CONSTRUCTION and MOBILITY MANAGEMENT GUIDELINES

for

Proposed

Multi-Storey Residential Tower

And 4 Storey Townhouses

1010 Downsview Drive,

Burlington, Ontario

Prepared for:

Coletara Development

Prepared by:

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

Project No. 22041

May 19, 2022

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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 8 storey residential building and 4 storey stacked townhomes. The project is situated at 1010 Downsview Dr, Burlington. The development is located on the North-West corner of Plains Road East and Downsview Drive. Plains Road East is classified as Multi-Purpose Arterial Road and Downsview Drive is classified as Local Road as per the City of Burlington Official Plan Schedule J Classification of Transportation Facilities. Existing residential abuts the property to the north, south and west and a proposed residential building to the east by the same developer.

The construction of proposed site will be completed in three (3) stages as below

Stage-1 Demolition and Removal of Existing Building for Site Development. Refer to Appendix A drawing CM1-1
Stage-2 Excavation, Construction of Underground Parking Structure. Refer to Appendix A drawing CM1-2
Stage-3 Excavation and Construction of the balance of the Underground Parking Structure and Construction of Buildings. Refer to Appendix A drawing CM1-3

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

- Traffic and pedestrian 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: Pest Control, Hydrogeological Investigation, Dewatering, Dust Mitigation, Shoring, including vibration analysis and post-condition inspections will be prepared and addressed by others and submitted under a separate cover if 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 sidewalk, boulevards, roadways, streetlights, etc. Once the project has been completed, all Town 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 Guidelines (CMMP) and Erosion & Sediment Control Plan prepared by Lanhack Consultants Inc. The site contractor must also remove all temporary protection measures at the end of construction mentioned in the Construction and Mobility Management Guidelines and the Erosion & Sediment Control Plans. This CMMP should not be used as the final Traffic Control Plan (TCP) for the actual works. If the applicant/contractor does not have OTM Book 7 qualifications, they should retain a third-party contractor to prepare the TCP for setup and takedown of any lane and/or sidewalk temporary warning /directional signage.

3.0 Vehicle and Pedestrian Movements

Vehicles movement on Plains Road East will not be interfered by construction activity. Plains Road East will continue to operate without any traffic disruption during the construction period except for servicing. Traffic movement on Downsview Drive will slightly interfered by WB-20 truck access and site servicing. See Appendix A drawings CM1-1, CM1-2, and CM1-3 for vehicular movement during the construction.

No sidewalks adjoining to Plains Road East and Downsview Drive will be required to be closed for pedestrians during the construction activity. Hence, safe pedestrian movement adjacent to construction site will be maintained throughout the construction period.

The Plains Road East has a Bike Lane as per the City of Burlington Cycling Master Plan. The Bike Lane movement on Plains Road East will not be interfered by construction vehicles or construction activities. Downsview Drive is not designated as a Bike Route as per the City of Burlington Cycling Master Plan.

4.0 Traffic and Pedestrian Control

Recognizing the importance of vehicle/cyclist and pedestrian traffic to the direct success and vitality of neighborhood businesses and the vehicular and pedestrian routing, drawings CM1-1, CM1-2, and CM1-3 prepared by Lanhack, denotes pedestrian, cyclist, and vehicular movement control measures during the approximate 36 months of construction.

Traffic Control: Motorist will be provided with adequate signage to ensure advance notice and will caution the operator of the upcoming development project and associated construction works. No road closures or lane closures will be anticipated on Plains Road East and Downsview Drive due to construction activity except for servicing.

Qualified traffic control person(s) (Book 7 Trained) with Stop-sign (TC-22) will control the vehicles on Downsview Drive during the construction Truck entry/exit operation as required.

Pedestrian Control: Maintaining pedestrian movement on Plains Road East and Downsview Drive is essential in maintaining the current balance in the surrounding neighbourhood. No sidewalk closures are anticipated on Plains Road East and Downsview Drive adjacent to proposed site. Pedestrian safety in proximity to construction work sites will be ensured by Qualified traffic control person(s) (OTM Book 7 Trained). The developer will construct a covered walkway on the sidewalk on Plains Road East and Downsview Drive if overhead safety becomes a concern.

Cyclist Control: All cyclists will continue to operate on the designated Bike Lane on Plains Road East through the construction zone. Qualified traffic control person(s) will ensure cyclist safety all the time during the construction. Downsview Drive is not designated as bike route as per the City of Burlington Cycling Master Plan. However, if any bicycle movement occurs on streets adjacent to site, proper safety measures will be taken by OTM Book 7 trained traffic control person(s).

5.0 Trade Parking

No parking will occur on the adjacent streets or boulevards by trades/labourers. Arrangements will be made for the trades/labourers to park at 355 Plains Road East (also owner by the developer) until the underground parking garage is operational. Labours will be encouraged to carpool to the site.
Summary of trade personnel as follows:

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

6.0 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. Structural details for the building foundation (including shoring plans) will be developed as part of the detailed design for the building and submitted to the City for approval. Please note that a preliminary shoring concept has been prepared by others and will be submitted under a separate cover.

7.0 Site Servicing

Site servicing on Downsview Drive and Plains Road East is required for the installation of the water and sewer services. Lane and sidewalk closures are expected on Downsview Drive and Plains Road East. Refer to Appendix B, drawings prepared by Lanhack Consultants for limit of saw-cut, removal, and restoration of asphalt/concrete on Downsview Drive and Plains Road East. The contractor will need to have Book 7 certified staff on-site during the installation of the services.

8.0 Tower Crane

The approximate location of tower crane is shown in Appendix A Drawing CM1-2 and CM1-3.

9.0 Site Drainage During Construction

Storm and ground water will be addressed by pumping the water to a suitable outlet approved by the City and Conservation Authority. Only clean water will be pumped from excavation. The contractor will need to construct a sump pit/tank to address sediment.

10.0 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 drawing (CM2-1.)

As detailed in the summary chart Table 1, much of the construction traffic will occur during the Excavation (Months 2 to 5) 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 5 to 25 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 of construction traffic will be seen during the Finishing Phase of the project (Months 12 to 36). 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 36	Tri-Axle Truck
Site Washrooms	3x Weekly	Months 1 to 36	Van – Mounted Pump
Construction Tools and Supplies	Daily	Months 1 to 36	Van
Document Couriers	3x Weekly	Months 1 to 36	Car
Mechanical and Electrical Supplies	Weekly	Months 4 to 36	5-ton Truck
Construction Schedule Related Traffic	3x Weekly		
Demolition Phase			
Demolition	Daily	Month 1	Tractor Trailer
Shoring Phase	Daily	Month 2 to 4	
Excavation	50 trips Daily	Months 2 to 5	Tri-Axle Dump Truck
Shoring	Daily	See Shoring Report	--
Structural Phase			

Description	Frequency	Timing	Method of Delivery
Formwork	2x Weekly	Month 5 to 20	Tractor Trailer
Concrete Supplies	2x Weekly	Month 5 to 20	Flat Bed Truck
Concrete Ready-mix Supply	15 loads daily	Month 5 to 20	Concrete Truck
Rebar and Rebar Accessories Supply	2 x month	Month 5 to 20	Tractor Trailer
Windows	Weekly	Month 13 to 30	Truck
Brick or Siding	2x Weekly	Month 13to 30	Flat Bed Truck
Roofing	Weekly	Month 21 to 25	Flat Bed Truck
Finishing Phase			
Interior Masonry	2x Weekly	Month 12 to 36	Flat Bed Truck
Wall Partitions (drywall)	2x Weekly	Month 13 to 36	Flat Bed Truck
Applied Finishes	2x daily	Month 15 to 36	Truck
Stone Flooring and tops	Weekly	Month 18 to 36	Truck
Misc. Metals	2x Weekly	Month 13 to 36	Truck

11.0 Hours of Operation

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

12.0 Existing Utilities

All utilities including existing light standards on Plains Road East and Downsview Dr will remain. Refer to Appendix A drawing CM1-1, CM1-2, and CM1-3.

13.0 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.

14.0 Waste Collection

No open waste storage will occur on site. All waste will be directly placed into bins which 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.

15.0 Queuing and Staging of Construction Vehicles

Excavation and underground parking construction will be done in three (3) phases. During the Stage-1 and Stage-2, Dump/WB-20 trucks and excavation equipment will be required to pull into the site using existing driveway through the construction Gate-1 and required to exit from the Gate-2 to the Downsview Drive as shown in Appendix A drawing CM1-1 and CM1-2.

During Stage-3, WB-20 tractor-semitrailer will be required to pull into the staging area in reverse motion from the Downsview Drive through the construction Gate-3. After unloading the construction material, truck will exit from the site to the Downsview Drive in forward motion through the Gate-3. During this entry/exit operation, qualified traffic control person(s) (OTM Book 7 trained) will control the pedestrian, cyclist, and vehicular traffic on Downsview Drive. All construction vehicles and equipment will be coordinated to ensure that there is no queuing on municipal roads except in the onsite staging area.

To analyze and confirm the accessibility of the proposed staging area and construction entrance, Vehicle Tracking tool is used to develop a vehicle turning path for WB-20 truck. As shown in drawing CM1-2 & CM1-3. It is confirmed that WB-20 can be staged in their designated staging areas using their designated construction gates.

16.0 Vehicle Wash Down and Dust Control

During the Construction Stages, Dump trucks/other construction vehicles will be using staging areas and will not leave the asphalted area within the site. Hence, construction site eliminates the requirement of Mud-Mat at construction exit locations. Silt sacks will be installed and maintained on all nearby storm catch basins/manholes to prevent any debris from entering the City's sanitary or storm or combined sewers. Concrete trucks will be equipped with self-cleaning chutes to negate the need for on-site concrete wash down.

17.0 Site Setup

Sanitary Facilities: Sanitary facilities will initially be available at South-East corner of the site during the Stage-1 demolition as shown in Appendix A drawing CM1-1 and CM1-2. During Stage-2 and 3, sanitary facilities will be moved to the East near construction Gate-3 as shown in Appendix A drawing CM1-3. Additional sanitary units will be added as required per ministry guidelines.

Site Offices: There will be a site construction office located at 355 Plains Road East site (owned by the developer) to 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: Generally, material storage for all phases of construction will be received and stored on-site only. Storage containers will be located onsite shown in Appendix A drawing CM1-2 and CM1-3. As the project advances, materials will be off-loaded on to the superstructure. Flammable and combustible materials will be identified, protected, and stored in designated "compounds" as prescribed by the Ministry of Labour and TSSA guidelines. Unloading and temporary storage will only occur within the approved staging area. There will not be any stockpiling of any earth material onsite.

Perimeter Construction Fencing: The perimeter construction fencing to be used as per ministry guidelines or as required. The construction fencing limit will be remain same for all construction stages except for location of construction gates. See Appendix A drawing CM1-1, CM1-2 and CM1-3 plan for fencing limits.

18.0 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
Cell Number: TBD
Email Address: TBD

Contact #2:
Contact Name: TBD
Cell Number: TBD
Email Address: TBD

Note: *Should the Site Superintendent change during construction,* Coletara Development *will assign a new contact name(s) and phone number(s).*

19.0 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, 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
- Communication with Corridor Management is required prior to the distributing any notices or contact to the Ward Councilor, public, etc.

On-site emergency protocols:

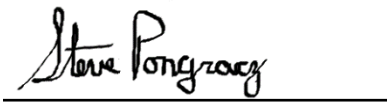
- Reporting the emergency to the required chain of command (emergency contacts)
- Establishing communication and alerting all parties involved
- Ordering evacuation, if necessary

- 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.

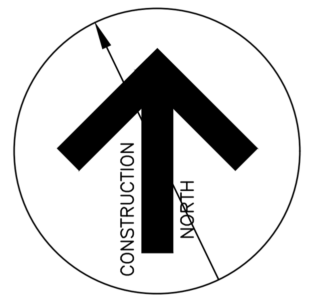
Respectfully submitted,



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

Appendix A: Construction and Mobility Management Plan(s)

LEGEND



Symbol	Description
(solid arrow)	TRUCK MOVEMENT ARROW
(outline arrow)	TRAFFIC MOVEMENT ARROW
(— x — x —)	PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY–DUTY SILT FENCE AS PER OPSD 219.130
(X)	EXISTING TREE/SHRUB TO BE REMOVED
TC 1	CONSTRUCTION AHEAD SIGN ROAD WORK SIGN
TC 31	TRUCK ENTRANCE SIGN

APPROX.	APPROXIMATE
HP	HYDRO POLE
CB	CATCH BASIN
DCB	DOUBLE CATCH BASIN
FH	FIRE HYDRANT
EX.	EXISTING
BMH	BELL MANHOLE
HMH	HYDRO MANHOLE
MH	SANITARY MANHOLE
MHS	STORM MANHOLE
MH	MANHOLE
LS	LIGHT STANDARD
TL	TRAFFIC LIGHT
UP	UTILITY POLE
EJB	ELECTRICAL JUNCTION BOX
PM	PARKING METER
PROP.	PROPOSED
COMB.	COMBINED USED

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 30 MONTHS.
2. DELIVERY OF CONSTRUCTION MATERIAL WILL BE SCHEDULED TO MINIMIZE TRAFFIC DISRUPTION.
3. 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. ROAD CLOSURES ARE NOT ANTICIPATED EXCEPT FOR SERVICING.
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. LABOURS WILL BE ENCOURAGED TO CARPOOL TO 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 ADJACENT SIDEWALK TO BE KEPT FREE FROM BUILDING MATERIALS AND 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. ALL LOADING AND UNLOADING OF MATERIALS & EQUIPMENT WILL OCCUR WITHIN THE PROPOSED STAGING AREA. STAGING AREA AS NOTED ON THE PLAN.
13. NO STAGING OF TRUCKS WILL OCCUR WITHIN THE MUNICIPAL ROAD ALLOWANCE.
14. FIRE HYDRANTS ARE TO BE ACCESSIBLE TO THE FIRE DEPARTMENT AT ALL TIMES.
15. THIS CONSTRUCTION MANAGEMENT PLAN (CMP) HAS BEEN PREPARED AS A GENERAL GUIDELINE FOR ITEMS SUCH AS LOCATING THE STAGING AREA, WASHROOMS, SITE TRAILER, TOWER CRANE, 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.
16. 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.
17. THE DEVELOPER/CONTRACTOR WILL INSTALL THE COVERED HOARDING IF OVERHEAD SAFETY BECOMES A CONCERN. CONTRACTOR TO ENSURE THERE ARE NO PEDESTRIANS ON THE SIDEWALK DURING OVERHEAD WORKS.
18. THE CONSTRUCTION OF PROPOSED SITE WILL BE COMPLETED IN THREE (3) STAGES AS BELOW.

    STAGE–1: DEMOLITION AND REMOVAL OF EXISTING BUILDING FOR SITE DEVELOPMENT.
    STAGE–2: EXCAVATION AND CONSTRUCTION OF UNDERGROUND PARKING STRUCTURE.
    STAGE–3: EXCAVATION AND CONSTRUCTION OF UNDERGROUND PARKING STRUCTURE FOR REMAINING AREA AND CONSTRUCTION OF BUILDINGS.

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 AND EXCAVATION PHASE
    - 15 TRADES PERSONS DURING FOUNDATION AND FRAMING PHASE, AND
    - 40 TRADES PERSONS DURING FINISHING PHASE
4. DEMOLITION AND EXCAVATION PHASE WILL TAKE APPROXIMATELY 5 MONTHS TO COMPLETE. THE DISPOSAL SITE FOR THE EXCAVATION MATERIAL HAS NOT YET BEEN DETERMINED, THE CONTRACTOR WILL ADVISE THE TOWN OF DISPOSAL SITE ONCE CONFIRMED. DUMP TRUCKS TO EXIT SITE BY ASSISTANCE OF TRAFFIC CONTROL PERSON (BOOK 7 TRAINED) ONTO THE DOWNSVIEW DR.
5. ALL TRUCKS, IF REQUIRED, TO BE WASHED DOWN PRIOR TO EXITING THE SITE.
6. ALL CONCRETE TRUCKS AND OTHER CONSTRUCTION VEHICLES WILL BE REQUIRED TO PULLED INTO THE STAGING AREA TO UNLOAD THE CONSTRUCTION MATERIAL WITHIN THE SITE.
7. THE MAIN STRUCTURE WILL TAKE APPROXIMATELY 20 MONTHS TO CONSTRUCT. THE FINISHING PHASE WILL TAKE APPROXIMATELY 11 MONTHS TO COMPLETE.
8. SIDEWALK, CURBS, AND BOULEVARD RESTORATION TO BE REINSTALLED ONCE THE MAJORITY OF CONSTRUCTION HAS BEEN COMPLETED.

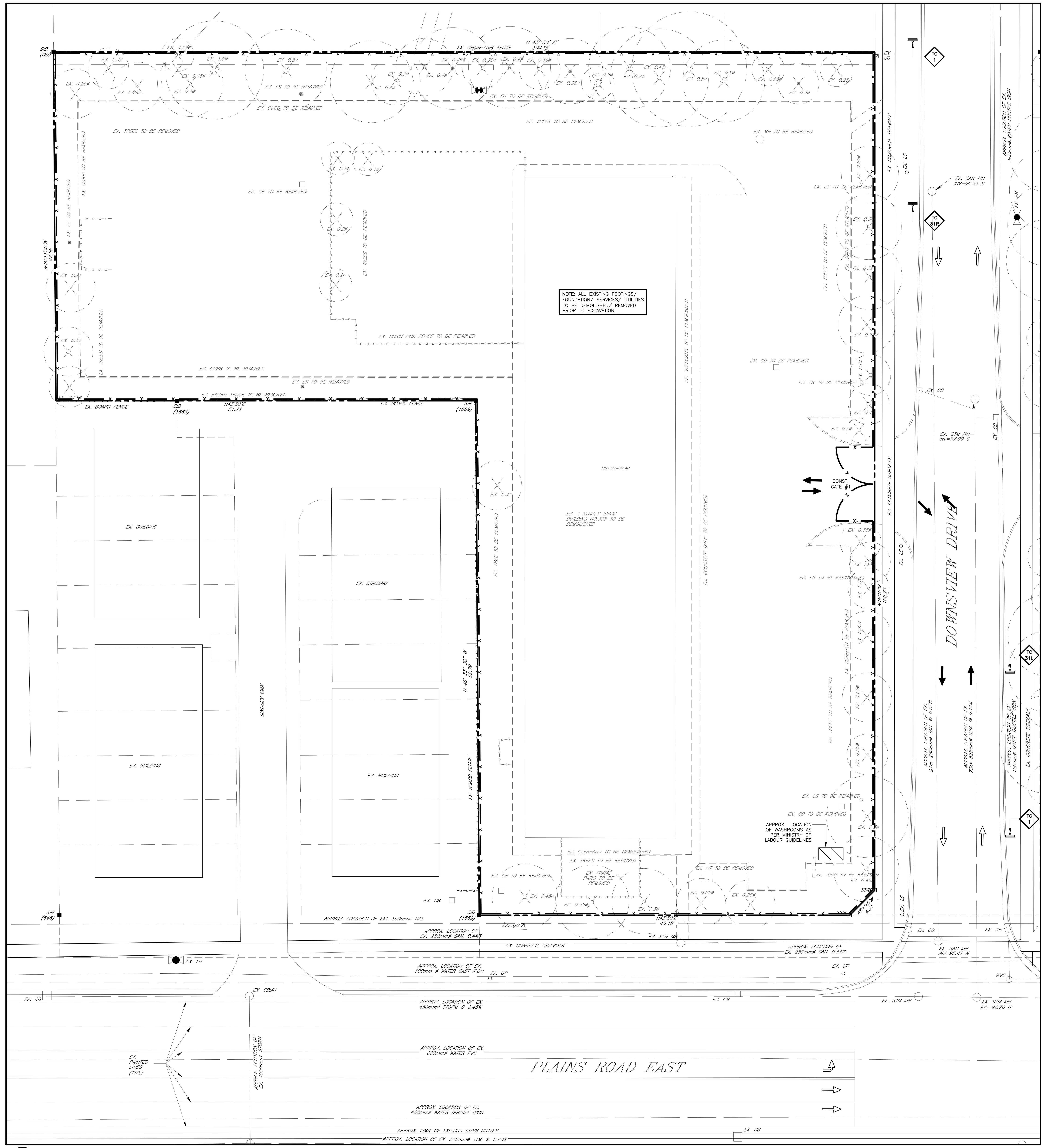
PUBLIC COMMUNICATION:

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

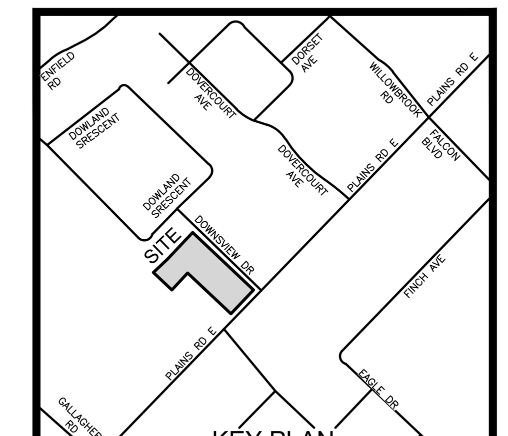
WEBSITE REFERENCE:
HTTPS://WWW.CCOHS.CA/OSHANSWERS/HSPROGRAMS/PLANNING.HTML

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.



1 / CM1-1 **Stage-1 Demolition and Removal of Existing Building for Site Developement**

1:250



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 B.A. JACOBS SURVEYING LTD., JOB NO – 13s86–T(NB), DATED – DECEMBER 03, 2013

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)

A	ISSUED FOR ZBA APPLICATION	05/19/22
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

Proposed Residential Development

1010 DOWNSVIEW DRIVE
BURLINGTON, ON

Date:	May 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	N.T.S

Stage-1

Demolition Plan

Project No.:	Drawing No.:	Rev.:
22041	CM1-1	A

Plot Date: 05/19/22
M:\2022\22041 – 335 Plains Road, Coletara\CM1\ 22041 _CM01_Construction Management Plan.dwg

LEGEND

- TRUCK MOVEMENT ARROW
- TRAFFIC MOVEMENT ARROW
- PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY-DUTY SILT FENCE AS PER OPSD 219.130
- HATCH DENOTES APPROX. EXTENT OF SHORING FOR UNDERGROUND PARKING CONSTRUCTION
- HATCH DENOTES APPROX. EXTENT OF EXISTING SIDEWALK/BOULEVARD/CURB & GUTTER TO BE REMOVED AS REQUIRED FOR CONSTRUCTION VEHICLE ACCESS
- TC 1 — CONSTRUCTION AHEAD SIGN / ROAD WORK SIGN
- TC 317 — TRUCK ENTRANCE SIGN

APPROX.	APPROXIMATE
HP	HYDRO POLE
CB	CATCH BASIN
DCB	DOUBLE CATCH BASIN
FH	FIRE HYDRANT
EX.	EXISTING
BMH	BELL MANHOLE
HMH	HYDRO MANHOLE
MH	SANITARY MANHOLE
MHS	STORM MANHOLE
MH	MANHOLE
LS	LIGHT STANDARD
TL	TRAFFIC LIGHT
UP	UTILITY POLE
EJB	ELECTRICAL JUNCTION BOX
PM	PARKING METER
PROP.	PROPOSED
COMB.	COMBINED USED

CONSTRUCTION
EARTH

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 30 MONTHS.
2. DELIVERY OF CONSTRUCTION MATERIAL WILL BE SCHEDULED TO MINIMIZE TRAFFIC DISRUPTION.
3. 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. ROAD CLOSURES ARE NOT ANTICIPATED EXCEPT FOR SERVICING.
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. LABOURS WILL BE ENCOURAGED TO CARPOOL TO 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 ADJACENT SIDEWALK TO BE KEPT FREE FROM BUILDING MATERIALS AND 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. ALL LOADING AND UNLOADING OF MATERIALS & EQUIPMENT WILL OCCUR WITHIN THE PROPOSED STAGING AREA. STAGING AREA AS NOTED ON THE PLAN.
13. NO STAGING OF TRUCKS WILL OCCUR WITHIN THE MUNICIPAL ROAD ALLOWANCE.
14. FIRE HYDRANTS ARE TO BE ACCESSIBLE TO THE FIRE DEPARTMENT AT ALL TIMES.
15. THIS CONSTRUCTION MANAGEMENT PLAN (CMP) HAS BEEN PREPARED AS A GENERAL GUIDELINE FOR ITEMS SUCH AS LOCATING THE STAGING AREA, WASHROOMS, SITE TRAILER, TOWER CRANE, 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.
16. 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.
17. THE DEVELOPER/CONTRACTOR WILL INSTALL THE COVERED HOARDING IF OVERHEAD SAFETY BECOMES A CONCERN. CONTRACTOR TO ENSURE THERE ARE NO PEDESTRIANS ON THE SIDEWALK DURING OVERHEAD WORKS.
18. THE CONSTRUCTION OF PROPOSED SITE WILL BE COMPLETED IN THREE (3) STAGES AS BELOW.

STAGE-1: DEMOLITION AND REMOVAL OF EXISTING BUILDING FOR SITE DEVELOPMENT.
STAGE-2: EXCAVATION AND CONSTRUCTION OF UNDERGROUND PARKING STRUCTURE.
STAGE-3: EXCAVATION AND CONSTRUCTION OF UNDERGROUND PARKING STRUCTURE FOR REMAINING AREA AND CONSTRUCTION OF BUILDINGS.

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 AND EXCAVATION PHASE
   - 15 TRADES PERSONS DURING FOUNDATION AND FRAMING PHASE, AND
   - 40 TRADES PERSONS DURING FINISHING PHASE
4. DEMOLITION AND EXCAVATION PHASE WILL TAKE APPROXIMATELY 5 MONTHS TO COMPLETE. THE DISPOSAL SITE FOR THE EXCAVATION MATERIAL HAS NOT YET BEEN DETERMINED, THE CONTRACTOR WILL ADVISE THE TOWN OF DISPOSAL SITE ONCE CONFIRMED. DUMP TRUCKS TO EXIT SITE BY ASSISTANCE OF TRAFFIC CONTROL PERSON (BOOK 7 TRAINED) ONTO THE DOWNSVIEW DR.
5. ALL TRUCKS, IF REQUIRED, TO BE WASHED DOWN PRIOR TO EXITING THE SITE.
6. ALL CONCRETE TRUCKS AND OTHER CONSTRUCTION VEHICLES WILL BE REQUIRED TO PULLED INTO THE STAGING AREA TO UNLOAD THE CONSTRUCTION MATERIAL WITHIN THE SITE.
7. THE MAIN STRUCTURE WILL TAKE APPROXIMATELY 20 MONTHS TO CONSTRUCT. THE FINISHING PHASE WILL TAKE APPROXIMATELY 11 MONTHS TO COMPLETE.
8. SIDEWALK, CURBS, AND BOULEVARD RESTORATION TO BE REINSTALLED ONCE THE MAJORITY OF CONSTRUCTION HAS BEEN COMPLETED.

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:

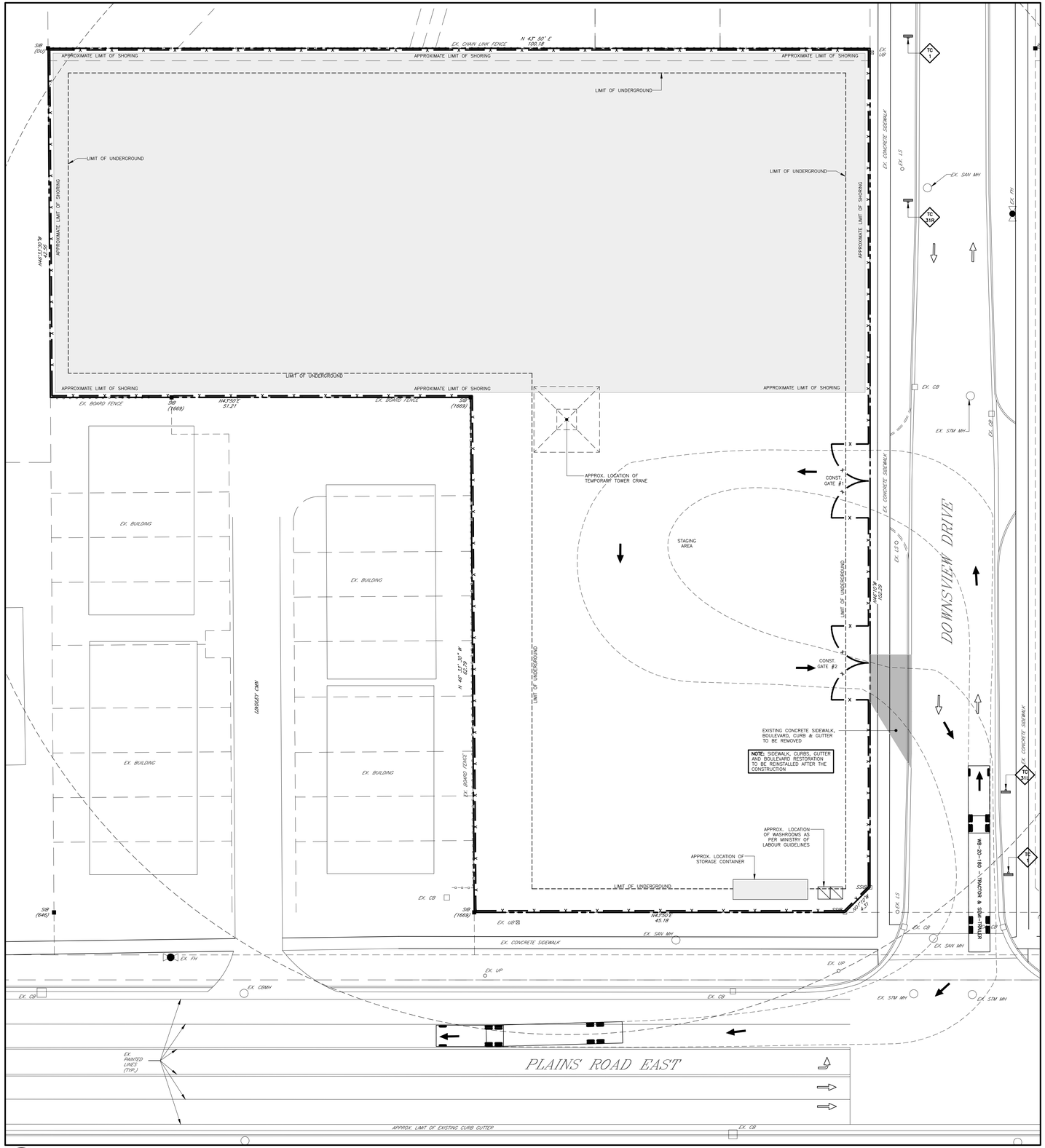
- 48-HOUR NOTICE SHALL BE PROVIDED TO ADJACENT PROPERTIES SHOULD ANY CONSTRUCTION OPERATIONS PRODUCE IMPACTS BEYOND THE NORMAL DAY-TO-DAY OPERATIONS OF THE SITE
- A PRE-CONSTRUCTION NOTICE SHALL BE SENT OUT TO ADJACENT PROPERTIES AND ALONG THE CONSTRUCTION ACCESS ROUTES
- SIGNS AROUND THE SITE SHALL 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

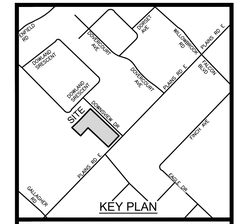
WEBSITE REFERENCE:
HTTPS://WWW.CCOHS.CA/OSHANSWERS/HSPROGRAMS/PLANNING.HTML

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.



1 / CM1-2 — Stage - 2 Excavation and Construction of Underground Parking - Construction and Mobility Management Plan

1:250



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 B.A. JACOBS SURVEYING LTD., JOB NO – 13s86-T(NB), DATED – DECEMBER 03, 2013

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)
A	ISSUED FOR ZBA APPLICATION	05/19/22

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

Proposed Residential Development

1010 DOWNSVIEW DRIVE
BURLINGTON, ON

Date:	May 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	N.T.S

Stage-2

Excavation and Construction

Project No.:	Drawing No.:	Rev.:
22041	CM1-2	A

Plot Date: 05/19/22
M:\2022\22041 – 335 Plains Road, Caletara\CM\22041 _CM01_Construction Management Plan.dwg

LEGEND

- TRUCK MOVEMENT ARROW (EXITING FROM THE SITE)
- TRUCK MOVEMENT ARROW (ENTERING TO THE SITE)
- TRAFFIC MOVEMENT ARROW
- PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY-DUTY SILT FENCE AS PER OPSD 219.130
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- HATCH DENOTES APPROX. EXTENT OF EXISTING SIDEWALK/BOULEVARD/CURB & GUTTER TO BE REMOVED AS REQUIRED FOR CONSTRUCTION VEHICLE ACCESS
- TC 4 — CONSTRUCTION AHEAD SIGN ROAD WORK SIGN
- TC 31 — TRUCK ENTRANCE SIGN
- FP — APPROXIMATE LOCATION OF FLAG PERSON WITH STOP SIGN (OTM BOOK 7 TRAINED)

APPROX.	APPROXIMATE
HP	HYDRO POLE
CB	CATCH BASIN
DCB	DOUBLE CATCH BASIN
FH	FIRE HYDRANT
EX.	EXISTING
BMH	BELL MANHOLE
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MH	SANITARY MANHOLE
MHS	STORM MANHOLE
MH	MANHOLE
LS	LIGHT STANDARD
TL	TRAFFIC LIGHT
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PROP.	PROPOSED
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CONSTRUCTION NORTH

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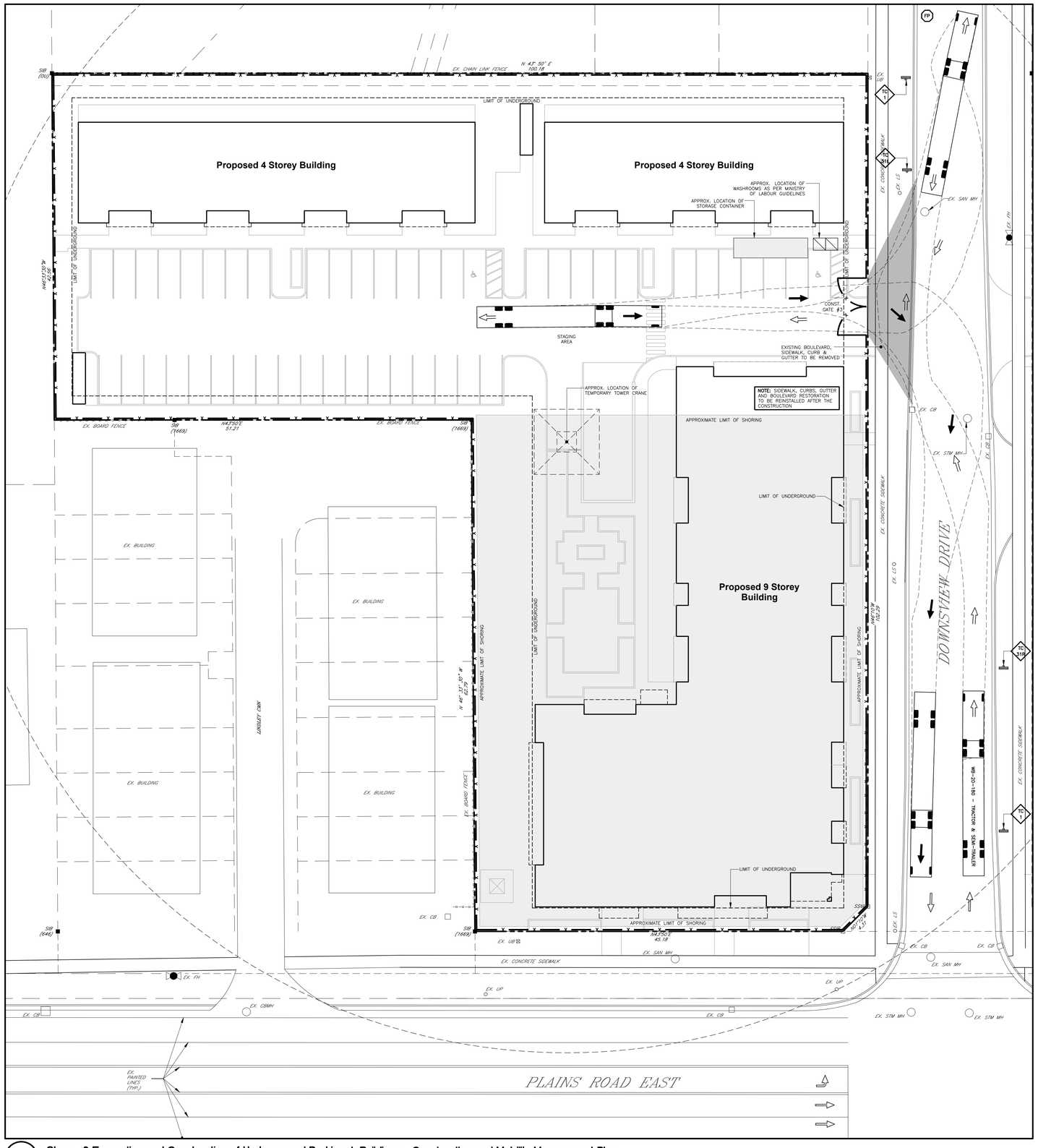
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- INFORM THE WARD COUNCILOR, PUBLIC TRANSIT, BUSINESS COMMUNITY AND RESIDENTS OF THE START OF THE CONSTRUCTION

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- ESTABLISHING COMMUNICATION AND ALERTING ALL PARTIES INVOLVED
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- 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

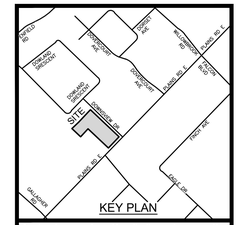
WEBSITE REFERENCE:
HTTPS://WWW.CCOHS.CA/OSHANSWERS/HSPROGRAMS/PLANNING.HTML

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1 CM1-3 — Stage -3 Excavation and Construction of Underground Parking + Buildings - Construction and Mobility Management Plan

1:250



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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Revision Record

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A	ISSUED FOR ZBA APPLICATION	05/19/22

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

Proposed Residential Development

1010 DOWNSVIEW DRIVE
BURLINGTON, ON

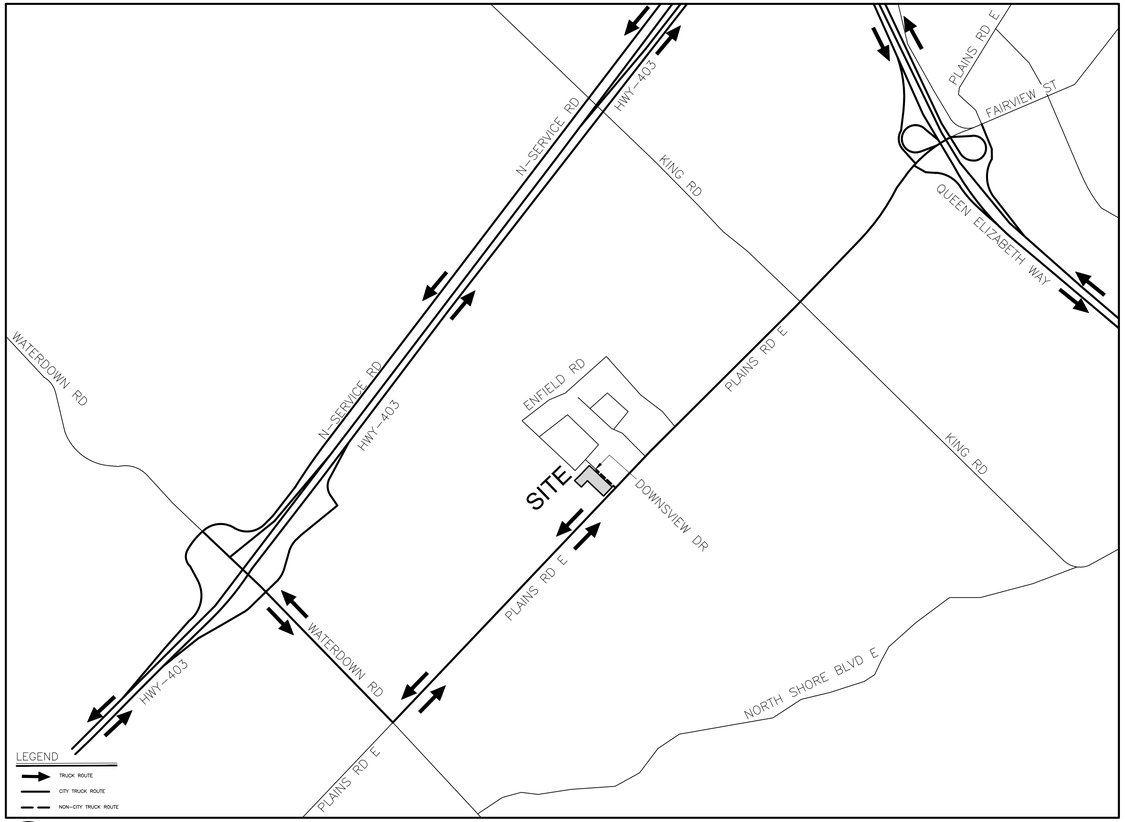
Date:	May 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	N.T.S

Stage-3

Excavation and Construction

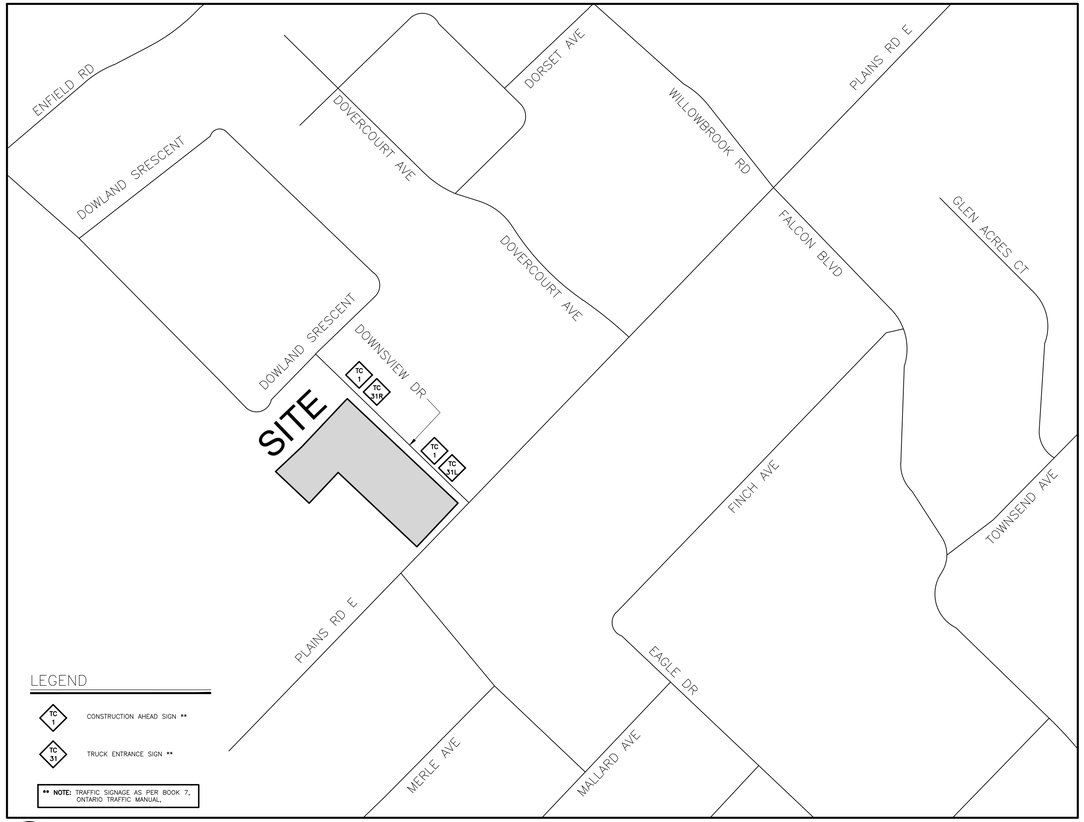
Project No.:	Drawing No.:	Rev.:
22041	CM1-3	A

Plot Date: 05/19/22
M:\2022\22041 – 335 Plains Road, Oakville\CM1\22041 _CM01_Construction Management Plan.dwg



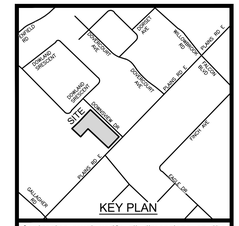
1 CM2-1 **Construction Truck Route Map**

N.T.S



2 CM2-1 **Construction Signage Map**

N.T.S



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No.	Description	Date (m/d/y)

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

Proposed Residential Development

1010 DOWNSVIEW DRIVE
BURLINGTON, ON

Date:	May 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	N.T.S

Construction Truck Route and Signage Map

Project No.:	Drawing No.:	Rev.:
22041	CM2-1	A

Plot Date: 05/19/22
M:\2022\22041 – 335 Plains Road, Caledaro\Cad\22041 _CM01_Construction Management Plan.dwg

Appendix B: Drawing(s) Prepared by Lanhack Consultants

LEGEND

XXX.XX	EXISTING GRADE	R#	NUMBER OF RISERS
(XXX.XX)	PROPOSED GRADE	AD	AREA DRAIN
EX(XXX.XX)	PROPOSED GRADE = EXISTING GRADE	CB	CATCH BASIN
FFE=(XXX.XX)	PROPOSED FINISHED FLOOR ELEVATION	C/L	CENTERLINE
(XXX.XX)TW	PROPOSED TOP OF WALL GRADE	DAD	DOUBLE AREA DRAIN
(XXX.XX)BW	PROPOSED BOTTOM OF WALL GRADE	DI	DITCH INLET
(XXX.XX)TW/TC	PROPOSED TOP OF WALL/ TOP OF CURB	EX.	EXISTING
	MAN DOOR ENTRANCE	FH	FIRE HYDRANT
	PROPOSED SHEET FLOW DIRECTION	GW(S)	GUY WIRE(S)
	EXISTING SHEET FLOW DIRECTION	HP	HYDRO POLE
	DIRECTION OF OVERLAND DRAINAGE	LS	LIGHT STANDARD
	PROPOSED HEAVY DUTY SILT FENCE AS PER OPSD 219.130	MH	MANHOLE
	PROPOSED SILT SAC AS PER **DETAIL 2/C1-1**	PED	PEDESTAL
DS	DRAINAGE SPLIT	T/G	TOP OF GRATE
		WMH	WATER MANHOLE

CONSTRUCTION NORTH

GENERAL GRADING NOTES:

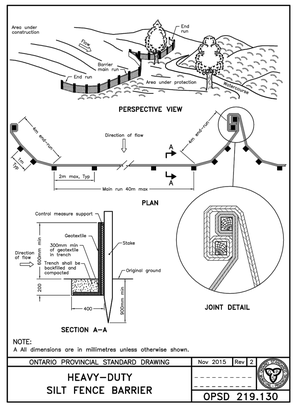
1. GRADING ON ADJACENT LANDS NOT OWNED BY THE DEVELOPER: THE DEVELOPER IS REQUIRED TO OBTAIN PERMISSION TO CARRY OUT THE GRADING ON THE ADJACENT LANDS. IF SUCH PERMISSION TO GRADE ON THE LANDS ADJACENT TO THE SITE IS NOT OBTAINED BY THE DEVELOPER, OR IF PERMISSION IN WITHDRAWN PRIOR TO CARRYING OUT THE GRADING, THE DEVELOPER IS REQUIRED TO REVISE THE GRADING PLAN, AS REQUIRED, AND RESUBMIT THE PLAN TO THE CITY FOR APPROVAL.
2. ANY CHANGES IN GRADES AND/OR CATCH BASINS, REQUIRES THE APPROVAL OF THE DIRECTOR DEVELOPMENT DIVISION, PLANNING AND DEVELOPMENT DEPARTMENT FROM THE CITY OF BURLINGTON.
3. ALL DRIVEWAYS FROM PROPERTY LINES FOR THE FIRST 7.5m SHALL BE WITHIN 5% MAXIMUM GRADE, THEREAFTER, ALL DRIVEWAYS SHALL BE WITHIN 8% MAXIMUM GRADES.
4. THE APPROVAL OF THIS GRADING PLAN DOES NOT EXEMPT THE OWNER'S BONDED CONTRACTOR FROM THE REQUIREMENTS TO OBTAIN THE VARIOUS PERMITS/APPROVALS NORMALLY REQUIRED TO COMPLETE A CONSTRUCTION PROJECT, SUCH AS, BUT NOT LIMITED TO THE FOLLOWING:
   - ROAD CUT PERMITS — SERVICING PERMITS
   - APPROACH APPROVAL PERMITS — RELOCATION SERVICES
   - COMMITTEE OF ADJUSTMENT — ENCROACHMENT AGREEMENTS (IF REQUIRED)
5. ALL OTHER GENERAL GRADING DETAILS AND PROCEDURES ARE TO FOLLOW THE CITY OF BURLINGTON DESIGN GUIDELINES. ALL PLANS ARE TO BE READ IN CONJUNCTION WITH THE CITY OF BURLINGTON AND HALTON REGION SPECIFICATIONS AND STANDARD DRAWINGS.

BEFORE STARTING WORK

1. THE CONTRACTOR SHALL NOTIFY THE CITY OF BURLINGTON, REGION OF HALTON, CONSERVATION HALTON AND LANHACK CONSULTANTS INC. AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.
2. 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.
3. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, ALL BENCHMARKS, ELEVATIONS, DIMENSIONS, AND GRADES MUST BE CHECKED BY THE CONTRACTOR AND ANY DISCREPANCIES REPORTED TO THE ENGINEER.
4. ALL EXISTING UNDERGROUND UTILITIES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE LOCATED, MARKED AND PROTECTED. ANY UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
5. AT LEAST TWO DIFFERENT BENCHMARKS MUST BE REFERRED TO AT ALL TIMES.
6. 72 HOURS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR IS TO LOCATE, EXPOSE AND VERIFY INVERTS OF EXISTING SEWERS AT CONNECTION POINTS. SHOULD THE CONTRACTOR PROCEED WITHOUT COMPLETING THESE LOCATES, EXTRA COSTS RESULTING FROM DELAYS AND STANDBY TIME WILL NOT BE CONSIDERED.

SILTATION AND EROSION CONTROL

1. SILTATION CONTROL BARRIERS SHALL BE PLACED AS SHOWN.
2. ALL SILTATION CONTROL MEASURES SHALL BE CLEANED AND MAINTAINED AFTER EACH RAINFALL AS DIRECTED AND TO THE SATISFACTION OF THE CITY OF BURLINGTON.
3. ADDITIONAL SILT CONTROL LOCATIONS MAY BE REQUIRED AS DETERMINED BY THE CITY OF BURLINGTON.
4. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL SILT CONTROL DEVICES.



NOTE:
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev. 2
HEAVY-DUTY SILT FENCE BARRIER		OPSD 219.130

PAVEMENT STRUCTURE

PAVEMENT STRUCTURE LAYER (COMPACTION RATE)	ASPHALT PAVING
HL-3 SURFACE COURSE ASPHALT (97% MARSHALL)	40mm
HL-8 BINDER COURSE ASPHALT (97% MARSHALL)	65mm
GRANULAR 'A' BASE COURSE (100% SPMDD)	150mm
GRANULAR SUB-BASE 50mm CRUSHER-RUN LIMESTONE (100% SPMDD)	350mm
TOTAL THICKNESS	605mm

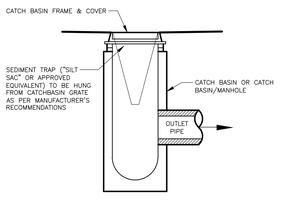
NOTE: – PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER.
– SPMDD DENOTES STANDARD PROCTOR MAXIMUM DRY DENSITY, ASTM-D698
– REFER TO SITE PLAN ONLY FOR LIMITS AND TYPE OF MATERIAL FOR ALL SURFACE WORKS

PRIOR TO CONSTRUCTION

NOTE: a) CONTRACTOR TO INSTALL SILT SAC'S ON ALL EX. CB'S WHERE SHOWN. SILT SAC'S ON PROPOSED INFRASTRUCTURE TO BE INSTALLED IMMEDIATELY WITH INSTALLATION OF FRAME AND GRATE.

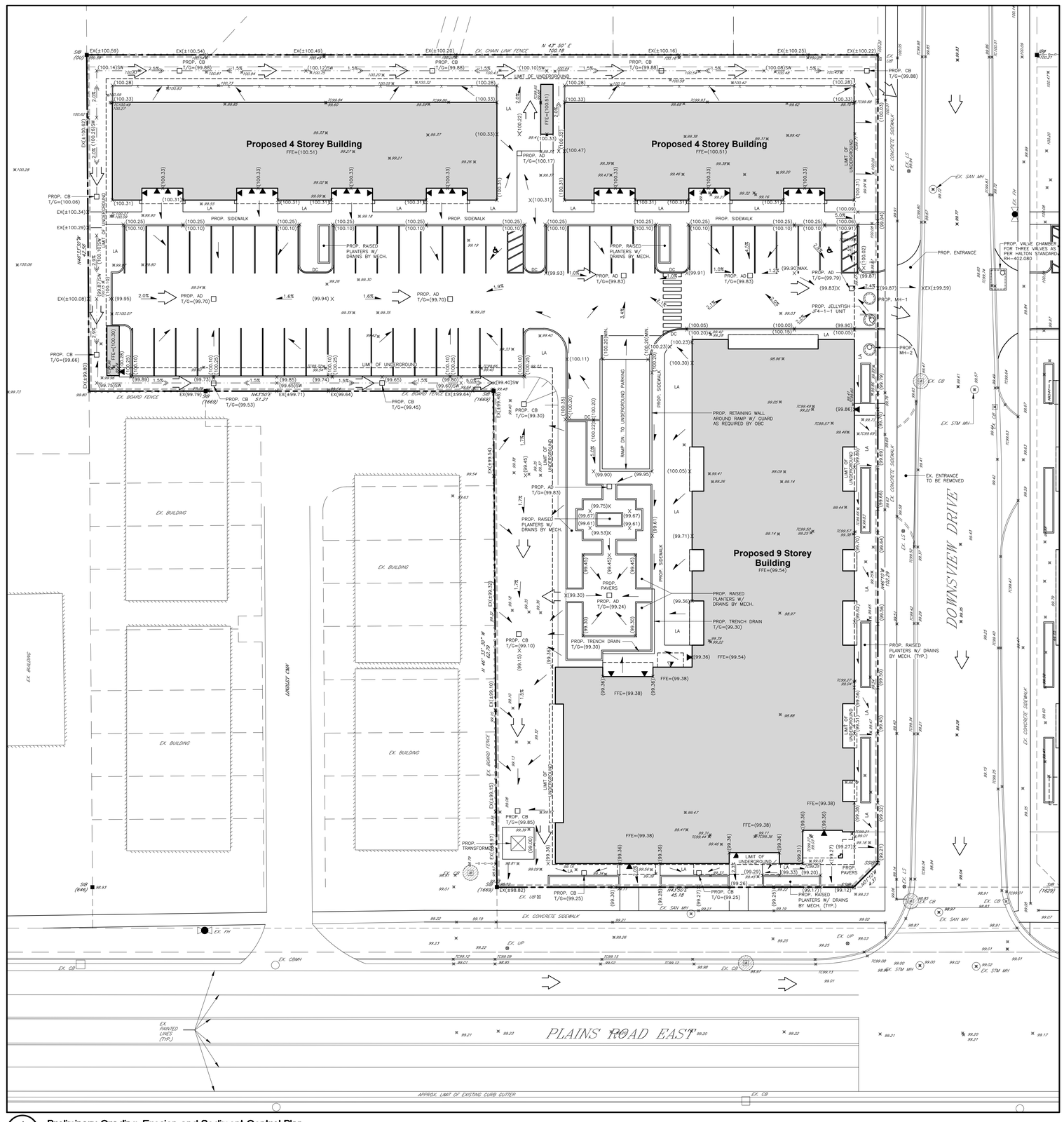
b) SILT SAC'S SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND EMPTIED FOLLOWING EVERY RAINFALL EVENT, IF REQ'D.

c) CONTRACTOR SHALL REMOVE SILT SAC'S FOLLOWING PLACEMENT OF BASE ASPHALT ONLY.



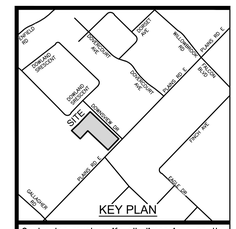
2 C1-1 **Silt Sac Sediment Control Detail**

N.T.S.



1 C1-1 **Preliminary Grading, Erosion and Sediment Control Plan**

1 : 250



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 B.A. JACOBS SURVEYING LTD., JOB NO. 13s86-T, DATED DECEMBER 3, 2013.
– EXISTING SEWER STRUCTURE INVERTS FROM CITY ARCHIVED DRAWINGS AND TO BE CONFIRMED AT SITE PLAN STAGE

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Revision Record

No.	Description	Date (m/d/y)
A	ISSUED FOR ZBA APPLICATION	05/19/22

Issue Record

No.	Description	Date (m/d/y)



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

Proposed Residential Development

1010 DOWNSVIEW DRIVE
BURLINGTON, ON

Date:	MAY 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	AS NOTED

Preliminary Grading, Erosion and Sediment Control Plan

Project No.:	Drawing No.:	Rev.:
22041	C1-1	A

Plot Date: 05/19/22
M:\2022\22041 – 335 Plains Road, Colaton\CWP\22041_C01 – Grading and Servicing Plan.dwg

LEGEND

ST	EXISTING STORM SEWER	AD	AREA DRAIN
ST	PROPOSED STORM SEWER	CB	CATCH BASIN
		C/L	CENTERLINE
S	EXISTING SANITARY SEWER	DAD	DOUBLE AREA DRAIN
S	PROPOSED SANITARY SEWER	DI	DITCH INLET
		EX.	EXISTING
W	EXISTING WATERMAIN	FH	FIRE HYDRANT
W	PROPOSED WATERMAIN	GW(S)	GUY WIRE(S)
		HP	HYDRO POLE
M	WATER METER	LS	LIGHT STANDARD
		MH	MANHOLE
B	BACK FLOW PREVENTER	PED	PEDESTAL
		SAN	SANITARY
		STM	STORM
		T/G	TOP OF GRATE
		WMH	WATER MANHOLE
		WV	WATER VALVE

CONSTRUCTION NORTH

GENERAL SERVICING NOTES:

1. ALL SERVICES TO BE INSTALLED AS PER CITY OF BURLINGTON CAPITAL WORKS DOCUMENTS AND DRAWINGS SPECIFICATIONS (LATEST EDITION) AND MINISTRY OF THE ENVIRONMENT GUIDELINES (LATEST EDITION).
2. MINIMUM HORIZONTAL SEPARATION BETWEEN WATER SERVICES AND SEWERS SHALL BE 2.5m MEASURED FROM THE CLOSEST PIPE EDGE TO CLOSEST PIPE EDGE. VERTICAL SEPARATION BETWEEN WATERMAINS AND SEWERS WHICH CROSS MUST BE 0.5m BETWEEN THE OUTSIDE OF THE WATERMAIN AND THE OUTSIDE OF THE SEWER, WITH THE LENGTH OF THE WATER PIPE BEING CENTERED AT THE POINT OF CROSSING SUCH THAT JOINTS IN THE WATERMAIN WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE SEWER, CROSSING PERPENDICULAR IF POSSIBLE.
3. ALL WATER SERVICES TO BE INSTALLED WITH A MINIMUM OF 1.7m COVER. SEWERS TO BE INSTALLED WITH A MINIMUM COVER OF 2.20m AT THE PROPERTY LINE BELOW THE FINAL ROAD GRADE OR AT SUCH HIGHER ELEVATION ONLY AS MAY BE NECESSITATED BY THE LEVEL OF THE MAIN SEWER. ON PRIVATE PROPERTY THE MINIMUM COVER IS TO BE NO LESS THAN 1.2m.
4. ALL RESTORATIONS AND RECONSTRUCTIONS SHALL BE TO COMPLETED TO MATCH EXISTING CONDITIONS OR BETTER AND ARE TO BE PERFORMED TO THE SATISFACTION OF THE ENGINEER AND THE CITY OF BURLINGTON.
5. APPROVAL OF THIS DRAWING IS FOR MATERIAL ACCEPTABILITY AND COMPLIANCE WITH MUNICIPAL AND PROVINCIAL SPECIFICATIONS AND STANDARDS ONLY. APPROVAL AND INSPECTION BY THE CITY OF THE WORKS DOES NOT CERTIFY THE LINE AND GRADE OF THE WORKS AND IT IS THE OWNER'S RESPONSIBILITY TO HAVE THEIR ENGINEER CERTIFY THIS ACCORDINGLY.
6. ALL SERVICE LATERALS TO TERMINATE MINIMUM 1.0m FROM FACE OF BUILDING.
7. MUNICIPAL APPROVAL OF THESE DRAWINGS IS FOR MATERIAL AND COMPLIANCE WITH CITY OF BURLINGTON AND PROVINCIAL SPECIFICATIONS AND STANDARDS ONLY. APPROVAL AND INSPECTION OF THE WORKS BY THE CITY OF BURLINGTON STAFF DOES NOT CERTIFY THE LINE AND GRADE OF THE WORKS NOR RELIEVE THE CONTRACTOR OF CERTIFICATION OF ALL WORKS BY THE OWNER'S ENGINEER.
8. ALTERNATE MATERIALS MAY BE ACCEPTABLE PROVIDED WRITTEN APPROVAL HAS FIRST BEEN OBTAINED FROM THE CITY OF BURLINGTON AND REGION AND THE ENGINEER.
9. INSPECTION BY THE OWNER'S ENGINEER IS FOR CERTIFICATION AND GENERAL CONFORMANCE PURPOSES AND DOES NOT CERTIFY LINE AND GRADE OR IMPLY AN ASSURANCE OF QUALITY CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THE INSTALLATION OF THE WORKS TO PROPER LINE, GRADE AND QUALITY TO CURRENT INDUSTRY STANDARDS.
10. NO BLASTING WILL BE PERMITTED.
11. CONTRACTOR TO PROVIDE AS CONSTRUCTION PLANS FOR GRADING AND SERVICING.

BEFORE STARTING WORK

1. THE CONTRACTOR SHALL NOTIFY THE CITY OF BURLINGTON, REGION, CONSERVATION HALTON AND LANHACK CONSULTANTS INC. AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.
2. 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.
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4. ALL EXISTING UNDERGROUND UTILITIES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE LOCATED, MARKED AND PROTECTED. ANY UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
5. AT LEAST TWO DIFFERENT BENCHMARKS MUST BE REFERRED TO AT ALL TIMES.
6. 72 HOURS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR IS TO LOCATE, EXPOSE AND VERIFY INVERTS OF EXISTING SEWERS AT CONNECTION POINTS. SHOULD THE CONTRACTOR PROCEED WITHOUT COMPLETING THESE LOCATES, EXTRA COSTS RESULTING FROM DELAYS AND STANDBY TIME WILL NOT BE CONSIDERED.

WATERMAINS / SERVICES

1. CONSTRUCTION OF PRIVATE WATER SERVICES SHALL BE IN ACCORDANCE WITH REGION OF HALTON AND ONTARIO PROVINCIAL STANDARDS & SPECIFICATIONS.
2. MINIMUM COVER OVER WATERMAIN TO BE 1.7m
3. BEDDING AS PER O.P.S.D. 802.030 OR O.P.S.D. 802.031, CLASS B, MIN 150mm DEEP GRANULAR 'A' AT 98% S.P.D.D. EXCAVATED MATERIAL TO BE TAKEN OFF SITE AND NOT USED FOR BACKFILL OR BEDDING. BACKFILL TO BE GRANULAR 'A' AT 98%SPD.
4. WATER SERVICE TO BE 150mm & 200mm, CLASS 150, DR-18 P.V.C.
5. MAXIMUM ALLOWABLE JOINT DEFLECTION FOR WATERMAINS SHALL BE 50% OF THE MANUFACTURER'S SPECIFICATIONS. JOINT DEFLECTION SHALL BE AVOIDED AND BENDS SHALL BE INCORPORATED INSTEAD. PIPE BARREL BENDING/DEFLECTION SHALL NOT BE ALLOWED.
6. WATERMAINS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 0.5m WHERE THE WATERMAIN PASSES UNDER/OVER THE SEWER/STORM AND HORIZONTAL SEPARATION OF 2.5m BETWEEN ANY SEWER OR MANHOLE.
7. ONLY MECHANICAL RESTRAINTS MAY BE USED.
8. WATER SERVICE CONNECTIONS TO BE AS PER RH 409.01.
9. WATER SERVICE CONNECTIONS TO PROPERTY LINE CURB STOP AND SERVICE BOX REQUIRE THE INSTALLATION OF STAINLESS STEEL RODS AND BRASS COTTER PINS.
10. GATE VALVES CONFORMING TO A.W.W.A C500 STANDARDS ARE REQUIRED ON WATERMAINS 300mm AND UNDER. LINE GATE VALVES SHALL HAVE AUGER OF SCREW TYPE VALVE BOXED.
11. AT CATCH BASINS AND MANHOLES PROVIDE 75mm EXTRUDED POLYSTYRENE INSULATION STYRA FOAM M1-40 FOR WATERMAIN.
12. FOLLOW A.W.W.A. C651-99 WATER QUALITY STANDARDS.
13. ALL METALLIC WATERMAINS, FITTINGS, HYDRANTS AND RESTRAINERS TO HAVE CATHODIC PROTECTION IN ACCORDANCE WITH REGION OF HALTON STANDARD DRAWINGS RH 420.01 AND RH 420.02.
14. ALL SACRIFICIAL ANODES SHALL CONFORM TO ASTM B-418 TYPE II AND SHALL B MADE OF HIGH GRADE ELECTROLYTIC ZINC, 99.99% PURE.
15. FOR ALL ANODES CONNECTED TO NEW PIPE, FITTINGS OR TO EXISTING METALLIC WATERMAINS, A CADWELDER AND CA-15 OR EQUIVALENT CARTRIDGE SHALL BE USED. ANODE INSTALLATION SHALL BE PERFORMED IN ACCORDANCE WITH THE MANUFACTURERS' INSTRUCTIONS.
16. ALL WELD CONNECTIONS TO BE COATED WITH "TC MASTIC" OR APPROVED EQUIVALENT.
17. TRACER WIRE IS TO BE INSTALLED ON ALL NEW INSTALLATIONS OF PVC WATERMAIN PIPE FOR COATING PURPOSES. A SOLID 10 GAUGE T.W.U. COPPER TRACER WIRE SHALL BE INSTALLED ALONG THE TOP OF THE PIPE, STRAPPED TO THE PIPE AT 4 METRE INTERVALS. TRACER WIRE IS TO BE BROUGHT UP OUTSIDE THE VALVE BOX TO THE TOP OF THE BOX THEN IN THROUGH THE HOLE AS PER HALTON STANDARD DRAWING RH 400.04 OR 400.05. THE INSPECTOR MAY TEST THE TRACING WIRE FOR CONDUCTIVITY. IF THE TRACING WIRE IS NOT CONTINUOUS FROM VALVE TO VALVE, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REPLACE/REPAIR THE WIRE.
18. OPERATION OF EXISTING WATERMAINS SHALL BE BY REGION OF HALTON STAFF ONLY.
19. WATERMAIN TO BE PVC CLASS 150 (DR18), BEDDING, BACKFILL AND COVER MATERIAL TO BE GRANULAR 'A' COMPACTED TO 95% S.P.D.D. IN ACCORDANCE WITH O.P.S.D. 1102.01 CLASS "B". SELECT NATIVE MATERIAL COMPACTED TO 95% S.P.D.D. MAY BE USED FOR COVER MATERIAL UNDER LANDSCAPE AREAS ONLY. GATE VALVES TO OPEN LEFT WITH 500mm SQUARE STANDARD A.W.W.A. OPERATING NUT AND TO BE FROM MANUFACTURERS APPROVED BY THE REGION. THRUST BLOCKS TO BE IN ACCORDANCE WITH THE O.P.S.D. 1003.01 AND O.P.S.D. 1103.020. PIPE FOR ALL SERVICE CONNECTIONS UP TO 50mm DIA. SHALL BE SOFT COPPER TUBING.
20. ALL PLUGS, CAPS, TEES AND BENDS SHALL BE MECHANICALLY RESTRAINED AS PER MANUFACTURES SPECIFICATIONS. RESTRAINTS SHALL MEET UNI-B13-92.
21. ALL WATER CUSTOMERS SUPPLIED BY THE WATERMAIN TO BE SHUT DOWN SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS IN ADVANCE OF THE SHUT DOWN AS PER REGION OF HALTON SPECIFICATIONS. NOTIFICATION SHALL TAKE PLACE UNDER THE ENGINEER'S DIRECTION.

SANITARY SEWERS

1. CONSTRUCTION OF PRIVATE DRAINS SHALL BE IN ACCORDANCE WITH REGION OF HALTON AND ONTARIO PROVINCIAL STANDARDS & SPECIFICATIONS.
2. ALL SANITARY SEWERS TO BE PVC SDR35 IN ACCORDANCE WITH CSA-B182.2, ASTM D-2779 AND ASTM D-3034 OR LATEST REVISIONS AND NEW HALTON LINEAR DESIGN STANDARDS 2014, RUBBER GASKET. ALL SANITARY LATERALS TO HAVE A MINIMUM SLOPE OF 2 PERCENT FROM BUILDING TO MAIN. SHARED LATERALS ARE NO LONGER PERMITTED. SANITARY LATERALS FOR SINGLE SERVICES ARE TO BE 125mm PVC SDR28.
3. SANITARY MANHOLES AS PER O.P.S.D. 701.010 UNLESS NOTED, WITH FRAME AND COVERS AS PER O.P.S.D. 401.01, TYPE"A", UNLESS NOTED.
4. THE BENCHING SHALL BE TO THE OBVERT OF THE PIPE, CONCRETE PIPE SHALL BE CONCRETE SUPPORTED TO THE FIRST JOINT AND FOR FLEXIBLE PIPE PROVIDE JOINT 600mm FROM MANHOLE WALL OR APPROVED WATERTIGHT PIPE CONNECTOR IN MANHOLE OPENING, IN LIEU OF CONCRETE CRADLE.
5. FRAME AND COVER AS PER O.P.S.D. 401.010, SANITARY CLOSED (TYPE A),
6. BEDDING AS PER REGIONAL MUNICIPALITY OF HALTON DRAWING RH302.01 AND RH302.02. EXCAVATED MATERIAL TO BE TAKEN OFF SITE AND NOT USED FOR BACKFILL OR BEDDING. BACKFILL TO BE GRANULAR 'A' AT 98% S.P.D.D.
7. EXISTING SEWER INVERTS TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.
8. SAFETY PLATFORMS IN DEEP MANHOLES ARE NOT PERMITTED IN HALTON REGION.
9. SANITARY MANHOLES ARE TO BE PRE-BENCHED TO THE OBVERT OF THE PIPE.
10. SANITARY MANHOLE COVERS ARE TO BE STAMPED "DANGER" & "SANITARY".
11. MANHOLE DROPS GREATER THAN 0.6m SHALL HAVE DROP PIPE AS PER O.P.S.D.-1003.010.
12. WASTEWATER MAINS ARE NOT PERMITTED TO ACCEPT ANY STORM DRAINAGE INCLUDING FOUNDATION, ROOF DRAINAGE AND WEEPING TILE CONNECTIONS.

STORM SEWERS

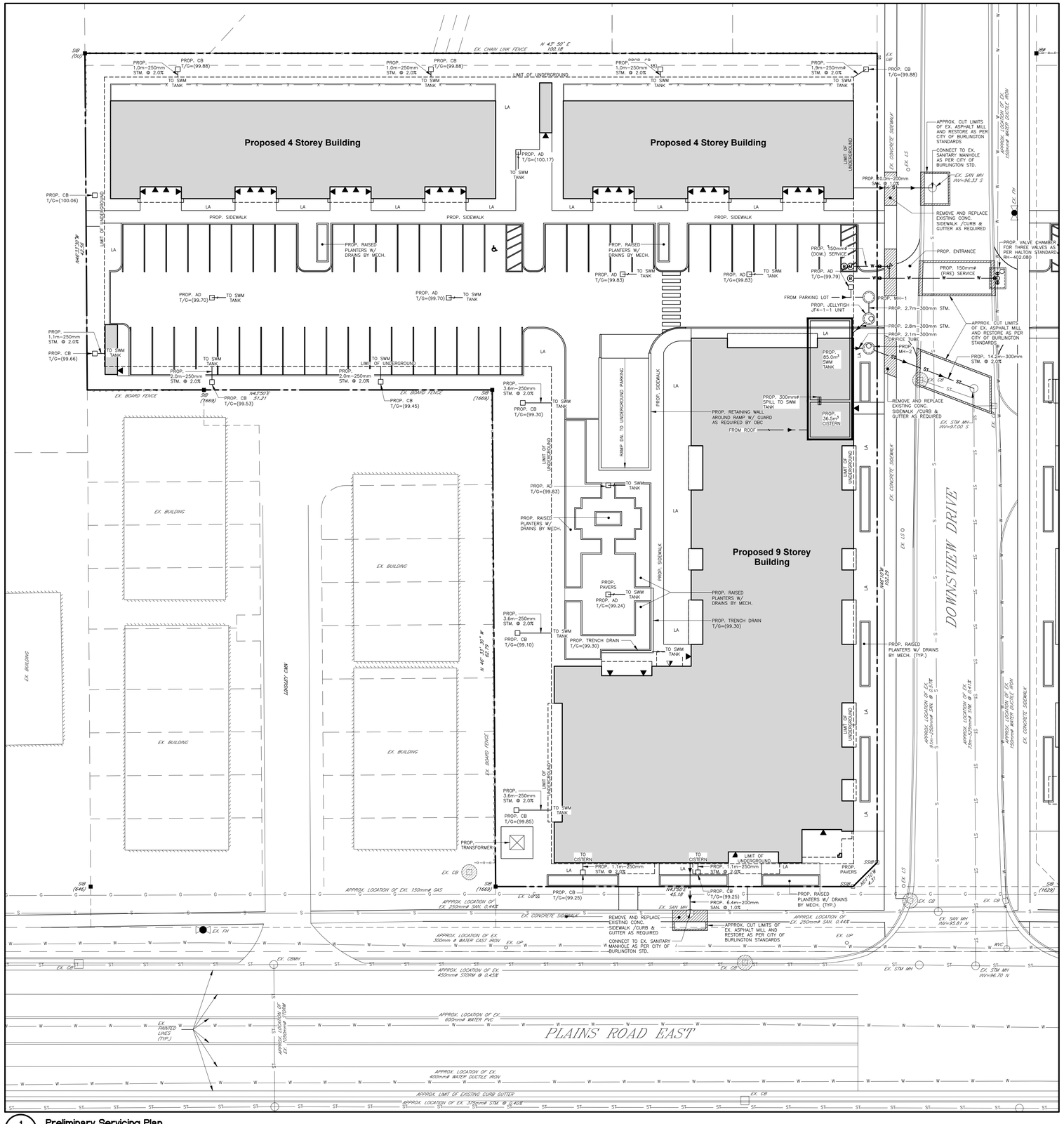
1. ALL STORM SEWERS TO BE PVC SDR35. BEDDING, BACKFILL AND COVER MATERIAL GRANULAR 'A' COMPACTED TO 95% STANDARD PROCTOR DENSITY (SPD) IN ACCORDANCE WITH OPSD 802.04. NATIVE MATERIAL COMPACTED TO 95% SPDD MAY BE USED FOR COVER MATERIAL UNDER LANDSCAPED AREAS ONLY, PLACED IN MAXIMUM 200mm LIFT THICKNESSES WITHIN 3% OF THE OPTIMUM MOISTURE CONTENT.
2. ALL STORM MANHOLES TO BE AS PER (OPSD) NOTED IN THE SEWER INVERT CHART, WITH FRAMES AND GRATES STAMPED "DANGER" AND "STORM" AS PER OPSD 401.010, TYPE A.
3. CATCHBASINS SHALL BE IN ACCORDANCE WITH OPSD 705.010. CATCHBASIN MANHOLES SHALL BE IN ACCORDANCE WITH OPSD 701.010 AND 701.030 UNLESS OTHERWISE SPECIFIED. CATCHBASINS LOCATED WITHIN LANDSCAPED AREAS ARE TO BE SUMPLESS. FRAME AND COVER FOR CATCHBASINS AND CATCHBASIN MANHOLES SHALL BE AS PER OPSD 400.100 AND PER CITY OF BURLINGTON STANDARD DRAWING S-176.
4. DOUBLE CATCHBASINS SHALL BE IN ACCORDANCE WITH OPSD 705.020. DOUBLE CATCHBASIN MANHOLES SHALL BE IN ACCORDANCE WITH OPSD 703.021. FRAMES AND COVERS TO BE AS PER OPSD 400.110 AND CITY OF BURLINGTON STD. S-176. LEADS TO BE PVC SDR 35.
5. ALL SEWERS TO BE VIDEO INSPECTED.
6. ALL SEWERS TO BE FLUSHED PRIOR TO VIDEO INSPECTION.
7. ALL PVC SEWERS (SANITARY AND STORM) ARE TO BE TESTED FOR DEFLECTION (MANDREL PASSAGE) AFTER INSTALLATION. PRIOR TO ASSUMPTION BY THE CITY, PIPE DEFLECTION TESTING SHALL BE REPEATED.

ROAD WORKS

1. APPROVED FILL, FREE OF DELETERIOUS AND ORGANIC MATERIAL AND BOULDERS SHALL BE COMPACTED TO A DRY DENSITY NOT LESS THAN 95% THAN THE STANDARD PROCTOR DENSITY. AFTER COMPACTION, SOIL DENSITY TESTS SHALL BE CONDUCTED TO ENSURE ADEQUATE COMPACTION AND STABILITY OF THE FILL AND TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER.
2. SUBGRADE TO BE PROOF ROLLED PRIOR TO PLACEMENT OF SUB BASE. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED WITH SELECT FILL OR GRANULAR 'B' AND COMPACTED TO 98% SPD.
3. ASPHALTIC CONCRETE TO BE COMPACTED TO 97% MARSHALL DENSITY.
4. BOULEVARDS TO BE SODDED WITH #1 NURSERY SOD ON A MINIMUM 100mm OF SELECT TOPSOIL.
5. MANHOLE FRAMES AND COVERS AND WATER VALVE BOXES SHALL BE SET FLUSH WITH BASE COURSE ASPHALT AND ADJUSTED TO FINAL GRADE AFTER INSTALLATION OF SURFACE ASPHALT AS PER CITY OF BURLINGTON STANDARD DRAWINGS S-130.
6. ROAD TRENCH EXCAVATION TO BE PER CITY STANDARD S-114-B

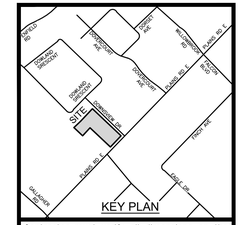
RESTORATIONS

1. ALL TRENCH EXCAVATIONS WITHIN EXISTING ROAD ALLOWANCES IF REQUIRED SHALL BE BACKFILLED AS PER CITY OF BURLINGTON STANDARD DRAWING S-114 AND S-114A.
2. DAMAGED CURB, GUTTER AND SIDEWALK TO BE REPLACED WITH 30MPa CONCRETE TO EXISTING CONDITIONS OR BETTER.



1 C2-1 **Preliminary Servicing Plan**

1 : 250



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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No.	Description	Date (m/d/y)
A	ISSUED FOR ZBA APPLICATION	05/19/22

Issue Record

No.	Description	Date (m/d/y)

LICENSED PROFESSIONAL ENGINEER J. D. LAMARRE May 2, 2013 PROVINCE OF ONTARIO

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

Proposed Residential Development

1010 DOWNSVIEW DRIVE
BURLINGTON, ON

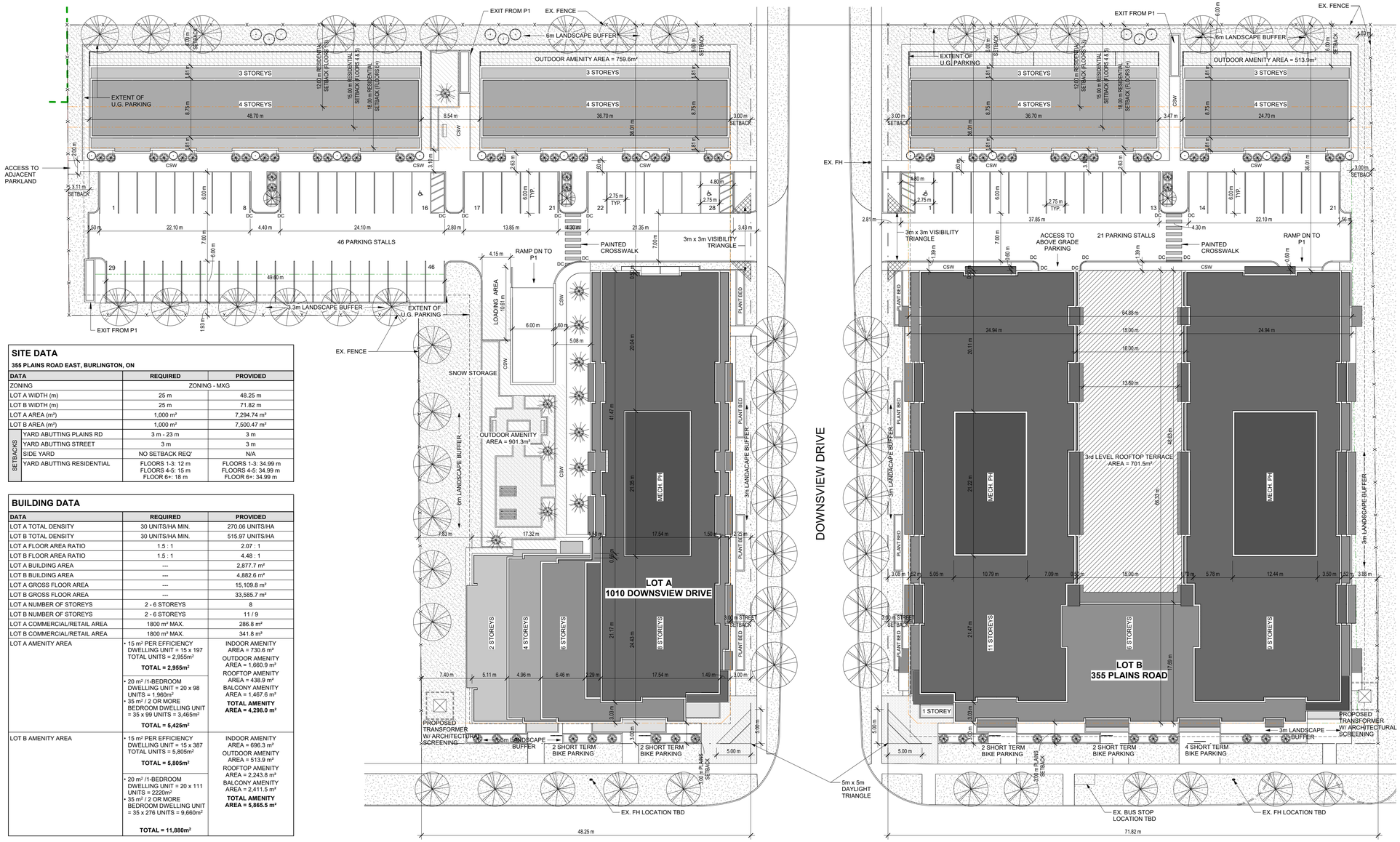
Date:	MAY 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	1 : 250

Preliminary Servicing Plan

Project No.:	Drawing No.:	Rev.:
22041	C2-1	A

Plot Date: 05/19/22
M:\2022\22041 – 1010 Plains Road, Caledon\Civil\22041_C01 – Grading and Servicing Plan.dwg

Appendix C: Site Plan Prepared by SRM Architects Inc.



SITE DATA

355 PLAINS ROAD EAST, BURLINGTON, ON

DATA		REQUIRED	PROVIDED
ZONING		ZONING - MXG	
LOT A WIDTH (m)		25 m	48.25 m
LOT B WIDTH (m)		25 m	71.82 m
LOT A AREA (m²)		1,000 m²	7,294.74 m²
LOT B AREA (m²)		1,000 m²	7,500.47 m²
SETBACKS	YARD ABUTTING PLAINS RD	3 m - 23 m	3 m
	YARD ABUTTING STREET	3 m	3 m
	SIDE YARD	NO SETBACK REQ'	N/A
	YARD ABUTTING RESIDENTIAL	FLOORS 1-3: 12 m FLOORS 4-5: 15 m FLOOR 6+: 18 m	FLOORS 1-3: 34.99 m FLOORS 4-5: 34.99 m FLOOR 6+: 34.99 m

BUILDING DATA

DATA	REQUIRED	PROVIDED
LOT A TOTAL DENSITY	30 UNITS/HA MIN.	270.06 UNITS/HA
LOT B TOTAL DENSITY	30 UNITS/HA MIN.	515.97 UNITS/HA
LOT A FLOOR AREA RATIO	1.5 : 1	2.07 : 1
LOT B FLOOR AREA RATIO	1.5 : 1	4.48 : 1
LOT A BUILDING AREA	---	2,877.7 m²
LOT B BUILDING AREA	---	4,882.6 m²
LOT A GROSS FLOOR AREA	---	15,109.8 m²
LOT B GROSS FLOOR AREA	---	33,585.7 m²
LOT A NUMBER OF STOREYS	2 - 6 STOREYS	8
LOT B NUMBER OF STOREYS	2 - 6 STOREYS	11 / 9
LOT A COMMERCIAL/RETAIL AREA	1800 m² MAX.	286.8 m²
LOT B COMMERCIAL/RETAIL AREA	1800 m² MAX.	341.8 m²
LOT A AMENITY AREA	• 15 m² PER EFFICIENCY DWELLING UNIT = 15 x 197 TOTAL UNITS = 2,955m² **TOTAL = 2,955m²** • 20 m² /1-BEDROOM DWELLING UNIT = 20 x 98 UNITS = 1,960m² • 35 m² / 2 OR MORE BEDROOM DWELLING UNIT = 35 x 99 UNITS = 3,465m² **TOTAL = 5,425m²**	INDOOR AMENITY AREA = 730.6 m² OUTDOOR AMENITY AREA = 1,660.9 m² ROOFTOP AMENITY AREA = 438.9 m² BALCONY AMENITY AREA = 1,467.6 m² **TOTAL AMENITY AREA = 4,298.0 m²**
LOT B AMENITY AREA	• 15 m² PER EFFICIENCY DWELLING UNIT = 15 x 387 TOTAL UNITS = 5,805m² **TOTAL = 5,805m²** • 20 m² /1-BEDROOM DWELLING UNIT = 20 x 111 UNITS = 2220m² • 35 m² / 2 OR MORE BEDROOM DWELLING UNIT = 35 x 276 UNITS = 9,660m² **TOTAL = 11,880m²**	INDOOR AMENITY AREA = 696.3 m² OUTDOOR AMENITY AREA = 513.9 m² ROOFTOP AMENITY AREA = 2,243.8 m² BALCONY AMENITY AREA = 2,411.5 m² **TOTAL AMENITY AREA = 5,865.5 m²**

UNIT DATA

DATA	REQUIRED	PROVIDED
BUILDING A UNIT COUNT	X	141
BUILDING B UNIT COUNT	X	347
TOWNHOUSE UNIT COUNT - SITE A	X	56
TOWNHOUSE UNIT COUNT - SITE B	X	40
TOTAL UNIT COUNT	X	584

UNIT BREAKDOWN

DATA	REQUIRED	PROVIDED
BUILDING A 1 BED UNITS	X	98
BUILDING A 2 BED UNITS	X	43
BUILDING A TOTAL UNITS	X	**141**
BUILDING B 1 BED UNITS	X	111
BUILDING B 2 BED UNITS	X	236
BUILDING B TOTAL UNITS	X	**347**
TOWNHOUSE UNIT COUNT - SITE A	X	56
TOWNHOUSE UNIT COUNT - SITE B	X	40
TOTAL UNIT COUNT		**584**

LANDSCAPING DATA

DATA	REQUIRED	PROVIDED
BUFFER ABUTTING STREET	3 m	3 m
BUFFER BUTTING RESIDENTIAL	6 m	6 m

VEHICLE PARKING DATA

DATA	REQUIRED	PROVIDED
RESIDENTIAL PARKING - BLDG A	1.25 / 197 units = 246	247 (+1)
B.F. PARKING (INCLD.)	3% = 7	8
RESIDENTIAL PARKING - BLDG B	1.25 / 387 units = 484	477 (48 TANDEM INCLD.)
B.F. PARKING (INCLD.)	3% = 14	15
COMMERCIAL PARKING - BLDG A	3.5 x 4.40 = 15	15
COMMERCIAL PARKING - BLDG B	3.5 x 3.42 = 12	12
TOTAL	757	751 (-6)

BICYCLE PARKING DATA

DATA	REQUIRED	PROVIDED
LOT A SHORT TERM BICYCLE PARKING	0.X / units	21
LOT B SHORT TERM BICYCLE PARKING	0.X / units	31
LOT A COMM. BICYCLE PARKING	2/units + 1/1000m² = 4 + 0	4
LOT B COMM. BICYCLE PARKING	2/units + 1/1000m² = 8 + 0	8
	TOTAL	64

1 SITE PLAN
1 : 300

Project North

True North

GENERAL NOTES

1. **DO NOT SCALE DRAWINGS**. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
2. ALL WORK SHALL COMPLY WITH THE 2012 ONTARIO BUILDING CODE AND AMENDMENTS.
3. CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
4. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. ALL DOCUMENTS REMAIN THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE, MODIFICATION, AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE CONTRACT DOCUMENTS WERE PREPARED BY THE CONSULTANT FOR THE ACCOUNT OF THE OWNER.
6. THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO HIM AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE ON/OR DECISIONS TO BE MADE BASED ON THEM ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.
7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No: 22008
Project Date:
Drawn by: Author
Checked by: Checker
Plot Date / Time: 2022-05-16 1:29:42 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SITE PLAN

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale: As indicated
Status:
Drawing No.: D1.1
Revision No.: - r1

C:\Users\jfarquharson\Documents\22008_355 Plains Road, Burlington_JfarquharsonPHRRL.rvt

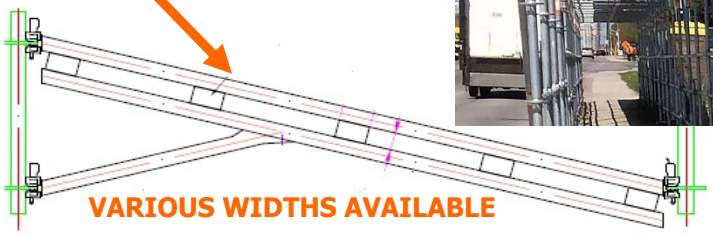
Appendix D: Pre-Manufactured Scaffolding Overhead Sidewalk Protection System

PATENTED "Nu-Slope"™ - Overhead Sidewalk Protection

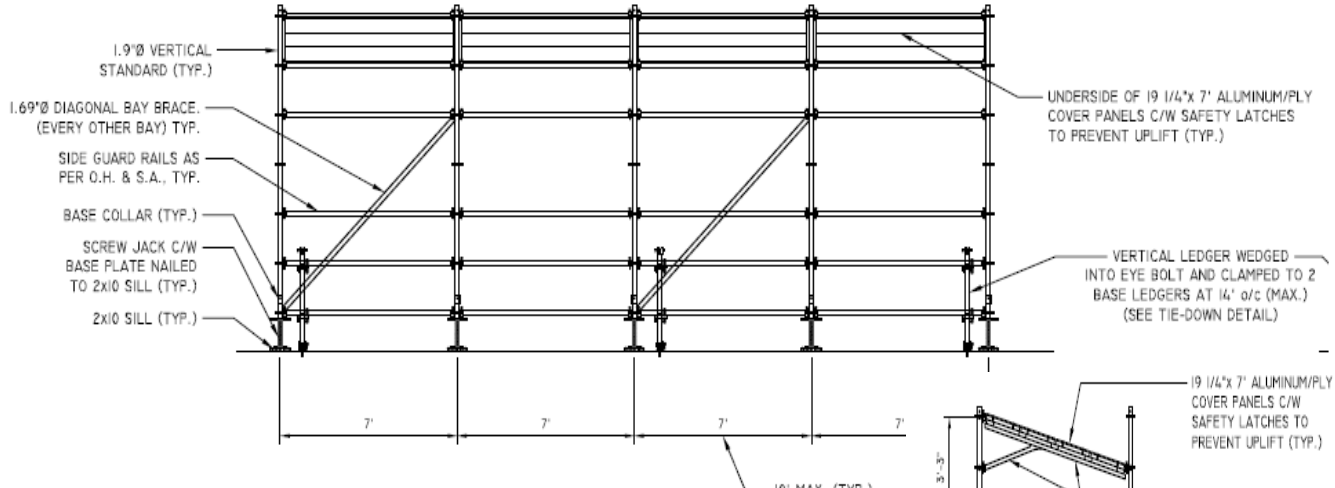
- Protective public pedestrian walkway with attractive curb appeal
- One piece "Y" shaped, 3 lock connection
- Quick cost efficient assembly
- Sloped design deflects weather, debris or other objects to site side
- Accommodates elevated advertising space street side, privacy on site side with plywood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



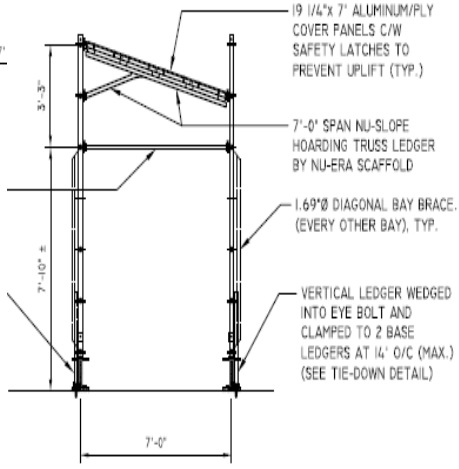




VARIOUS WIDTHS AVAILABLE







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

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