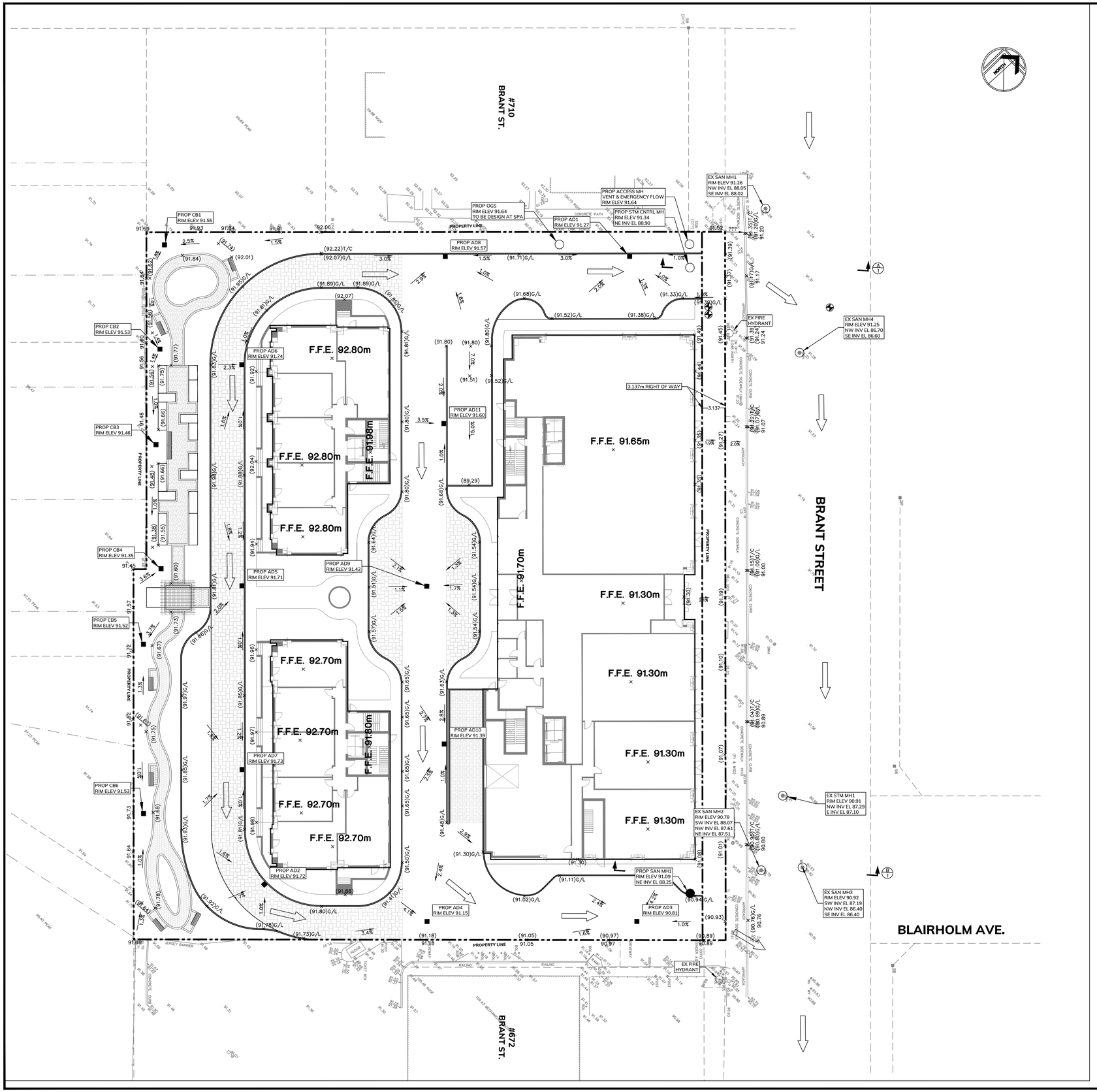
PROJECT:
PROPOSED 11-STOREY + MEZZANINE MIXED-USE CONDO BUILDING
688, 694 & 698 BRANT STREET
BURLINGTON, ON

CLIENT:
ELITE 688 BRANT HOLDINGS INC.

ODAN·DETECH CONSULTING ENGINEERS
The Odan/Detech Group Inc. P: (905) 632-3811 F: (905) 632-3363
5230 SOUTH SERVICE ROAD, BURLINGTON, ONTARIO, L7L 5K2

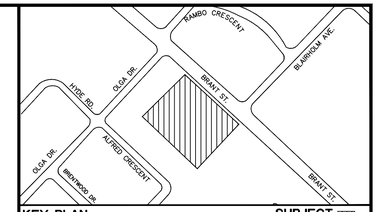
REGISTERED PROFESSIONAL ENGINEER
JAN. 13,2023
I. KRPAN
PROVINCE OF ONTARIO
ENGINEER

DESIGNED BY: HO	PROJECT No.: 21284
DRAWN BY: HO	
CHECKED BY: KO	DATE: NOV 2022
APPROVED BY: JK	DRAWING No.: 1 of 2



GRADING LEGEND:

- DENOTES EXISTING STORM MANHOLE
- DENOTES PROPOSED STORM MANHOLE
- DENOTES EXISTING CATCH BASIN
- DENOTES PROPOSED CATCHBASIN
- DENOTES PROPOSED STORMCEPTOR
- DENOTES EXISTING SANITARY MANHOLE
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- DENOTES PROPOSED FLOW ARROW AND SLOPE
- DENOTES PROPOSED FLOW ARROW
- DENOTES EMERGENCY OVERLAND FLOW
- DENOTES PROPOSED SLOPE (3:1 OR HIGHER)
- 195.50 DENOTES EXISTING CONTOUR
- DENOTES PROPOSED SILT FENCE
- DENOTES PROPOSED ENTRANCE LOCATION
- DENOTES EXTENT OF MAX. PONDING (0.30m) 100 YEAR STORM.
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KEY PLAN Scale : N.T.S.

SUBJECT LANDS

NOTES:

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NOTE:

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OBSERVED REFERENCE POINTS (ORP's): UTM ZONE 17, NAD83 (CSRS) (2010.0). COORDINATES TO URBAN ACCURACY PER SEC. 14(2) OF O.REG. 216/10		
POINT ID.	NORTHING	EASTING
ORP A	4798357.813	596710.470
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BENCHMARK NOTE:

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ELEVATION: 89.578 METRES CGVD-1928:1978

METRIC NOTE:

DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NO.	REVISIONS	DATE	BY
1	ISSUED FOR REZONING	JAN. 13,2023	H.O.

SCALE(S):

1: 250 (0 5 10 15 20 25)

DRAWING TITLE:

FUNCTIONAL GRADING PLAN

PROJECT:

PROPOSED 11-STOREY + MEZZANINE MIXED-USE CONDO BUILDING
688, 694 & 698 BRANT STREET
BURLINGTON, ON

CLIENT:

ELITE 688 BRANT HOLDINGS INC.

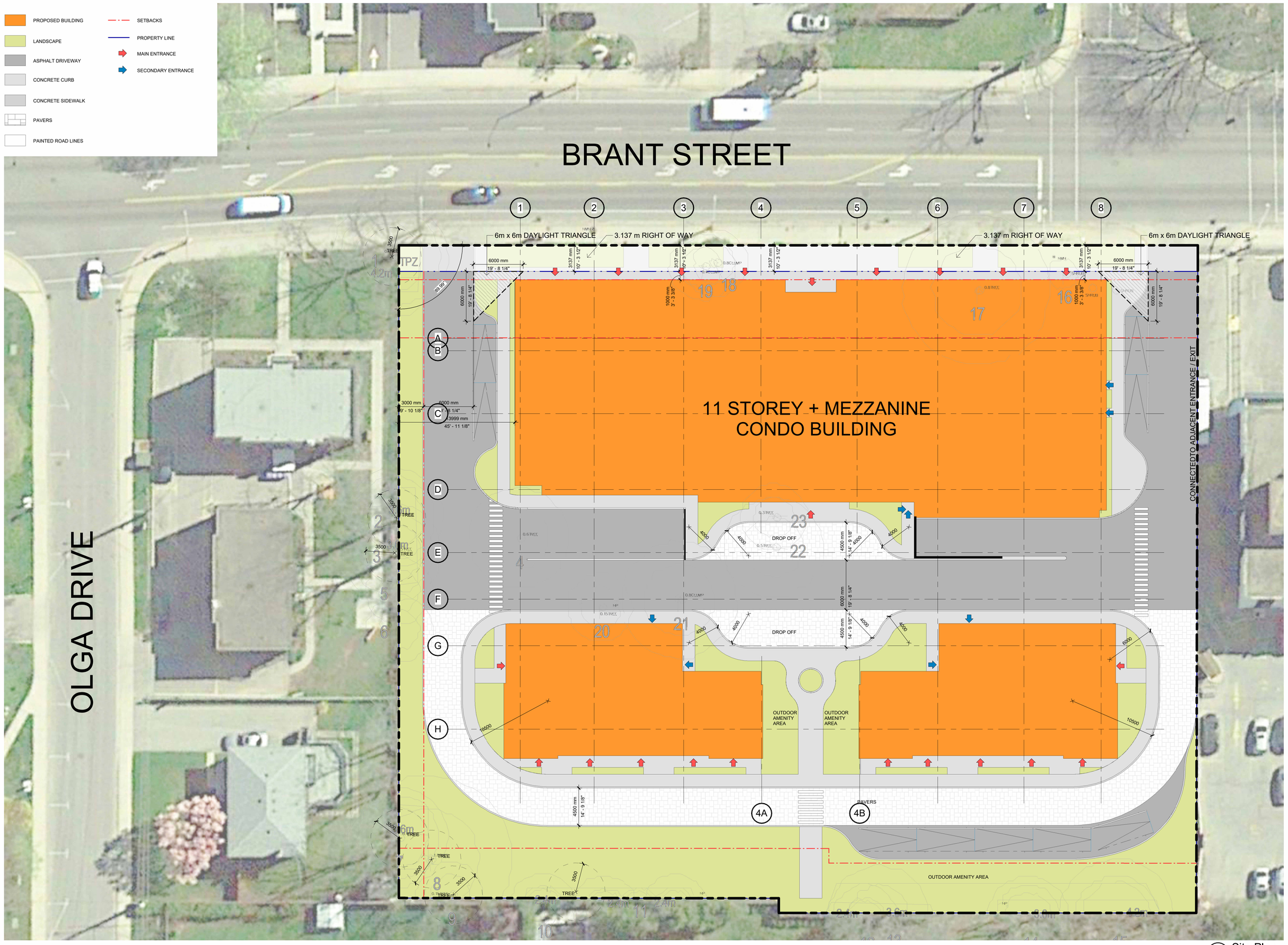
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5230 SOUTH SERVICE ROAD, BURLINGTON, ONTARIO, L7L 5K2

REGISTERED PROFESSIONAL ENGINEER
JAN. 13,2023
I. KRPAN
PROVINCE OF ONTARIO

ENGINEER

DESIGNED BY:	PROJECT No.:
HO	21284
DRAWN BY: HO	
CHECKED BY: KO	DATE: NOV 2022
APPROVED BY: JK	DRAWING No.: 2 of 2

Appendix C: Site Plan Prepared by Chamberlain Architect.



1 / A.001 Site Plan
1 : 200

Chamberlain Architects Constructors Managers

Chamberlain Architect Services Limited

4671 Palladium Way (Unit 1)
Burlington, Ontario. L7M 0W9
CANADA

Phone: 905.631.7777

www.chamberlainIPD.com

NO.	ISSUED	DATE
1	CLIENT REVIEW	2022-06-30
2	CLIENT REVIEW	2022-07-11
3	CLIENT REVIEW	2022-10-14
4	CLIENT REVIEW	2022-11-01
5	CLIENT REVIEW	2022-11-11

DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED "ISSUED FOR CONSTRUCTION". VERIFY CONFIGURATIONS AND DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES.

CHAMBERLAIN ARCHITECT SERVICES LIMITED AND CHAMBERLAIN CONSTRUCTION SERVICES LIMITED HAVE SIMILAR OWNERSHIP.

CHAMBERLAIN ARCHITECT SERVICES LIMITED HAS COPYRIGHT. CONSTRUCTING A SUBSTANTIALLY SIMILAR BUILDING WITHOUT PERMISSION MAY INFRINGE THE COPYRIGHT OWNER'S RIGHTS. MAKING MINOR CHANGES TO PLANS DOES NOT NECESSARILY AVOID COPYRIGHT INFRINGEMENT. INNOCENT INFRINGEMENT IS NOT A DEFENSE TO COPYRIGHT INFRINGEMENT. ©

SEAL

CONSTRUCTION NORTH TRUE NORTH

BRANT CONDOS

688 Brant St
Burlington, ON
L7R 2H5

SHEET NAME

SITE PLAN

START DATE	MARCH 2022
DRAWN BY	CMC / HK
CHECKED BY	JM
SCALE	As indicated
PROJECT NO.	122023
DRAWING	A.001

C:\Users\hkarami\Documents\122023 - Brant - Site File - SPA - 2022-12-05 - Current_hkaramiCMHP.rvt
2022-12-16 3:42:25 PM

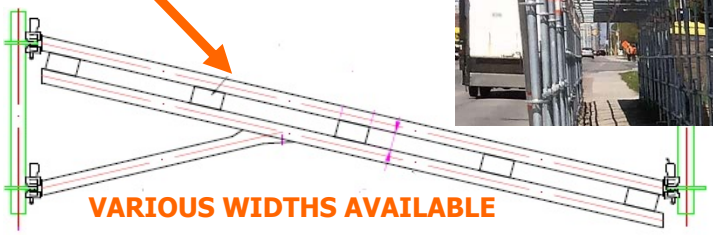
Appendix D: Pre-Manufactured Scaffolding Overhead Sidewalk Protection System

PATENTED "Nu-Slope"™ - Overhead Sidewalk Protection

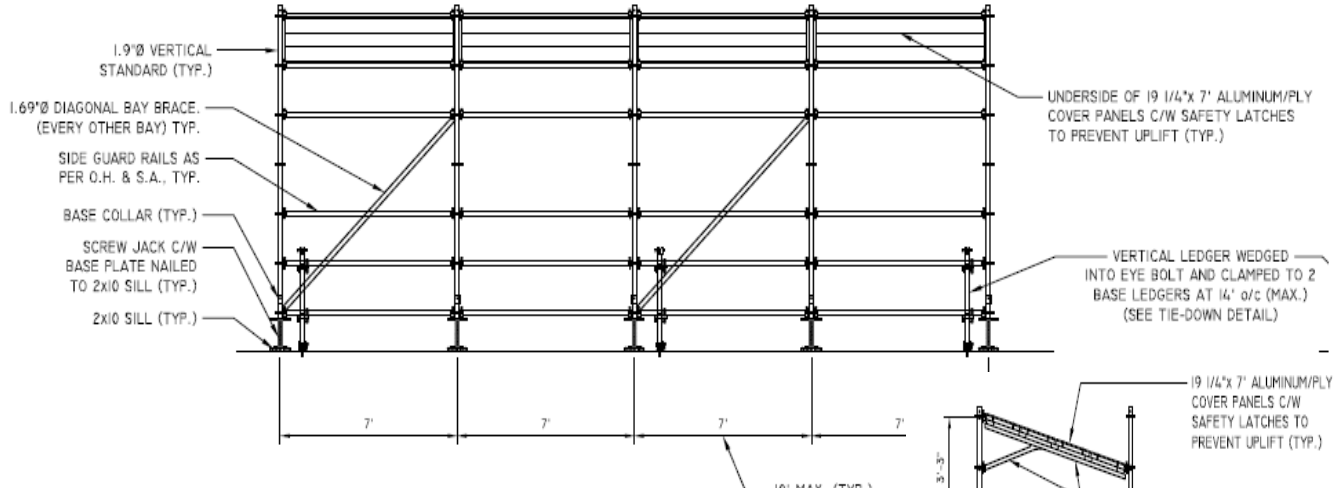
- Protective public pedestrian walkway with attractive curb appeal
- One piece "Y" shaped, 3 lock connection
- Quick cost efficient assembly
- Sloped design deflects weather, debris or other objects to site side
- Accommodates elevated advertising space street side, privacy on site side with plywood & fitted panel options
- Modular design suits neighbouring scaffolds, heights, corners, uneven terrain, gateways, truck entrances, lighting etc.



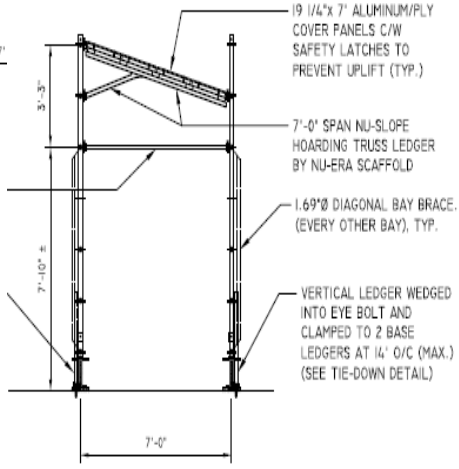




VARIOUS WIDTHS AVAILABLE







B/2 TYPICAL SCAFFOLD SECTION (ALT. 3)
SCALE: 1/4" = 1'-0"

SPEED
SAFETY
ADAPTABLE
FLEXIBLE & VERSATILE
DESIGNED TO LAST
ENGINEERED TO PERFECTION

Appendix E: Layout UI-20 & US-22, OTM Book 7 (April 2022)

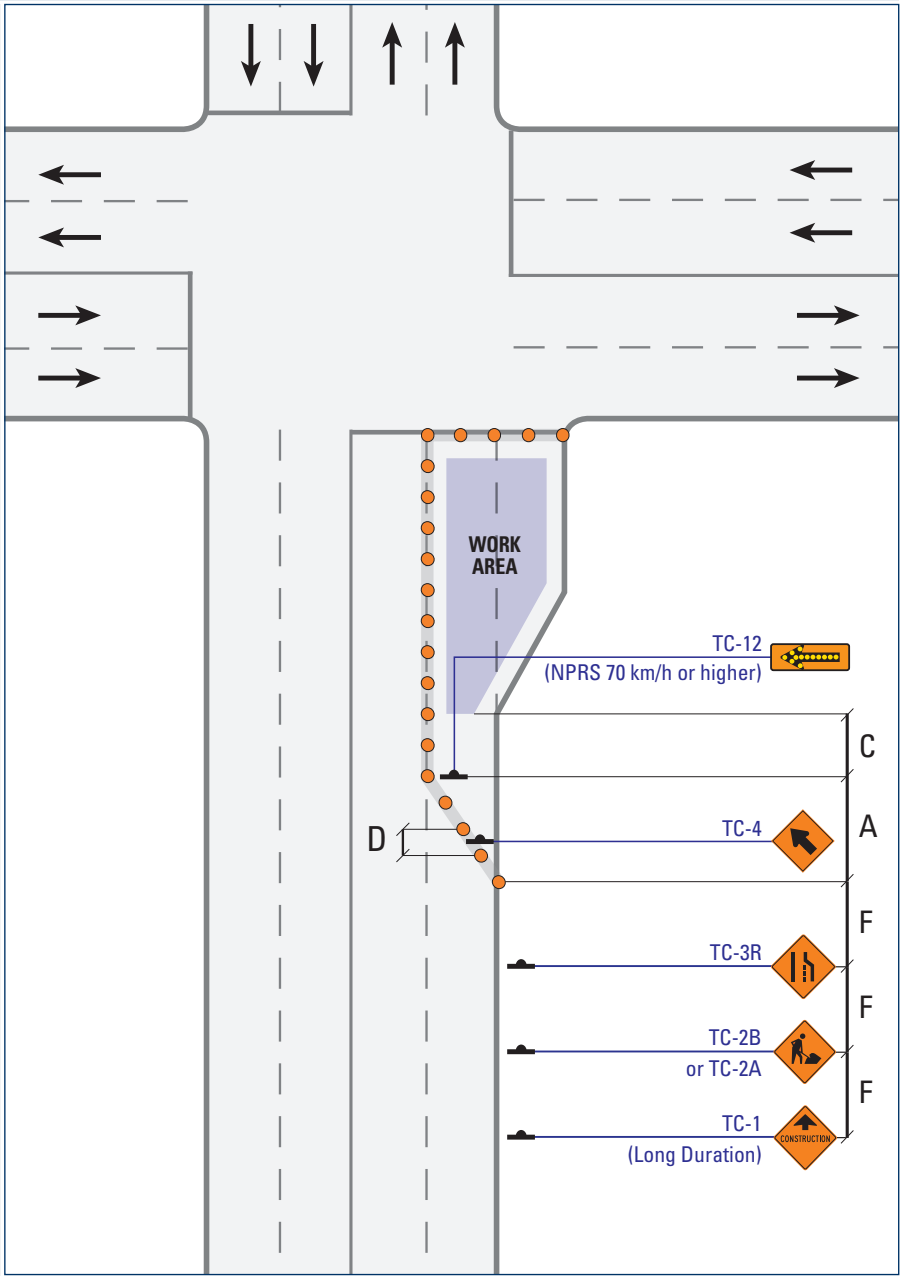
UI-20 Intersection: Right Turn Lane and Adjacent Through Lanes Closed

Multi-Lane Undivided | Mobile Operations | Intermittent | Very Short Duration | **Short Duration** | **Long Duration**

NOTES

i) If space permits, use TC-53A or TC-53B to surround the Work Area, otherwise reduce spacing between TC-54.

For further detail on Work Zone components, see Table B (Short/Long, pg. 241).



		Normal Posted Regulatory Speed (km/h)				
Label	Description	50	60	70	80	90
A	Taper Length for Full Lane Closure (m)	60	85	155	180	200
C	Longitudinal Buffer Area (LBA) (m)	(30)	(40)	50	60	75
D	Maximum Distance between Markers (m)	6	9	9	12	12
	Minimum Number of Markers for Taper	5	7	9	11	13
F	Distance between Construction Signs (m)	50	90	120	140	150

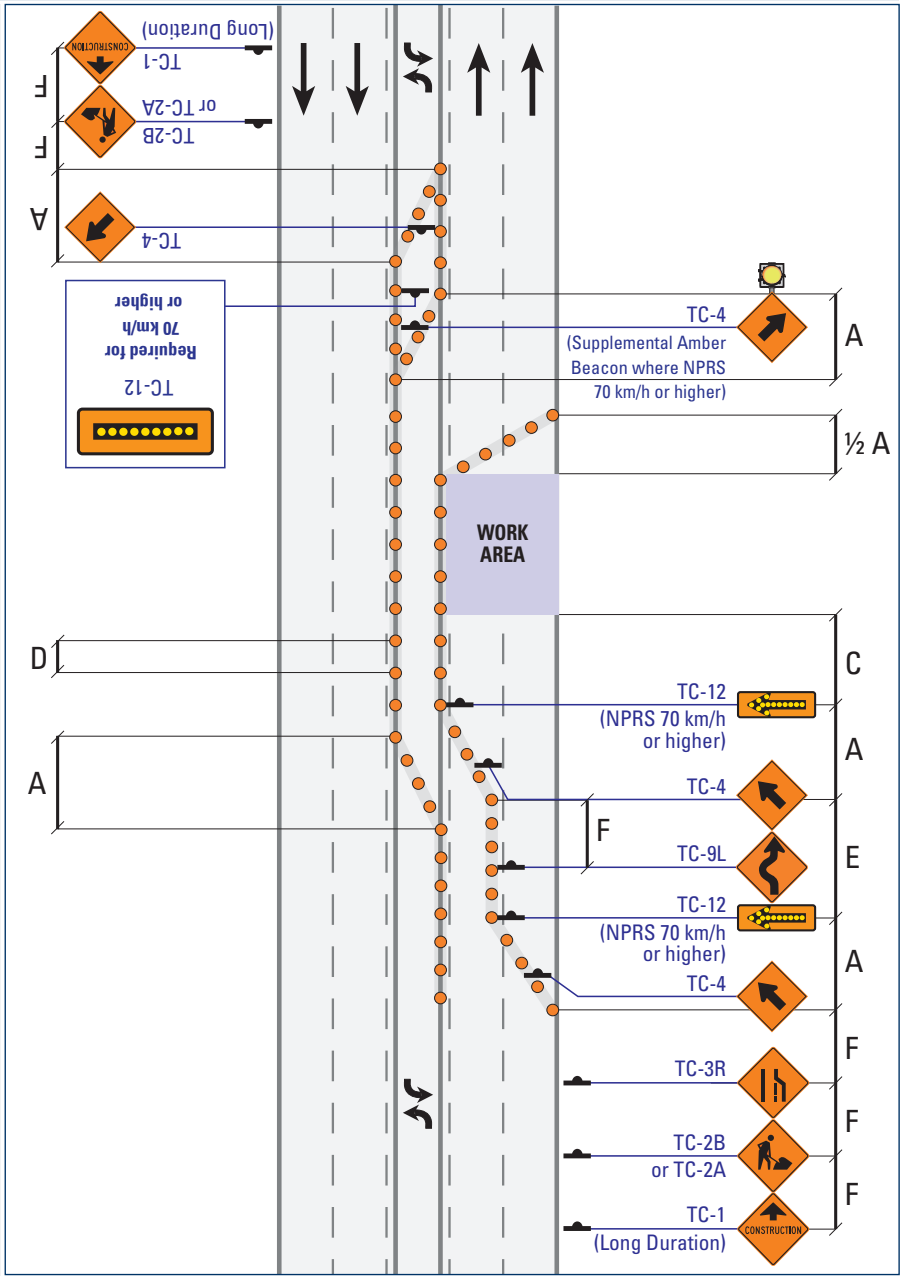
US-22 Five Lane Road: Two Through Lanes Closed

Multi-Lane Undivided | Mobile Operations | Intermittent | Very Short Duration | **Short Duration** | **Long Duration**

NOTES

i) For diversions, exceeding 1 km, use a TC-16 EL (ER) in place of the TC-9L (R) and add an additional TC-16 ER (EL) at the beginning of end Taper.

For further detail on Work Zone components, see Table B (Short/Long, pg. 241).



		Normal Posted Regulatory Speed (km/h)				
Label	Description	50	60	70	80	90
A	Taper Length for Full Lane Closure (m)	60	85	155	180	200
C	Longitudinal Buffer Area (LBA) (m)	(30)	(40)	50	60	75
D	Maximum Distance between Markers (m)	6	9	9	12	12
	Minimum Number of Markers for Taper	5	7	9	11	13
E	Minimum Tangent between Tapers (m)	60	85	155	180	200
F	Distance between Construction Signs (m)	50	90	120	140	150