CONSTRUCTION and MOBILITY MANAGEMENT GUIDELINES

for

31 Storey Mixed-Use Building

789-795 Brant Street
Burlington, Ontario

Prepared for:

CAMARRO GROUP

Prepared by:

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

Project No. 23003

September 16, 2022

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1.0 Purpose

The following plan shall act as the program for the planning, organization, and construction activity for proposed 31 storey mixed-use building. The site is located at northeast corner of Brant Street and Prospect Street. Brant Street classified as Major Arterial Road and Prospect Street Classified as local road as per City of Burlington Official Plan Schedule O-1 Classification of Transportation Facilities. A residential apartment abuts the property to North. There is single office property is located to the east. A medical center building and residential apartment are located to west side of the subject site. A commercial plaza is located to south side of the property.

The development will be constructed in three (3) stages as noted below.

Stage-1 Demolition and Removal of Existing Building for Site Development. Refer to Appendix A drawing CM1-1
Stage-2 Excavation for U/G Parking Structure. Refer to Appendix A drawing CM1-2
Stage-3 Construction of U/G Parking Structure and Construction of 31 Storey Building Tower. Refer to Appendix A drawing CM1-3

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 (if required), 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.

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 by S Llewellyn & Associates. 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.

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 under a separate cover.

4.0 Vehicle and Pedestrian Movements

One (1) westbound lane will be closed on Brant Street. Hence, westbound traffic on Brant Street will interfere by lane closure activity. Right turning movement from Brant Street to Prospect Street will be restricted for vehicular traffic. No lane closure activity will anticipate on Prospect Street except for servicing installation. See Appendix A drawings CM1-1, CM1-2, and CM1-3 for vehicular movement during the construction.

All existing sidewalk adjoining the property will remain open without interruption except northerly sidewalk on Brant Street. Northerly sidewalk on Brant Street will be realigned by providing temporary parallel diversion (temporary pedestrian path).

Brant Street has a designated bike lane and Prospect Street is designated as mixed-use bike route as per City of Burlington Cycling Map. A designated westbound bike lane will be closed on Brant Street. Bike lane will be redirected to merge with temporary pedestrian path. Remaining designated bike lanes or bike routes will be accessible for cyclists all the time.

5.0 Traffic and Pedestrian Control

Recognizing the importance of vehicle and pedestrian traffic to the direct success and vitality of neighbourhood businesses and the vehicular and pedestrian routing, Appendix A drawings CM1-1, CM1-2, and CM1-3 prepared by Lanhack, denotes pedestrian and vehicular movement 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 the associated construction works. One (1) westbound vehicular traffic lane will be closed on Brant Street to accommodate temporary truck staging

area and temporary pedestrian path. Right turning movement will be restricted from Brant Street to Prospect Street to ensure traffic safety. All right turning vehicular traffic from Brant Street to Prospect Street will be provided with adequate detour designation signs as per OTM Book 7. Refer to Appendix A drawing CM2-1 for detour map.

A temporary Urban Barriers Manufactured by Ramudden Inc., traffic cones, and adequate signages will be installed to guide the vehicular traffic safely through the construction zone on Brant Street. If temporary lane closures are required for servicing on Prospect Street, two (2) qualified traffic control persons (with Book 7 training) will be on site. See servicing drawings prepared by S Llewellyn & Associate for location of proposed services.

Pedestrian Control: Maintaining the pedestrian movement along the existing streets is essential in maintaining the current balance in the surrounding neighbourhood. Existing northerly sidewalk on Brant Street will be realigned by providing parallel diversion (temporary pedestrian path). The width of temporary pedestrian path will be minimum 1.5m. Proper directional and informational signage will be installed to divert pedestrian safely. Urban Barriers will be installed both side of the temporary pedestrian path to ensure pedestrian safety. Refer to Appendix E for information regarding Urban Barriers. The covered hoarding/walkway will be installed on temporary pedestrian path for overhead safety as shown in Appendix A drawings CM1-3. Contractor will install covered hoarding/walkway on the remaining adjacent sidewalk, if overhead safety becomes a concern. Qualified traffic control person(s) (OTM Book 7 trained) will control pedestrian movement as required. Refer to Appendix A drawing CM1-3 for pedestrian movement during Stage-3 Construction.

Existing bus stop will temporarily be barricaded with construction fencing to ensure no passenger can access the Bus Stop facility until the staging area is no longer needed. A suggested location for temporary bus stop will be made available in the boulevard area of 817 Brant Street.

Cyclist Control: A designated westbound cyclist on Brant Street will be instructed to dismount and walk on the pedestrian facility. Proper directional and information signage will be installed to divert bicycle traffic safely to use temporary pedestrian path. Refer to Appendix A drawing CM1-3 for cyclist movement during Stage-3 Construction. Qualified traffic control person(s) (OTM Book 7 trained) will ensure cyclist safety all the time during the construction.

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 (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			
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

Description	Frequency	Timing	Method of Delivery
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

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

One (1) light standard on westerly sidewalk of Brant Street will be relocated away from the staging area besides the temporary pedestrian path. Refer to Grading Plan prepared by S Llewellyn & Associates for information regarding relocation (If required) of existing light standards/hydro poles on Brant Street and Prospect 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 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.

11.0 Tower Cranes

The approximate location of tower crane is shown in Appendix A drawings CM1-3.

12.0 Trade Parking

No parking will occur on the adjacent streets or boulevards by trades/labourers. Labourer will have to pay for parking facility (Parking Lot #64) located at 769 Brant Street until the underground parking garage is operational. All labourers 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

13.0 Queuing and Staging of Construction Vehicles

One (1) temporary truck staging area is proposed on Brant Street during Stage -3 construction. No staging area is proposed on Prospect Street. 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. All loading and unloading of material & equipment will occurs within the designated staging area. Staging area is shown in Appendix A drawing CM1-3.

During construction Stage-1 and Stage-2, dump/HSU/concrete trucks will enter/exit the site using construction Gate #1 located on Prospect Street as shown in Appendix A drawing CM1-1 and CM1-2.

During the construction Stage-3, tractor trailered trucks/concrete/HSU trucks will use proposed truck staging area located on Brant Street for all material loading/unloading. All trailered trucks/concrete/HSU truck will be required to enter the staging area through the construction Gate #2 and exit the staging area through construction Gate #3 as shown in Appendix A drawing CM1-3. Vehicles with small material delivery will access the construction Gate #1 on Prospect Street.

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

14.0 Vehicle Wash Down

Mud-mat/wash down area will be required at construction Gate #1 located on Prospect Street during Stage-2 construction. Truck wash down will occur prior to the vehicle travelling on public roadways. The wash down area on the mud-mat will be conducted on the development site, not on the road. If for whatever reason the wash down proved to be inadequate, a road washing program will be in place to wash the roadway of any debris. This will be done by both the general contractor and third-party services. As a safeguard, 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 on southwest corner of the property during all construction stages. Refer to Appendix A drawings CM1-1, CM1-2, and CM1-3 for location of sanitary facilities. Additional units may be required per ministry guidelines.

Site Offices:
There will be a site construction trailer located at southwest corner of property during the construction. Refer to Appendix A drawings CM1-2 and CM1-3 for location of site office trailer. 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 besides the office site trailer as shown in Appendix A drawing CM1-2 and CM1-3. Generally, material storage for all stages of development will be received and stored within the construction fencing limit. 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.

Perimeter Construction Fencing: The perimeter construction fencing to be used as per ministry guidelines or as required. Refer to Appendix A drawings CM1-1, CM1-2, and CM1-3 for 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,* ***CAMARRO GROUP*** *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,

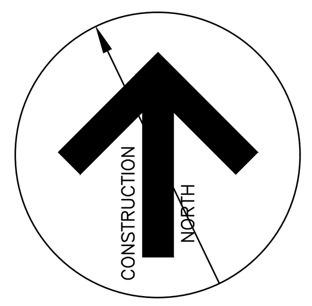
Steve Pongracz

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 symbol)	EXISTING CONIFEROUS TREE
(tree symbol)	EXISTING DECIDUOUS TREE
APPROX.	APPROXIMATE
A/C	AIR CONDITIONING UNIT
BPED	BELL PEDESTAL
CB	CATCH BASIN
C&G	CURB & GUTTER
CRCB	CONCRETE CURB
CPED	CABLE PEDESTAL
C/L	CENTERLINE
CONST.	CONSTRUCTION
CONC.	CONCRETE
DCB	DOUBLE CATCH BASIN
EX.	EXISTING
GW	GUY WIRE
HP	HYDRO POLE
HPLS	HYDRO POLE & LIGHT STANDARD
HH	HANDHOLE
HV	HYDRO VAULT
HM	HYDRO METER
LS	LIGHT STANDARD
SAMH	SANITARY MANHOLE
STMH	STORM MANHOLE
STD.	STANDARD
TEMP.	TEMPORARY
U PED.	UTILITY PEDESTAL
PAD	PEDESTAL
PROP.	PROPOSED



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 36 MONTHS.
2. DELIVERY OF CONSTRUCTION MATERIAL WILL BE SCHEDULED TO MINIMIZE TRAFFIC DISRUPTION.
3. ONE (1) TEMPORARY TRUCK STAGING AREA IS PROPOSED ON BRANT STREET DURING STAGE-3 CONSTRUCTION. ALL LOADING AND UNLOADING OF MATERIALS & EQUIPMENT WILL OCCUR WITHIN THE PROPOSED STAGING AREA. STAGING AREA AS NOTED ON THE PLAN. NO STAGING AREA IS PROPOSED ON PROSPECT STREET. 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. ONE (1) WESTBOUND VEHICULAR TRAFFIC LANE AND WESTBOUND DESIGNATED BIKE LANE WILL BE CLOSED ON BRANT STREET DURING STAGE-3 CONSTRUCTION.
5. LANE CLOSURE IS EXPECTED ON PROSPECT STREET DUE TO SERVICING WORK. REFER TO SERVICING PLAN PREPARED BY S. LLEWELLYN & ASSOCIATES LTD. FOR LIMIT OF ASPHALT/CONCRETE CUT FOR SERVICING WORK ON PROSPECT STREET.
6. THE LOCATION OF ALL CONSTRUCTION SIGNAGE MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 7. SEE THIS PLAN FOR RECOMMENDED SIGN LOCATIONS.
7. ALL SIGNAGE TO BE INSPECTED DAILY BY THE DEVELOPER'S SUPERINTENDENT AND IMMEDIATE MAINTENANCE WILL BE PERFORMED IF REQUIRED.
8. NO PARKING WILL OCCUR ON THE ADJACENT STREETS OR BOULEVARDS BY TRADES/LABOURERS. LABOURER WILL HAVE TO PAY FOR PARKING FACILITY (PARKING LOT #64) LOCATED AT 769 BRANT STREET UNTIL THE UNDERGROUND PARKING GARAGE IS OPERATIONAL. ALL LABOURERS WILL BE ENCOURAGED TO CARPOOL TO THE SITE.
9. CONTRACTOR TO NOTIFY ABUTTING LAND OWNERS/TENANTS 48 HRS IN ADVANCE TO ANY DISRUPTIONS TO ACCESS TO THEIR PROPERTIES OR SERVICES.
10. ALL BOULEVARDS AND SIDEWALKS TO BE KEPT FREE FROM BUILDING MATERIALS AND DEBRIS AT ALL TIMES.
11. BOOK 7 TRAINED CONTRACTOR AND COMPETENT FLAG PERSONS WILL BE ON SITE DURING CONSTRUCTION TO CONTROL VEHICULAR, PEDESTRIAN AND CYCLIST TRAFFIC IN ALL DIRECTIONS.
12. FLAG PERSONS WILL BE REMINDED THAT NO FLAGGING OF TRAFFIC TO OCCUR WITHIN 30m OF THE SIGNALIZED INTERSECTION.
13. NO STAGING OF TRUCKS WILL OCCUR WITHIN THE MUNICIPAL ROAD ALLOWANCE.
14. 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.
15. 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.
16. THE DEVELOPER/CONTRACTOR WILL INSTALL THE COVERED HOARDING/WALKWAY ON OTHER ADJOINING SIDEWALKS IF OVERHEAD SAFETY BECOMES A CONCERN. CONTRACTOR TO ENSURE THERE ARE NO PEDESTRIANS ON THE SIDEWALK DURING OVERHEAD WORKS.
17. EXISTING BUS STOP WILL TEMPORARILY BE BARRICADED WITH CONSTRUCTION FENCING TO ENSURE NO PASSENGERS CAN ACCESS THE BUS STOP FACILITY DURING STAGE-3 CONSTRUCTION. A SUGGESTED LOCATION FOR TEMPORARY BUS STOP WILL BE MADE AVAILABLE IN THE BOULEVARD AREA OF 817 BRANT STREET.

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. SITE DEMOLITION AND EXCAVATION PHASE WILL TAKE APPROXIMATELY 5 MONTHS TO COMPLETE. TRUCKS WILL USE MUD-MAT LOCATED IN THE PLAN AT ALL TIME WHILE EXISTING FROM THE SITE. THE DISPOSAL SITE FOR THE DEMOLISHED MATERIAL HAS NOT YET BEEN DETERMINED, THE CONTRACTOR WILL ADVISE THE CITY FOR DISPOSAL SITE ONCE CONFIRMED.
5. ALL TRUCKS, IF REQUIRED, TO BE WASHED DOWN PRIOR TO EXITING THE SITE.
6. DURING THE BUILDING CONSTRUCTION STAGE, ALL TRACTOR-TRAILER (WB-20) VEHICLES WILL BE REQUIRED TO ENTER THE STAGING AREA LOCATED ON BRANT STREET. CONCRETE TRUCKS WILL BE UNLOADED FROM THE TRUCK STAGING AREA.
7. FROM FOOTING TO GRADE WILL TAKE 7 MONTHS.
8. THE MAIN STRUCTURE WILL TAKE APPROXIMATELY 24 MONTHS TO CONSTRUCT. ALL DELIVERIES WILL USE THE STAGING AREA.
9. SIDEWALK, CURBS, AND BOULEVARD RESTORATION TO BE REINSTALLED ONCE THE MAJORITY OF CONSTRUCTION HAS BEEN COMPLETED.

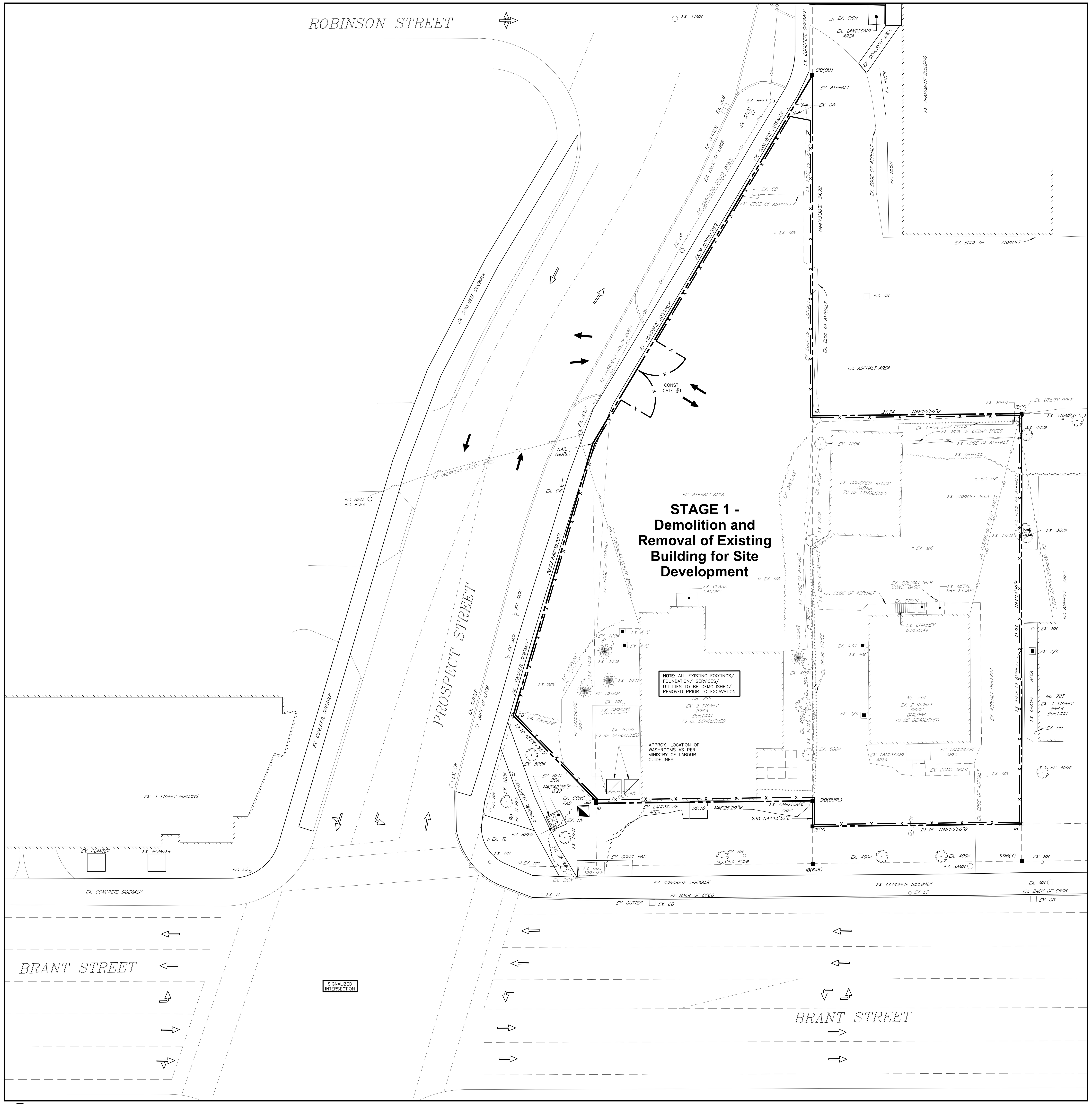
PUBLIC COMMUNICATION:

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

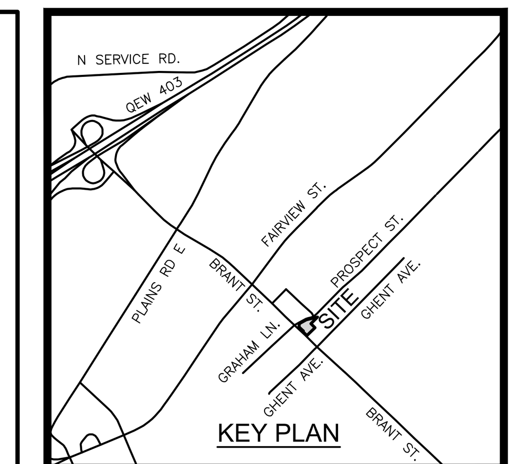
WEBSITE REFERENCE:
HTTPS://WWW.CCOHS.CA/OSHANSWERS/HSPROGRAMS/PLANNING.HTML

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 Development

1:200



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 MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE, DATED AUGUST 24, 2022.
SURVEYOR : A.J. CLARKE AND ASSOCIATES LTD. SURVEY COMPLETION DATE JUNE 22, 2022.

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 REZONING	09/16/22
A	ISSUED FOR CLIENT REVIEW	09/14/22
No.	Description	Date (m/d/y)

Issue Record

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31 Storey Mixed-Use Building

CAMARRO DEVELOPMENTS

789–795 BRANT STREET
BURLINGTON, ON L7R 2J3

Date:	SEPTEMBER 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	1 : 200

STAGE-1 Construction + Mobility Management Plan

Project No.:	Drawing No.:	Rev.:
23003	CM1-1	B

Plot Date: 09/16/22
M:\2023\23003 – Brant St. Burlington CMMP\Civil\23003_CM01 – Construction 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
✹	EXISTING CONIFEROUS TREE
◌	EXISTING DECIDUOUS TREE
APPROX.	APPROXIMATE
A/C	AIR CONDITIONING UNIT
BPED	BELL PEDESTAL
CB	CATCH BASIN
C&G	CURB & GUTTER
CRCB	CONCRETE CURB
CPED	CABLE PEDESTAL
C/L	CENTERLINE
CONST.	CONSTRUCTION
CONC.	CONCRETE
DCB	DOUBLE CATCH BASIN
EX.	EXISTING
GW	GUY WIRE
HP	HYDRO POLE
HPLS	HYDRO POLE & LIGHT STANDARD
HH	HANDHOLE
HV	HYDRO VAULT
HM	HYDRO METER
LS	LIGHT STANDARD
SAMH	SANITARY MANHOLE
STMH	STORM MANHOLE
STD.	STANDARD
TEMP.	TEMPORARY
U PED.	UTILITY PEDESTAL
PAD	PEDESTAL
PROP.	PROPOSED

CONSTRUCTION NORTH

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 36 MONTHS.
2. DELIVERY OF CONSTRUCTION MATERIAL WILL BE SCHEDULED TO MINIMIZE TRAFFIC DISRUPTION.
3. ONE (1) TEMPORARY TRUCK STAGING AREA IS PROPOSED ON BRANT STREET DURING STAGE-3 CONSTRUCTION. ALL LOADING AND UNLOADING OF MATERIALS & EQUIPMENT WILL OCCUR WITHIN THE PROPOSED STAGING AREA. STAGING AREA AS NOTED ON THE PLAN. NO STAGING AREA IS PROPOSED ON PROSPECT STREET. 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. ONE (1) WESTBOUND VEHICULAR TRAFFIC LANE AND WESTBOUND DESIGNATED BIKE LANE WILL BE CLOSED ON BRANT STREET DURING STAGE-3 CONSTRUCTION.
5. LANE CLOSURE IS EXPECTED ON PROSPECT STREET DUE TO SERVICING WORK. REFER TO SERVICING PLAN PREPARED BY S. LLEWELLYN & ASSOCIATES LTD. FOR LIMIT OF ASPHALT/CONCRETE CUT FOR SERVICING WORK ON PROSPECT STREET.
6. THE LOCATION OF ALL CONSTRUCTION SIGNAGE MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 7. SEE THIS PLAN FOR RECOMMENDED SIGN LOCATIONS.
7. ALL SIGNAGE TO BE INSPECTED DAILY BY THE DEVELOPER'S SUPERINTENDENT AND IMMEDIATE MAINTENANCE WILL BE PERFORMED IF REQUIRED.
8. NO PARKING WILL OCCUR ON THE ADJACENT STREETS OR BOULEVARDS BY TRADES/LABOURERS. LABOURER WILL HAVE TO PAY FOR PARKING FACILITY (PARKING LOT #64) LOCATED AT 769 BRANT STREET UNTIL THE UNDERGROUND PARKING GARAGE IS OPERATIONAL. ALL LABOURERS WILL BE ENCOURAGED TO CARPOOL TO THE SITE.
9. CONTRACTOR TO NOTIFY ABUTTING LAND OWNERS/TENANTS 48 HRS IN ADVANCE TO ANY DISRUPTIONS TO ACCESS TO THEIR PROPERTIES OR SERVICES.
10. ALL BOULEVARDS AND SIDEWALKS TO BE KEPT FREE FROM BUILDING MATERIALS AND DEBRIS AT ALL TIMES.
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12. FLAG PERSONS WILL BE REMINDED THAT NO FLAGGING OF TRAFFIC TO OCCUR WITHIN 30m OF THE SIGNALIZED INTERSECTION.
13. NO STAGING OF TRUCKS WILL OCCUR WITHIN THE MUNICIPAL ROAD ALLOWANCE.
14. 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.
15. 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.
16. THE DEVELOPER/CONTRACTOR WILL INSTALL THE COVERED HOARDING/WALKWAY ON OTHER ADJOINING SIDEWALKS IF OVERHEAD SAFETY BECOMES A CONCERN. CONTRACTOR TO ENSURE THERE ARE NO PEDESTRIANS ON THE SIDEWALK DURING OVERHEAD WORKS.
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   - 40 TRADES PERSONS DURING FINISHING PHASE
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9. SIDEWALK, CURBS, AND BOULEVARD RESTORATION TO BE REINSTALLED ONCE THE MAJORITY OF CONSTRUCTION HAS BEEN COMPLETED.

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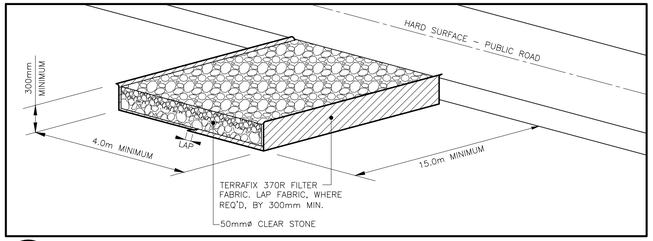
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- A PRE-CONSTRUCTION NOTICE SHALL BE SENT OUT TO ADJACENT PROPERTIES AND ALONG THE CONSTRUCTION ACCESS ROUTES
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- INFORM THE WARD COUNCILOR, PUBLIC TRANSIT, BUSINESS COMMUNITY AND RESIDENTS OF THE START OF THE CONSTRUCTION

ON-SITE EMERGENCY PROTOCOLS:

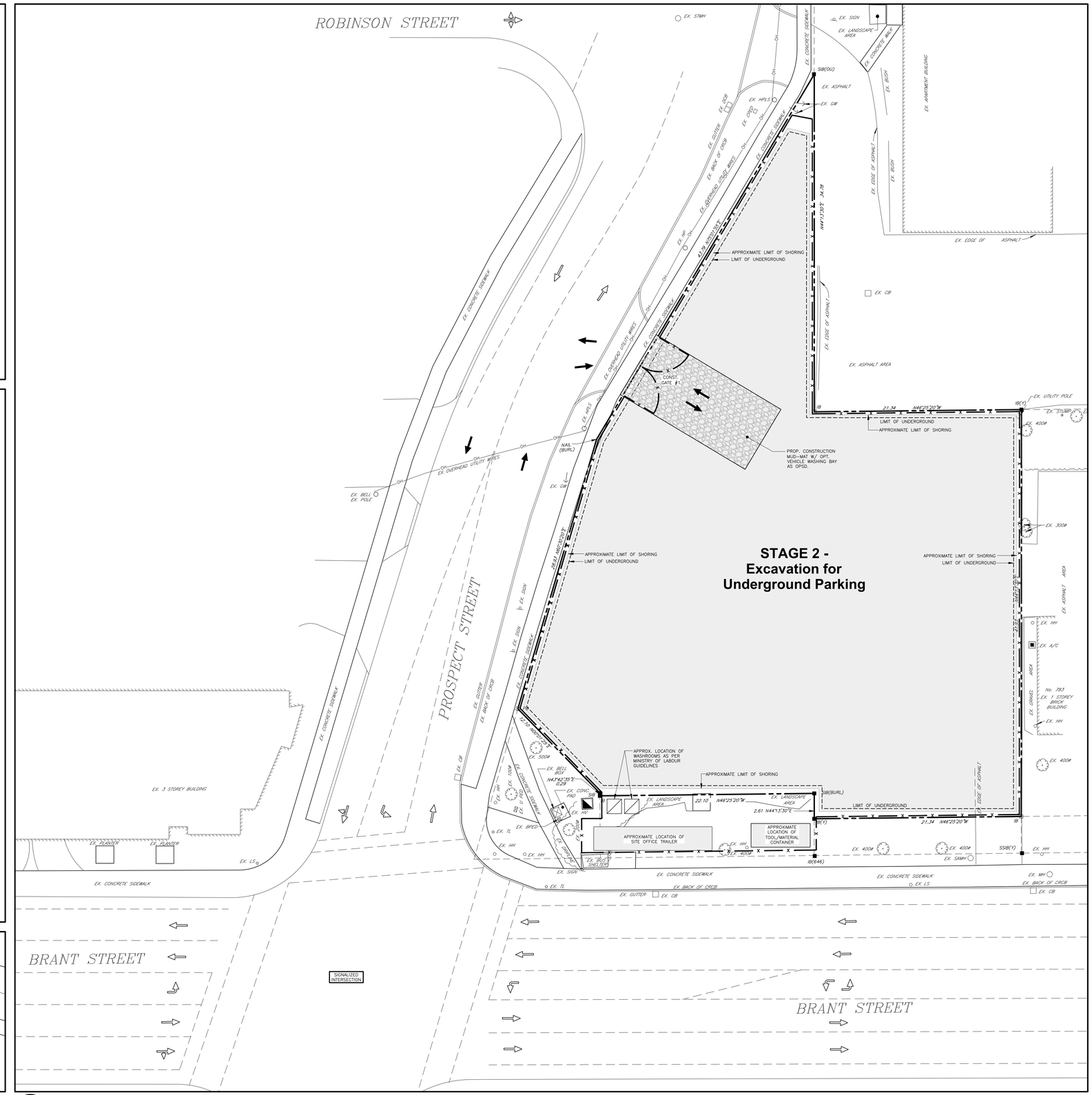
- REPORTING THE EMERGENCY TO THE REQUIRED CHAIN OF COMMAND (EMERGENCY CONTACTS)
- ESTABLISHING COMMUNICATION AND ALERTING ALL PARTIES INVOLVED
- ORDERING EVACUATION, IF NECESSARY
- ALERTING EXTERNAL AGENCIES, IF NECESSARY
- ALERTING OUTSIDE POPULATION OF POSSIBLE RISK, IF NECESSARY
- REQUESTING EXTERNAL AID, IF NECESSARY
- PROVIDING MEDICAL AID, IF NECESSARY
- ENSURING EMERGENCY SHUT OFFS ARE CLOSED, IF NECESSARY
- SOUNDING THE ALL-CLEAR
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WEBSITE REFERENCE:
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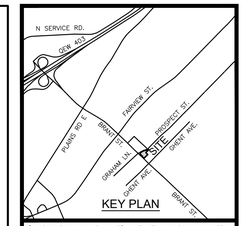
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2 CM1-2 **Mud-Mat and Vehicle Washing Bay** N.T.S.



1 CM1-2 **Stage-2 Excavation for U/G Parking** 1:200



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 MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE, DATED AUGUST 24, 2022.
SURVEYOR : A.J. CLARKE AND ASSOCIATES LTD. SURVEY COMPLETION DATE JUNE 22, 2022.

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Revision Record

No.	Description	Date (m/d/y)
B	ISSUED FOR REZONING	09/16/22
A	ISSUED FOR CLIENT REVIEW	09/14/22
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

31 Storey Mixed-Use Building

CAMARRO DEVELOPMENTS

789-795 BRANT STREET
BURLINGTON, ON L7R 2J3

Date:	SEPTEMBER 2022
Drawn By:	NDM
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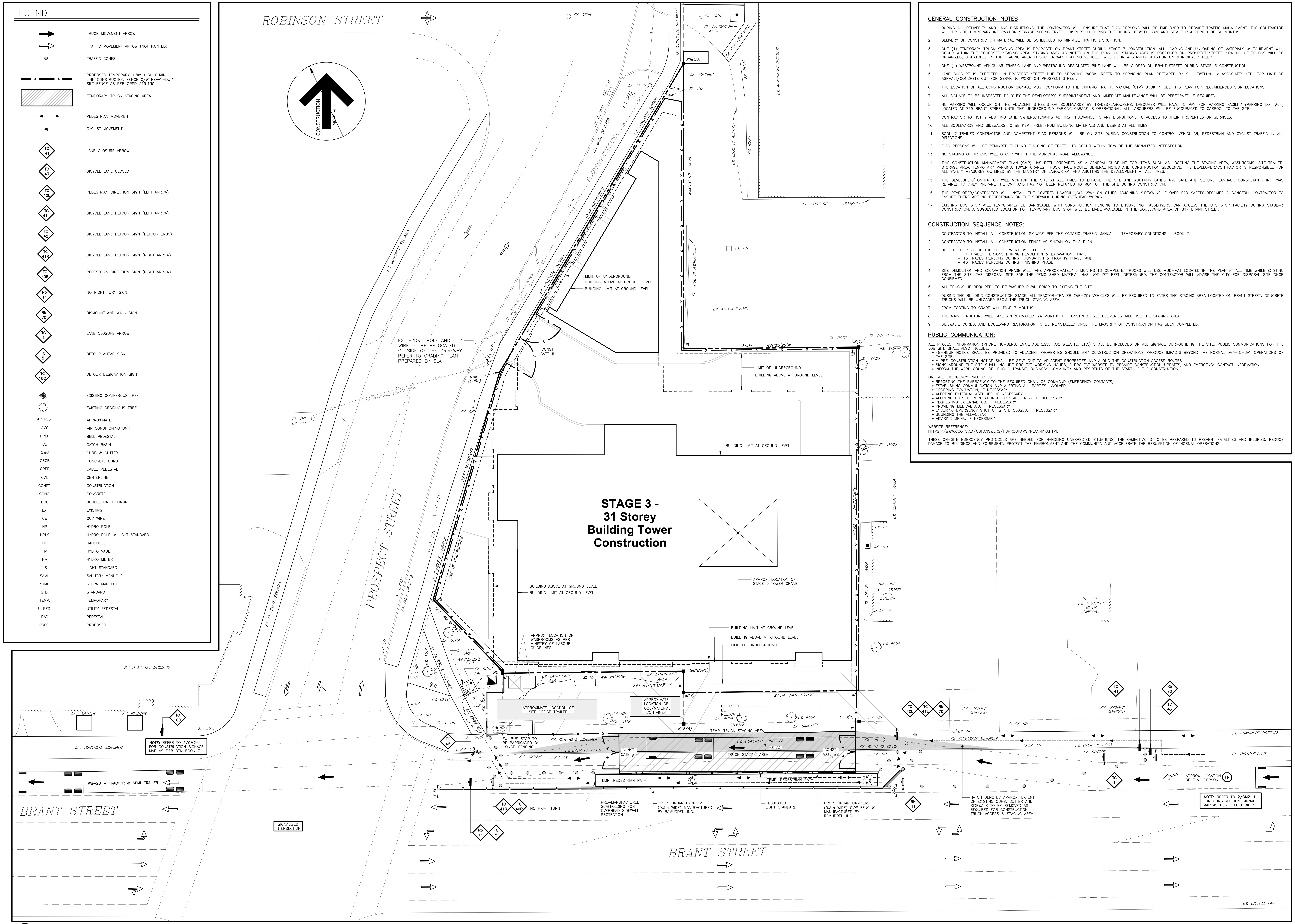
STAGE-2 Construction + Mobility Management Plan

Project No.:	Drawing No.:	Rev.:
23003	CM1-2	B

Plot Date: 09/16/22
M:\2023\23003 – Brant St. Burlington CAMP\CM#\23003_CM01 – Construction Management Plan.dwg

LEGEND

(truck movement arrow symbol)	TRUCK MOVEMENT ARROW
(traffic movement arrow symbol)	TRAFFIC MOVEMENT ARROW (NOT PAINTED)
(traffic cone symbol)	TRAFFIC CONES
(fence symbol)	PROPOSED TEMPORARY 1.8m HIGH CHAIN LINK CONSTRUCTION FENCE C/W HEAVY-DUTY SILT FENCE AS PER OPSD 219.130
(hatched box symbol)	TEMPORARY TRUCK STAGING AREA
(dashed line symbol)	PEDESTRIAN MOVEMENT
(dashed line symbol)	CYCLIST MOVEMENT
TC 41	LANE CLOSURE ARROW
TC 43	BICYCLE LANE CLOSED
TC 40L	PEDESTRIAN DIRECTION SIGN (LEFT ARROW)
TC 41L	BICYCLE LANE DETOUR SIGN (LEFT ARROW)
TC 42	BICYCLE LANE DETOUR SIGN (DETOUR ENDS)
TC 41R	BICYCLE LANE DETOUR SIGN (RIGHT ARROW)
TC 40R	PEDESTRIAN DIRECTION SIGN (RIGHT ARROW)
Rb 11	NO RIGHT TURN SIGN
Rb 70	DISMOUNT AND WALK SIGN
TC 4	LANE CLOSURE ARROW
TC 5	DETOUR AHEAD SIGN
TC 10C	DETOUR DESIGNATION SIGN
(tree symbol)	EXISTING CONIFEROUS TREE
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1 / CM1-3 Stage-3 Construction of Building Tower

1:200

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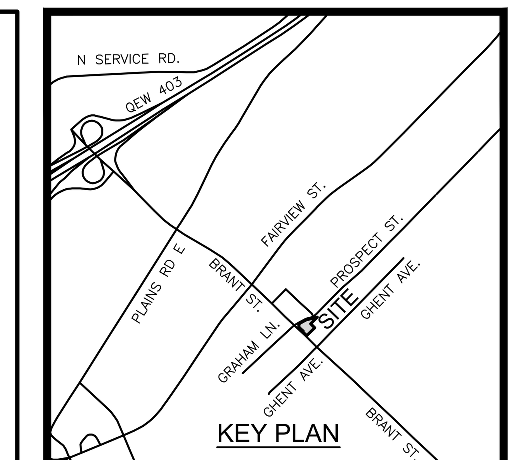
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A	ISSUED FOR CLIENT REVIEW	09/14/22

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

31 Storey Mixed-Use Building

CAMARRO DEVELOPMENTS

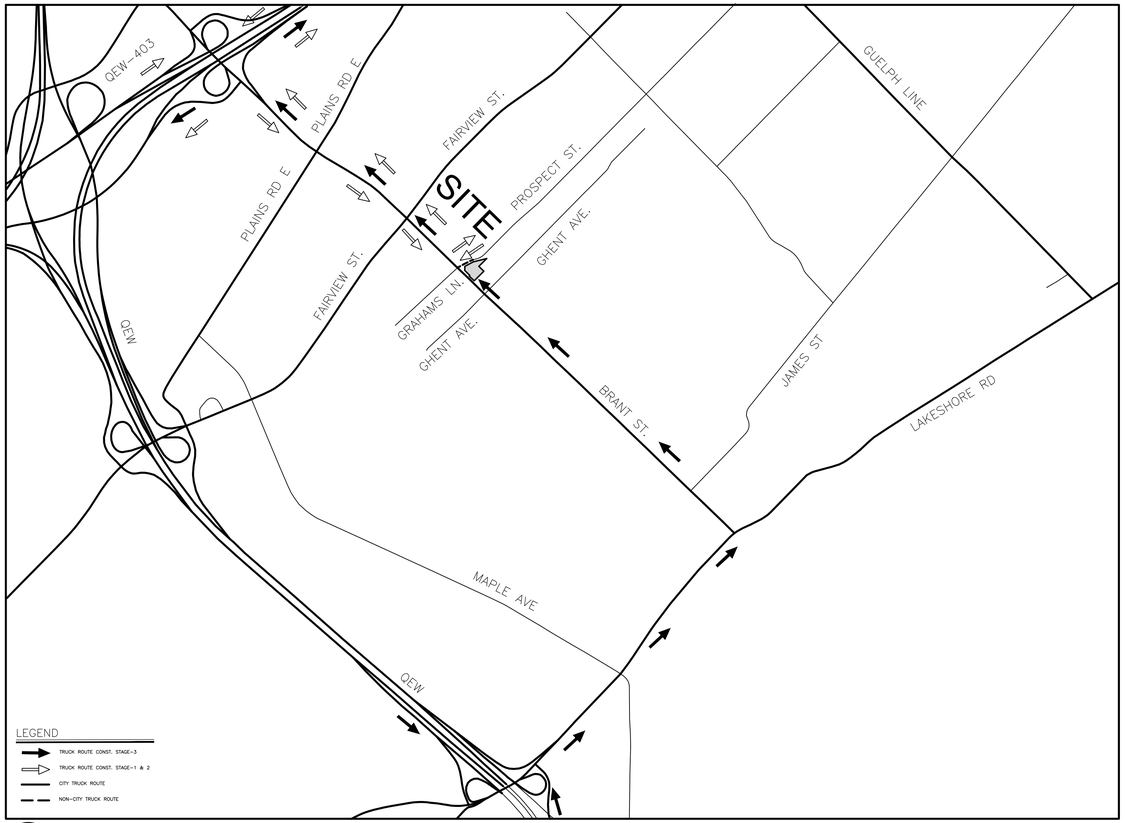
789–795 BRANT STREET
BURLINGTON, ON L7R 2J3

Date:	SEPTEMBER 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	1 : 200

STAGE-3 Construction + Mobility Management Plan

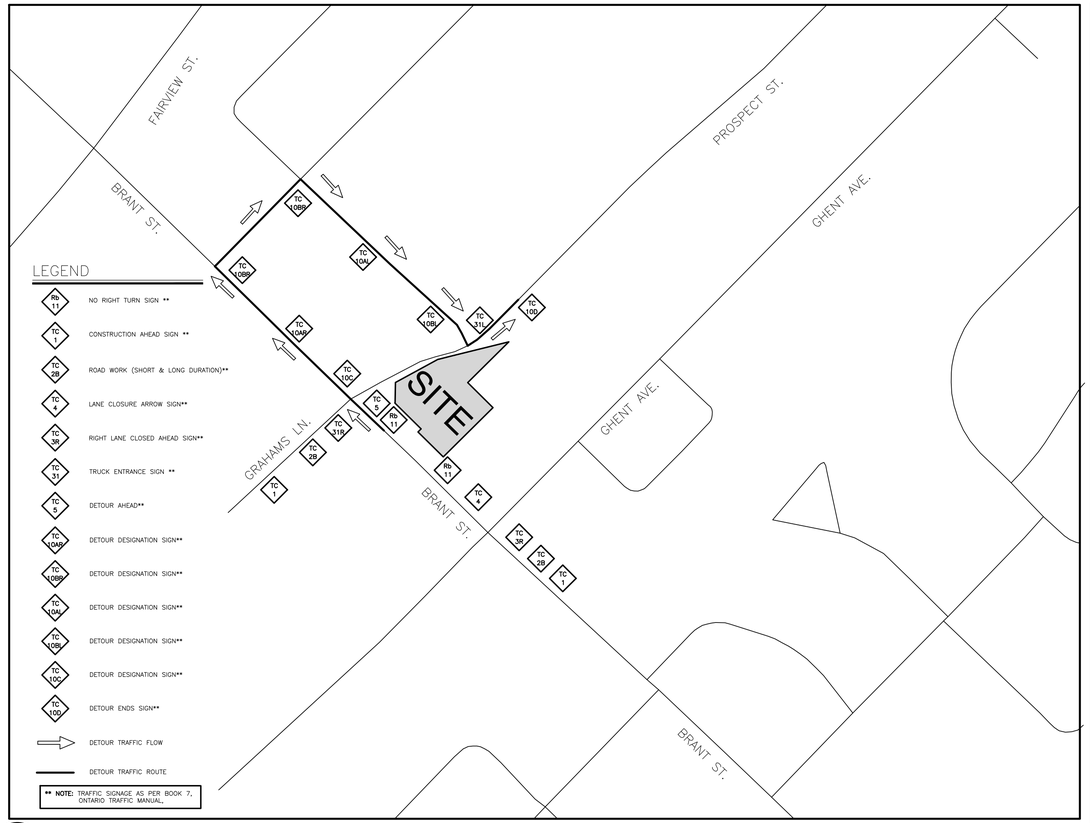
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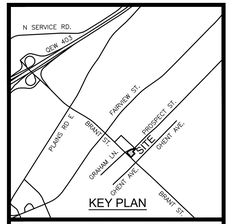
1 CM2-1 **Construction Truck Route Map**

N.T.S



2 CM2-1 **Construction Signage + Detour Map**

N.T.S



KEY PLAN

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EXISTING BOUNDARY SURVEY AND TOPOGRAPHICAL INFORMATION OBTAINED FROM MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE, DATED AUGUST 24, 2022.
SURVEYOR : A.J. CLARKE AND ASSOCIATES LTD. SURVEY COMPLETION DATE JUNE 22, 2022.

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 REZONING	09/16/22
A	ISSUED FOR CLIENT REVIEW	09/14/22
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

31 Storey Mixed-Use Building

CAMARRO DEVELOPMENTS

789–795 BRANT STREET
BURLINGTON, ON L7R 2J3

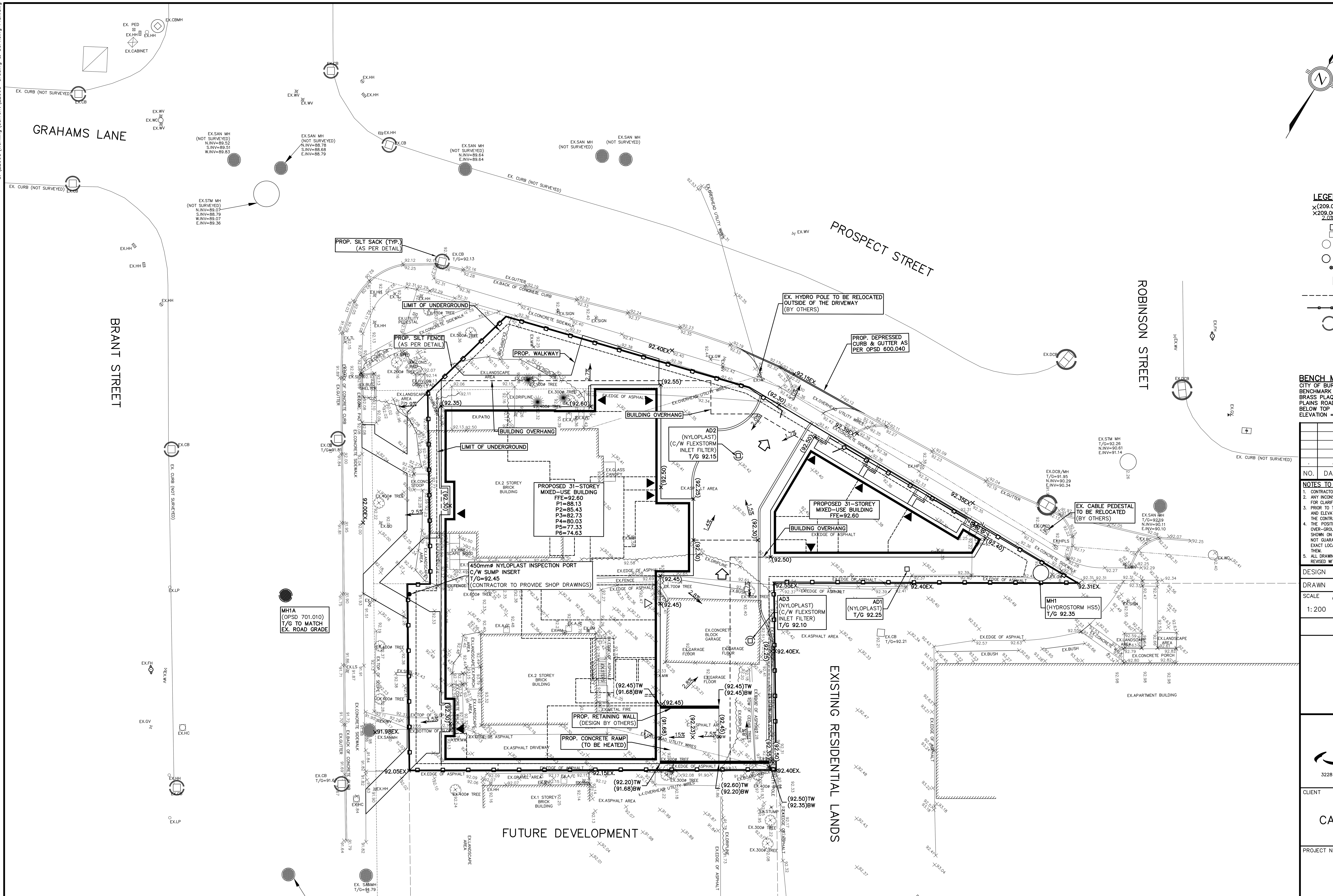
Date:	SEPTEMBER 2022
Drawn By:	NDM
Chkd By:	SMP
Scale:	1 : 200

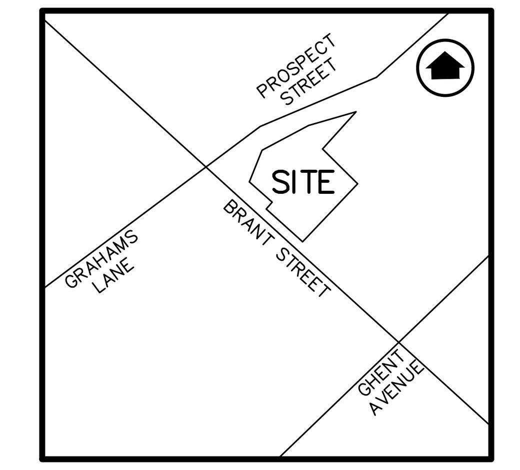
Construction Truck Route, Construction Signage + Detour Map

Project No.:	Drawing No.:	Rev.:
23003	CM2-1	B

Plot Date: 09/16/22
M:\2023\23003 - Brant St. Burlington CMMP\Civil\23003_CM01 - Construction Management Plan.dwg

Appendix B: Civil Drawings Prepared by S Llewellyn & Assoc.





KEY MAP
N.T.S.

LEGEND:

×(209.00)	PROPOSED GROUND ELEVATION
×209.00EX	PROPOSED ELEVATION TO MATCH EXISTING
2.0% →	PROPOSED DIRECTION OF SHEET FLOW
□	PROPOSED AREA DRAIN
□	EXISTING CATCHBASIN
○ ●	EXISTING STORM/SANITARY MANHOLE
○ ●	PROPOSED STORM/SANITARY MANHOLE
⊗	PROPOSED GATE VALVE
⇨	PROPOSED EMERGENCY OVERLAND FLOW ROUTE
– – – –	PROPOSED DRAINAGE BREAK LINE
–□–□–	PROPOSED SILTATION CONTROL FENCE
◌	PROPOSED CATCHBASIN SILT SACK

BENCH MARK NOTE:
CITY OF BURLINGTON
BENCHMARK No. 446
BRASS PLAQUE SET ON EAST FACE OF CONCRETE BOX CULVERT ON PLAINS ROAD APPROXIMATELY 150m EAST OF BRANT STREET AND 20cm BELOW TOP OF WALL WEST OF THE COURT HOUSE.
ELEVATION = 100.192

NO.	DATE	BY	REVISIONS
.	.	.	.

NOTES TO CONTRACTOR:
1. CONTRACTORS AND SUBCONTRACTORS SHALL NOT SCALE FROM THIS DRAWING.
2. ANY INCONSISTENCIES AND OMISSIONS FOUND ON THE DRAWINGS MUST BE REPORTED TO THE ENGINEER FOR CLARIFICATION BEFORE COMMENCING THE WORK.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND ELEVATIONS AND REPORT ALL FINDINGS TO THE ENGINEER. ONCE CONSTRUCTION HAS COMMENCED, THE CONTRACTOR ACCEPTS RESPONSIBILITY FOR ALL DIMENSIONS, ELEVATIONS, AND SITE CONDITIONS.
4. THE POSITIONS OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVER–GROUND UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE DRAWINGS. WHERE SHOWN ON THE DRAWING, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM THEMSELVES OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
5. ALL DRAWINGS REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED, REUSED, OR REVISED WITHOUT THE WRITTEN CONSENT OF S. LLEWELLYN AND ASSOCIATES LIMITED.

DESIGN	SN	CHK'D	SN	DATE Sep. 9, 22
DRAWN	MT	CHK'D	SN	

SCALE 1:200 (0 5 10 20)

APPROVALS

STAMP: LICENSED PROFESSIONAL ENGINEER — Scott Nelson — S. J. NELSON — 100228748 — Sept.9/22 — PROVINCE OF ONTARIO

S. LLEWELLYN & ASSOCIATES LIMITED
CONSULTING ENGINEERS
Tel. (905) 631–6978
Website: www.sla.on.ca
email: info@sla.on.ca
3228 South Service Road, Suite #105 East Wing, Burlington, Ont., L7N 3H8

CLIENT
CAMARRO DEVELOPMENTS INC.

PROJECT NAME
789–795 BRANT STREET
BURLINGTON, ON

TITLE
PRELIMINARY GRADING & EROSION CONTROL PLAN

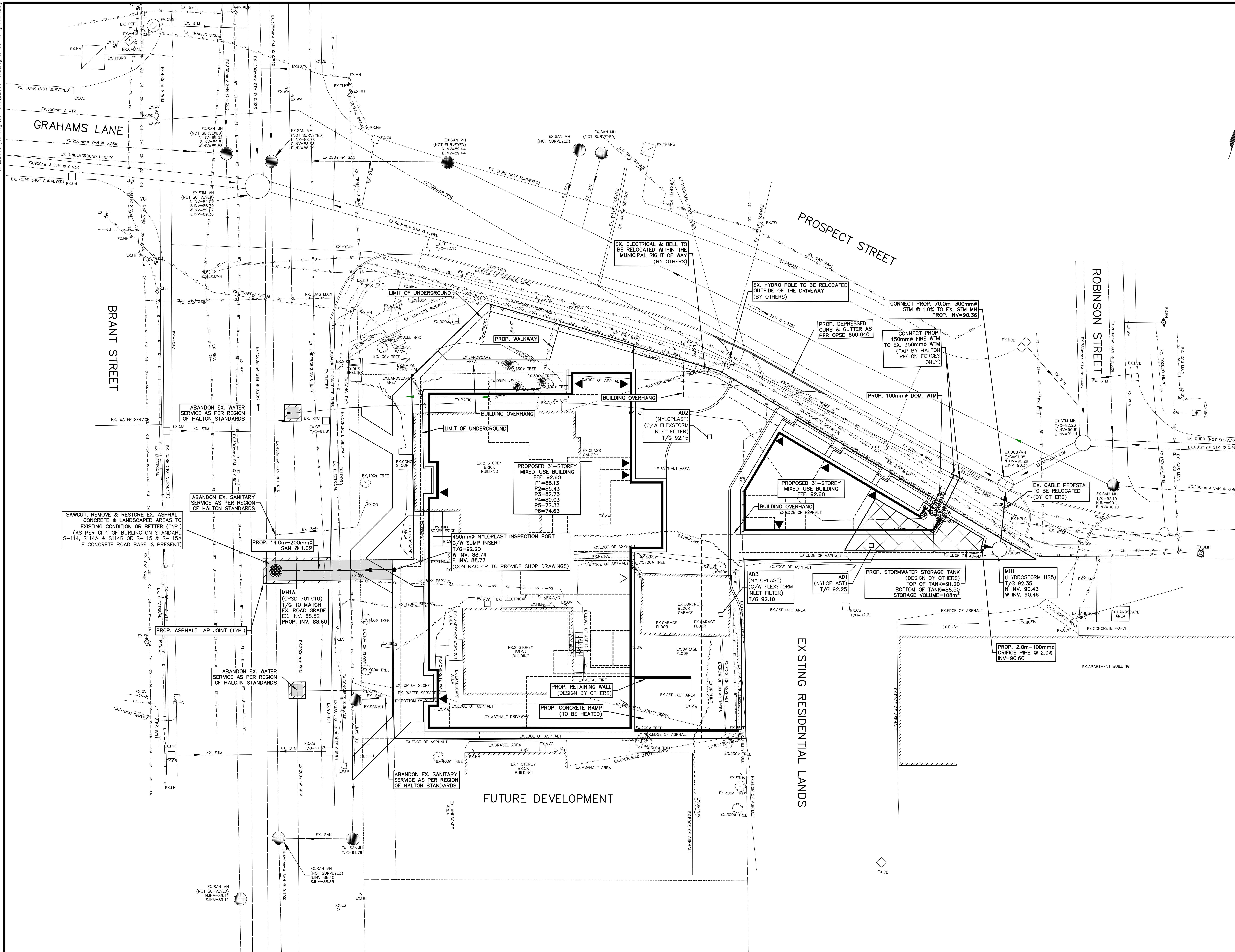
PROJECT No. 22065
DRAWING No. C101

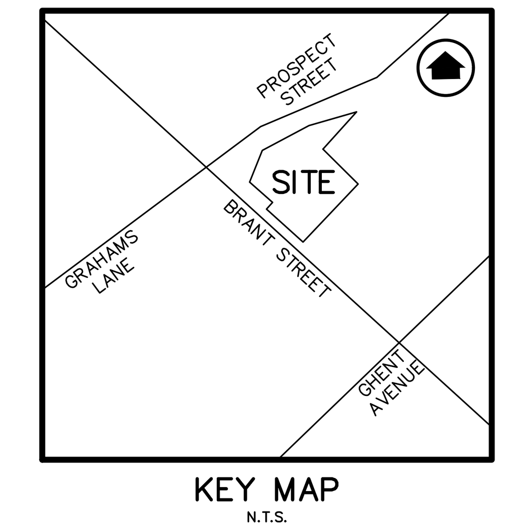
NOTES TO CONTRACTOR:

1. INSPECTION
CONTRACTOR IS RESPONSIBLE FOR CONTACTING ENGINEER 48 HRS PRIOR TO COMMENCING WORK TO ARRANGE FOR INSPECTION. ENGINEER TO DETERMINE DEGREE OF INSPECTION AND TESTING REQUIRED FOR CERTIFICATION OF UNDERGROUND SERVICE INSTALLATION AS MANDATED BY ONTARIO BUILDING CODE DIVISION C, PART 1, SECTION 1.2.2, GENERAL REVIEW. FAILURE TO NOTIFY ENGINEER WILL RESULT IN EXTENSIVE POST CONSTRUCTION INSPECTION AT CONTRACTORS EXPENSE.

2. CONFIRMATION OF EXISTING INVERTS
72 HOURS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR IS TO LOCATE, EXPOSE AND VERIFY INVERTS OF EXISTING UTILITIES AND 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.

S:\22065\Working\Current\22065–Grading & Servicing Plan.dwg
Plotted: Friday, September 9, 2022 3:40:55 PM By: Scott Nelson





KEY MAP
N.T.S.

LEGEND:

- PROPOSED AREA DRAIN
- EXISTING CATCHBASIN
- EXISTING STORM/SANITARY MANHOLE
- PROPOSED STORM/SANITARY MANHOLE
- PROPOSED GATE VALVE
- PROPOSED WATER METER
- PROPOSED BACKFLOW PREVENTOR

BENCH MARK NOTE:
CITY OF BURLINGTON
BENCHMARK No. 446
BRASS PLAQUE SET ON EAST FACE OF CONCRETE BOX CULVERT ON PLAINS ROAD APPROXIMATELY 150m EAST OF BRANT STREET AND 20cm BELOW TOP OF WALL WEST OF THE COURT HOUSE.
ELEVATION = 100.192

NO.	DATE	BY	REVISIONS
.	.	.	.

NOTES TO CONTRACTOR:

1. CONTRACTORS AND SUBCONTRACTORS SHALL NOT SCALE FROM THIS DRAWING.
2. ANY INCONSISTENCIES AND OMISSIONS FOUND ON THE DRAWINGS MUST BE REPORTED TO THE ENGINEER FOR CLARIFICATION BEFORE COMMENCING THE WORK.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND ELEVATIONS AND REPORT ALL FINDINGS TO THE ENGINEER. ONCE CONSTRUCTION HAS COMMENCED, THE CONTRACTOR ACCEPTS RESPONSIBILITY FOR ALL DIMENSIONS, ELEVATIONS, AND SITE CONDITIONS.
4. THE POSITIONS OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVER-GROUND UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE DRAWINGS. WHERE SHOWN ON THE DRAWING, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM THEMSELVES OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
5. ALL DRAWINGS REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED, REUSED, OR REVISED WITHOUT THE WRITTEN CONSENT OF S. LLEWELLYN AND ASSOCIATES LIMITED.

DESIGN	SN	CHK'D	SN	DATE
DRAWN	MT	CHK'D	SN	Sep. 9, 22

SCALE 1:200 (0 5 10 20)

APPROVALS

STAMP: LICENSED PROFESSIONAL ENGINEER — Scott Nelson — S. J. NELSON 100228748 — Sept.9/22 — PROVINCE OF ONTARIO

S. LLEWELLYN & ASSOCIATES LIMITED
CONSULTING ENGINEERS
Tel. (905) 631–6978
Website: www.sla.on.ca
email: info@sla.on.ca
3228 South Service Road, Suite #105 East Wing, Burlington, Ont., L7N 3H8

CLIENT
CAMARRO DEVELOPMENTS INC.

PROJECT NAME
789–795 BRANT STREET
BURLINGTON, ON

TITLE
PRELIMINARY SERVICING PLAN

PROJECT No.	DRAWING No.
22065	C102

S:\22065\Working\Current\22065-Grading & Servicing Plan.dwg

GENERAL NOTES:

1. CONSTRUCTION OF SEWERS, AND RELATED APPURTENANCES SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE CURRENT STANDARD DRAWINGS OF THE CITY OF BURLINGTON, THE REGIONAL MUNICIPALITY OF HALTON AND THE ONTARIO PROVINCIAL STANDARD DRAWINGS (OPSD). THE TOWN AND THE REGION'S DRAWINGS SHALL TAKE PRECEDENCE OVER THE OPSD DRAWINGS.
2. ONTARIO PROVINCIAL STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH THE REGION OF HALTON REVISIONS.
3. RELOCATION OF EXISTING SERVICES AND/OR UTILITIES SHALL BE CONSTRUCTED AS SHOWN ON THE DRAWINGS OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL OBTAIN ALL PERMITS FOR CONSTRUCTION.
5. FOR ALL SEWERS AND WATERMAIN IN FILL SECTIONS, THE COMPACTION SHALL BE VERIFIED PRIOR TO LAYING OF PIPE.
6. NO SUBSTITUTIONS WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE REGIONAL ENGINEER, CITY OF BURLINGTON OR THE ENGINEER.
7. ALL EXCAVATIONS TO BE BACKFILLED WITH SELECT NATIVE MATERIAL, APPROVED BY THE ENGINEER, TO 95% SPD.
8. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING SILT CONTROL DEVICES AS SHOWN ON THE DRAWINGS AND AS DIRECTED BT THE ENGINEER.
9. TREE PROTECTION PROCEDURES TO BE IMPLEMENTED IN ACCORDANCE WITH CITY OF BURLINGTON STANDARDS.
10. THESE PLANS ARE NOT TO BE USED FOR CONSTRUCTION UNTIL SEALED BY THE ENGINEER AND INDICATED ISSUED FOR CONSTRUCTION ON THE DRAWING.
11. THIS/THESE PLAN(S) IS/ARE NOT TO BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF S. LLEWELLYN AND ASSOCIATES LIMITED.
12. INFORMATION REGARDING ANY EXISTING SERVICES AND/OR UTILITIES SHOWN ON THE APPROVED SET OF CONSTRUCTION DRAWINGS ARE FURNISHED AS THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL INTERPRET THIS INFORMATION AS HE SEES FIT WITH THE UNDERSTANDING THAT THE OWNER AND HIS AGENTS DISCLAIM ALL RESPONSIBILITY FOR ITS ACCURACY AND /OR SUFFICIENCY. THE CONTRACTOR SHALL ASSUME LIABILITY FOR ANY DAMAGE TO EXISTING WORKS.
13. SITE PLAN INFORMATION TAKEN FROM PLANS PREPARED BY RAW DESIGN INC.
14. THIS/THESE PLAN(S) TO BE READ IN CONJUNCTION WITH THE FUNCTIONAL SERVICING REPORT (FSR) PREPARED BY S. LLEWELLYN AND ASSOCIATES LIMITED.
15. THIS PLAN TO BE USED FOR SERVICING AND GRADING ONLY, FOR BUILDING LOCATION REFER TO TO THE SITE PLAN.
16. 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 CERTIFIY THE LINE AND GRADE OF THE WORKS NOR RELIEVE THE CONTRACTOR OF CERTIFICATION OF ALL WORKS BY THE OWNER'S ENGINEER.
17. ALTERNATE MATERIALS MAY BE ACCEPTABLE PROVIDED WRITTEN APPROVAL HAS FIRST BEEN OBTAINED FROM THE CITY OF BURLINGTON AND THE THE ENGINEER.
18. THE APPROVAL OF THIS 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
    - SEWER PERMITS
    - APPROACH APPROVAL PERMITS
    - RELOCATION OF SERVICES
    - COMMITTEE OF ADJUSTMENT
    - ENCROACHMENT AGREEMENTS
20. PRIOR TO CONSTRUCTION THE CONTRACTOR MUST:
    i. CHECK AND VERIFIY ALL DIMENSIONS AND EXISTING ELEVATIONS WHICH INCLUDE BUT ARE NOT LIMITED TO THE BENCHMARK ELEVATIONS, EXISTING SERVICE CONNECTIONS, EXISTING INVERTS AND REPORT FINDING IN WRITING TO THE ENGINEER.
    ii. OBTAIN ALL UTILITY LOCATES AND REQUIRED PERMITS AND LICENSES.
    iii. VERIFY ALL FINISHED FLOOR ELEVATIONS AND BASEMENT FLOOR ELEVATIONS WHICH MY APPEAR ON THESE PLANS COMPLY WITH THE FINAL ARCHITECTURAL DRAWINGS.
    iv. CONFIRM ALL DRAWINGS USED FOR CONSTRUCTION ARE OF THE MOST RECENT REVISION.
    v. NOTIFY THE ENGINEER OF THE PROPOSED CONSTRUCTION SCHEDULE FOR COORDINATION OF NECESSARY INSPECTIONS.
21. **THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE ENGINEER 48 HOURS PRIOR TO THE COMMENCING SITE WORKS TO ARRANGE FOR INSPECTION. THE ENGINEER SHALL DETERMINE THE EXTENT OF INSPECTION AND TESTING REQUIRED FOR CERTIFICATION OF THE UNDERGROUND SERVICE INSTALLATION AS MANDATED BY THE ONTARIO BUILDING CODE DIVISION C, PART 1, SECTION 1.2.2, GENERAL REVIEW. FAILURE TO MAKE SUITABLE ARRANGEMENTS FOR INSPECTION WILL LEAD TO POST CONSTRUCTION TESTING AND INSPECTION AS DETERMINED BY THE ENGINEER. THE COSTS OF WHICH INCLUDING ANY DELAYS IN CONSTRUCTION SHALL BE BOURNE BY THE CONTRACTOR. FULL PAYMENT FOR UN-INSPECTED WORKS MAY BE WITHHELD UNTIL THE COMPLETION OF THE POST CONSTRUCTION INSPECTION AND TESTING TO THE SATISFACTION OF THE ENGINEER.**
22. 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.
23. ANY UTILITY RELOCATIONS AND RESTORATIONS DUE TO THE DEVELOPMENT TO BE UNDERTAKEN AT THE EXPENSE OF THE OWNER/DEVELOPER AND SHALL BE COORDINATED BY THE CONTRACTOR.
24. 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.
25. SERVICING CONTRACTOR TO MAINTAIN A "CONFINED TRENCH CONDITION" IN ALL SEWER AND WATERMAIN INSTALLATION TRENCHES.
26. THE SITE SERVICING CONTRACTOR SHALL TERMINATE ALL SERVICES 1.0m FROM THE BUILDING FACE.
27. NO BLASTING WILL BE PERMITTED.

ROADWORKS:

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 150mm 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. TRAFFIC CONTROL SHALL BE MAINTAINED AT ALL TIMES FOR WORKS ON EXISTING ROADWAYS TO THE SATISFACTION OF THE DIRECTOR OF ENGINEERING. THE EXPENSE FOR THE ERECTION OF SIGNS, DELINEATORS AND OTHER TRAFFIC CONTROL DEVICES SHALL BE BORNE BY THE CONTRACTOR.

GRADING NOTES

1. ALONG ADJOINING PROPERTIES GRADE TO MEET EXISTING OR PROPOSED ELEVATIONS WITH SODDED SLOPES (MIN. 3H TO 1V) AND/OR RETAINING WALLS AS SPECIFIED.
2. ALL RETAINING WALLS, WALKWAYS, CURBS, ETC., SHALL BE PLACED A MIN. OF 0.3m OFF THE PROPERTY LINE. ALL WALLS 1.0m OR HIGHER SHALL BE DESIGNED BY A P.ENG.
3. SHOULD A RETAINING WALL BE REQUIRED, THE TOP OF WALL ELEVATIONS SHALL BE SET 150mm ABOVE THE PROPOSED SIDE YARD SWALES.
4. RETAINING WALLS 0.6m IN HEIGHT OR GREATER REQUIRE CONSTRUCTION OF A FENCE OR GUARD RAIL AT THE TOP OF THE REAR OF THE WALL. GUARDS FOR RETAINING WALLS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF EXTERIOR GUARDS AS CONTAINED IN THE ONTARIO BUILDING CODE.
5. TOP OF FOUNDATION WALLS FOR BUILDINGS SHALL BE 150mm (MIN) ABOVE FINISHED GRADE.
6. IF GRADING IS REQUIRED ON LANDS ADJACENT TO THE DEVELOPMENT WHICH ARE NOT OWNED BY THE DEVELOPER, THEN THE DEVELOPER MUST OBTAIN WRITTEN PERMISSION FROM THE ADJACENT PROPERTY OWNER TO ALLOW THE DEVELOPER TO GRADE ON THE ADJACENT LANDS, OTHERWISE RETAINING WALLS MUST BE USED.
7. THE WRITTEN PERMISSION REQUIRED FROM THE ADJACENT LANDOWNER SHALL BE OBTAINED PRIOR TO ENTERING THE LANDS. SHOULD PERMISSION NOT BE OBTAINED OR IS WITHDRAWN PRIOR TO COMMENCING THE WORK, THEN THE DEVELOPER SHALL LIMIT HIS ACTIVITIES TO THE LIMITS OF THE DEVELOPMENT SITE.
8. DRIVEWAY AND DRIVEWAY APPROACHES SHALL BE LOCATED SUCH THAT HYDRO VAULTS AND OTHER STREET FURNITURE ARE A MIN. OF 1.2m FROM THE DRIVEWAY ENTRANCE CURB RADII.
9. ANY CHANGES IN GRADES AND CATCH BASINS REQUIRE THE APPROVAL OF THE CITY'S MANAGER OF DEVELOPMENT ENGINEERING.

SILTATION AND EROSION CONTROL

1. SILTATION CONTROL BARRIERS SHALL BE PLACED AS DETAILED.
2. ALL SILTATION CONTROL MEASURES SHALL BE CLEANED AND MAINTAINED AFTER EACH RAINFALL AS DIRECTED AND TO THE SATISFACTION OF THE CITY OF BURLINGTON AND/OR THE HALTON CONSERVATION AUTHORITY.
3. ADDITIONAL SILT CONTROL LOCATIONS MAY BE REQUIRED AS DETERMINED BY THE ENGINEER, THE CITY OF BURLINGTON AND/OR THE HALTON CONSERVATION AUTHORITY.

SANITARY SEWERS:

1. SANITARY SEWERS SHALL BE PVC. PVC PIPE IS TO BE BELL AND SPIGOT AND COMPLY TO ASTM D-3034 WITH MINIMUM SDR 35.
2. MINIMUM BEDDING REQUIREMENTS FOR ALL SANITARY SEWER MAINS AND RELATED CONNECTIONS IN A SINGLE TRENCH SHALL BE CLASS B GRANULAR BEDDING AS PER OPSD 802.010 UNLESS OTHERWISE NOTED.
3. SANITARY SEWER MANHOLES FRAME AND COVER AS PER OPSD 401.010.
4. TAPPING AT EXISTING SANITARY SEWERS SHALL BE UNDERTAKEN IN ACCORDANCE WITH REGION OF HALTON REQUIREMENTS.
5. ALL SEWERS TO BE VIDEO INSPECTED.
6. ALL SEWERS TO BE FLUSHED PRIOR TO VIDEO INSPECTION.
7. ALL PVC SEWERS ARE TO BE TESTED FOR DEFLECTION (MANDREL PASSAGE) AFTER INSTALLATION. SANITARY SEWERS SHALL ALSO BE TESTED FOR LEAKAGE (LOW AIR PRESSURE). PRIOR TO ASSUMPTION BY THE CITY, PIPE DEFLECTION TESTING SHALL BE REPEATED.

STORM SEWERS:

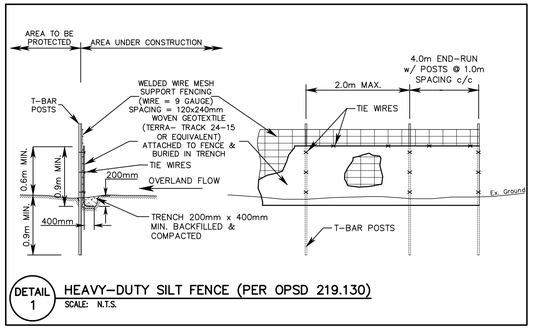
1. 300mm-450mm STORM SEWERS SHALL BE PVC, BELL AND SPIGOT AND SHALL COMPLY TO ASTM D-3034 WITH MINIMUM SDR 35.
2. MINIMUM BEDDING REQUIREMENTS FOR ALL SINGLE STORM SEWER MAINS AND ALL RELATED CONNECTIONS SHALL BE HIGH PERFORMANCE CLEAR STONE (HL-8 GRADED) AS PER CITY OF BURLINGTON STANDARD DRAWINGS S-188.
3. STORM SEWER MANHOLES SHALL BE IN ACCORDANCE WITH OPSD 701.010. AND 703.010. FRAME AND COVER AS PER OPSD 401.01 TYPE A. FRAMES TO BE STAMPED "DANGER" AND "STORM".
4. 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 TO LOCATED WITHIN LANDSCAPED AREAS TO BE SUMPLESS. FRAME AND COVER FOR CATCHBASINS AND CATCHBASIN MANHOLES SHALL BE AS PER OPSD 400.100 (ROADS) AND PER CITY OF BURLINGTON STANDARD DRAWING S-176 (REAR YARDS).
5. DOUBLE CATCH BASINS SHALL BE IN ACCORDANCE WITH OPSD 705.020 WITH 250mm DIA. LEAD. FRAMES AND COVERS TO BE OPSD 400.11 (ROADS) AND CITY OF BURLINGTON STD. S-176 (REAR YARDS). LEADS TO BE PVC SDR 35.
6. CATCH BASIN AND MANHOLE TOPS SHALL BE INITIALLY SET TO BASE COURSE ASPHALT ELEVATION AND ADJUSTED TO GRADE PRIOR TO PLACEMENT OF TOP LIFT OF ASPHALT.
7. ALL TRENCH EXCAVATIONS ARE TO BE BACKFILLED WITH SELECT NATIVE MATERIAL PLACED IN MAXIMUM 200mm LIFT THICKNESSES WITHIN 3% OF THE OPTIMUM MOISTURE CONTENT AND COMPACTED TO A MINIMUM OF 95% SPD, UNLESS OTHERWISE SPECIFIED.
8. INVERTS OF ALL SWALES TO BE SODDED TO A MINIMUM WIDTH OF 3.0m. ALL OTHER DISTURBED AREAS TO BE TOPSOILED AND SEEDED. SOD SHALL BE #1 NURSERY LAID ON A MINIMUM OF 150mm OF TOPSOIL.
9. ALL SEWERS TO BE VIDEO INSPECTED.
10. ALL SEWERS TO BE FLUSHED PRIOR TO VIDEO INSPECTION.
11. 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.

RESTORATIONS:

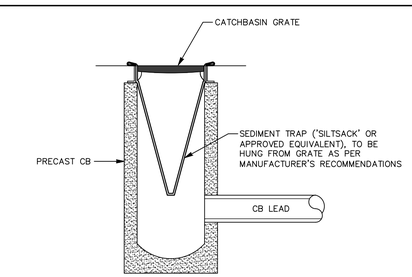
1. ALL TRENCH EXCAVATIONS WITHIN EXISTING ROAD ALLOWANCES SHALL BE AS BACKFILLED AS PER CITY OF BURLINGTON STANDARD DRAWING S-114 AND S-114A, OR S-115 AND S-115A WHERE CONCRETE ROAD BASE IS PRESENT.
2. EXISTING PRIVATE FENCING IS TO BE MAINTAINED THROUGHOUT CONSTRUCTION. WHERE REMOVAL OR RELOCATION OF FENCING IS NECESSARY IT SHALL BE RESTORED OR REPLACED TO ORIGINAL CONDITIONS OR BETTER UNDER THE DIRECTION OF THE ENGINEER.
3. DAMAGED CURB, GUTTER AND SIDEWALK TO BE REPLACED WITH 28 MPa CONCRETE TO EXISTING CONDITIONS OR BETTER.

WATERMAINS:

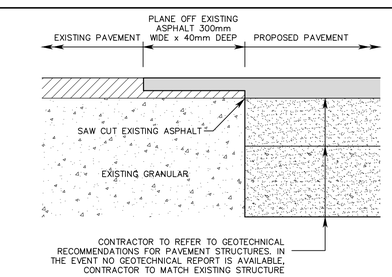
1. FLEXIBLE WATERMAIN PIPE UP TO 300mm DIAMETER TO BE P.V.C. DR-18 AND CONFORM TO A.W.W.A. C-900 WITH MECHANICAL JOINTS AS PER A.W.W.A. C-110, AND TO BE INSTALLED WITH A 10 GAUGE TRACER WIRE.
2. FLEXIBLE PIPE BEDDING TO BE OPSD 802.010 WITH COMPACTED GRANULAR B MATERIAL.
3. MINIMUM COVER TO BE 1.7m TO TOP OF PIPE.
4. DEFLECTION AT JOINTS NOT TO EXCEED 2.5 DEGREES AND SHALL BE EQUAL AT ALL JOINTS.
5. GATE VALVES AND BOXES FOR 150mm DIAMETER WATERMAINS AS PER A.W.W.A. STANDARD C-500 AND ARE TO OPEN TO THE LEFT (COUNTER CLOCKWISE).
6. HYDRANTS SHALL MEET THE REQUIREMENTS OF A.W.W.A. STANDARD C-502 AND SHALL BE SET IN ACCORDANCE WITH REGION OF HALTON, AND CITY OF BURLINGTON BUILDING DEPARTMENT STANDARDS, COMPLETE WITH STEAMER CONNECTIONS. THE 100mm STEAMER PORT SHALL FACE THE FIRE ROUTE AND SHALL BE UNOBSTRUCTED BY ANY PROPOSED LANDSCAPING.
7. ALL FITTINGS TO HAVE MECHANICAL RESTRAINTS THAT MEET UNI-B-13-92.
8. ALL TEMPORARY AND PERMANENT WATERMAIN PLUGS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH OPSD 1103.01.
9. TAPPING AT EXISTING WATERMAINS SHALL BE UNDERTAKEN IN ACCORDANCE WITH REGION OF HALTON REQUIREMENTS.
10. ALL WATER CUSTOMERS SUPPLIED BY A WATERMAIN TO BE SHUT DOWN SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 48 HOURS IN ADVANCE OF THE SHUT DOWN AS PER REGION OF HALTON SPECIFICATIONS. NOTIFICATION SHALL TAKE PLACE UNDER THE ENGINEER'S DIRECTION.
11. MINIMUM HORIZONTAL SEPERATION BETWEEN WATERMAINS (INCLUDING PRIVATE SERVICES) AND STORM AND SANITARY SEWERS SHALL BE 2.5m. WATERMAINS MUST HAVE A MINIMUM VERTICAL CLEARANCE OF 500mm BETWEEN ALL OTHER UTILITIES WHEN CROSSING.



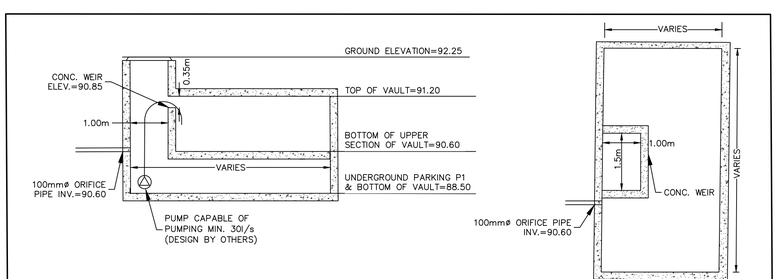
DETAIL 1 — HEAVY-DUTY SILT FENCE (PER OPSD 219.130)
SCALE: N.T.S.



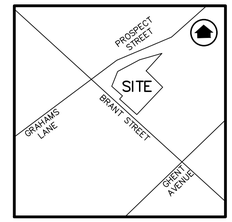
DETAIL 2 — CATCH BASIN SEDIMENT TRAP
SCALE: N.T.S.



DETAIL 3 — ASPHALT LAP JOINT
SCALE: N.T.S.



DETAIL 4 — STORMWATER STORAGE VAULT (DESIGN BY OTHERS)
SCALE: N.T.S.



KEY MAP
N.T.S.

BENCH MARK NOTE:

CITY OF BURLINGTON
BENCHMARK No. 446
BRASS PLAQUE SET ON EAST FACE OF CONCRETE BOX CULVERT ON PLAINS ROAD APPROXIMATELY 150m EAST OF BRANT STREET AND 20cm BELOW TOP OF WALL WEST OF THE COURT HOUSE.
ELEVATION = 100.192

NO.	DATE	BY	REVISIONS

NOTES TO CONTRACTOR:

1. CONTRACTORS AND SUBCONTRACTORS SHALL NOT SCALE FROM THIS DRAWING.
2. ANY INCONSISTENCIES AND OMISSIONS FOUND ON THE DRAWINGS MUST BE REPORTED TO THE ENGINEER FOR CLARIFICATION BEFORE COMMENCING THE WORK.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND ELEVATIONS AND REPORT ALL FINDINGS TO THE ENGINEER. ONCE CONSTRUCTION HAS COMMENCED, THE CONTRACTOR ACCEPTS RESPONSIBILITY FOR ALL DIMENSIONS, ELEVATIONS, AND SITE CONDITIONS.
4. THE POSITIONS OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVER-GROUND UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE DRAWINGS. WHERE SHOWN ON THE DRAWING, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM THEMSELVES OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
5. ALL DRAWINGS REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED, REUSED, OR REVISED WITHOUT THE WRITTEN CONSENT OF S. LLEWELLYN AND ASSOCIATES LIMITED.

DESIGN	SN	CHK'D	SN	DATE: Sep. 9, 22
DRAWN	MT	CHK'D	SN	

SCALE 1:200 (0, 5, 10, 20)

APPROVALS

STAMP: LICENSED PROFESSIONAL ENGINEER — Scott Nelson — S. J. NELSON — 100228748 — Sept.9/22 — PROVINCE OF ONTARIO

S. LLEWELLYN & ASSOCIATES LIMITED
CONSULTING ENGINEERS
Tel. (905) 631-6978
Website: www.sla.on.ca
email: info@sla.on.ca
3228 South Service Road, Suite #105 East Wing, Burlington, Ont., L7N 3H8

CLIENT
CAMARRO DEVELOPMENTS INC.

PROJECT NAME
789-795 BRANT STREET
BURLINGTON, ON

TITLE
GENERAL NOTES & DETAILS PLAN

PROJECT No. 22065
DRAWING No. C103

S:\22065\Working\Current\22065-Grading & Servicing Plan.dwg
Plotted: Friday, September 9, 2022 3:41:02 PM By: Scott Nelson

Appendix C: Site Plan Prepared by RAW Design Inc.

SITE PLAN LEGEND

00.00	EXISTING ELEVATION
+ 00.000	PROPOSED ELEVATION
+ 00.000 T.O.S.	TOP OF STRUCTURE
+ 00.000 T.O.W.	TOP OF WALL
+ 00.000 T.O.C.	TOP OF CURB
	VEHICULAR EXIT/ENTRANCE
	PEDESTRIAN EXIT/ENTRANCE
	PRIMARY RES ENTRANCE
	EXISTING EXTERIOR TO REMAIN
	NEW WALLS
	ITEM ABOVE
S	SCREEN REF. #
W	WALL TYPE
D	DOOR REF #

NOTES:
REFER TO CONSULTANTS DRAWINGS FORINFORMATION RELATING TO SITE SERVICING, GRADING AND LANDSCAPE. ALL ITEMS NEW CONSTRUCTION UNLESS NOTED OTHERWISE

Abbreviations

AD	AREA DRAIN
CACF	CENTRAL ALARM CONTROL FACILITY
CB	CATCH BASIN
FH	FIRE HYDRANT
FD	FLOOR DRAIN
HB	HOSE BIB
HLP	HYDRO LIGHT POLE
MH	MAN HOLE
TLS	TRAFFIC LIGHT STANDARD

SITE PLAN INFORMATION TAKEN FROM :

TOPOGRAPHIC PLAN SURVEY OF PART OF LOT X
REGISTERED PLAN XXXX
CITY OF XXXXX
PREPARED BY XXXX LAND SURVEYORS
(DATE).

XXX.Xm = 000 ESTABLISHED GRADE

XXX.Xm = TOS GROUND FLOOR AVERAGE

SITE PLAN NOTES

1. THE BUILDING IS TO BE [NOT SPRINKLERED] /[SPRINKLERED].

2. THE SOLID WASTE ROOMS IS XX SM AND AND WILL ACCOMMODATE GARBAGE VIA USE OF ONE CHUTE. GARBAGE CHUTE ACCCESS OCCURS ON LEVELS X,X AND X. ADDITIONAL BULK STORAGE IS PROVIDED AT A MINIMUM OF XXSM.

3. COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE ON SITE IN THE LOADING AREA DESIGNATED ON THE GROUND FLOOR PLAN. AN ON-SITE TRAINED STAFF/ MAINTENANCE PERSON IS RESPONSIBLE FOR MOVING THE BINS FROM THE SOLID WASTE ROOM TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIVES TO THE COLLECTION VEHICLE OPERATOR AS REQUIRED. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE CITY, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.

4. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.

5. REFER TO SITE SERVICING PLAN, FOR SEWER AND WATER SERVICE INFORMATION.

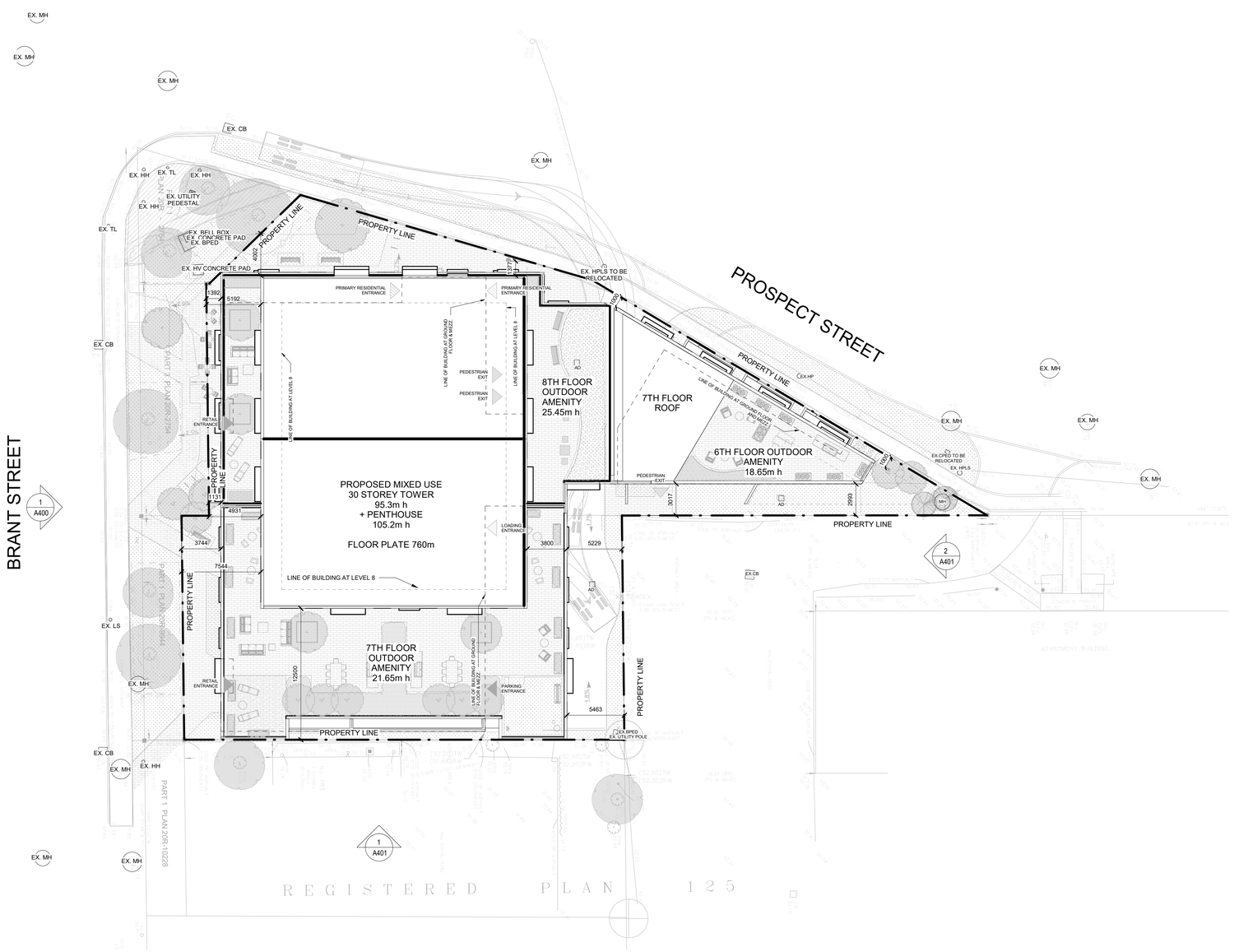
6. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGE THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.

7. PROPOSED ACCESS TO THE DRIVEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO. T310-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.

8. THIS BUILDING IS DESIGNED WITH A SHARED LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AND / OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE, AT NO COST TO THE CITY, WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE.

9. SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED, ALL NECESSARY APPLICATION AND WAIVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.

10. NO SPEED BUMPS SHALL BE INSTALLED ON ANY MAIN DRIVEWAY AISLE OR DESIGNATED FIRE ROUTE.



1 A100 **Site Plan** 1 : 200

This drawing is the property of the Architect and may not be reproduced or used without the express consent of the Architect. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.

ISSUE RECORD
2022-08-26 Issued for Rezoning

REVISION RECORD
NO. DATE DESCRIPTION

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

21001

789-795 BRANT STREET

CAMARRO DEVELOPMENTS

SITE PLAN

As indicated

A100

2022-09-08 11:19:22 AM

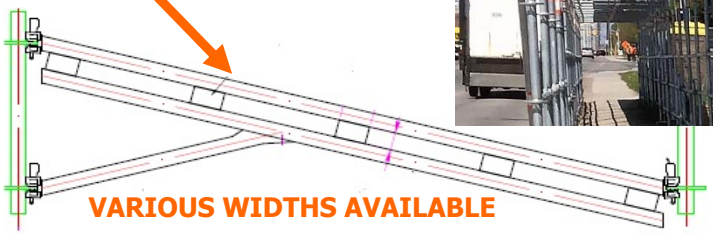
Appendix D: Pre-Manufactured Scaffolding Overhead Sidewalk Protection System

PATENTED "Nu-Slope"™ - Overhead Sidewalk Protection

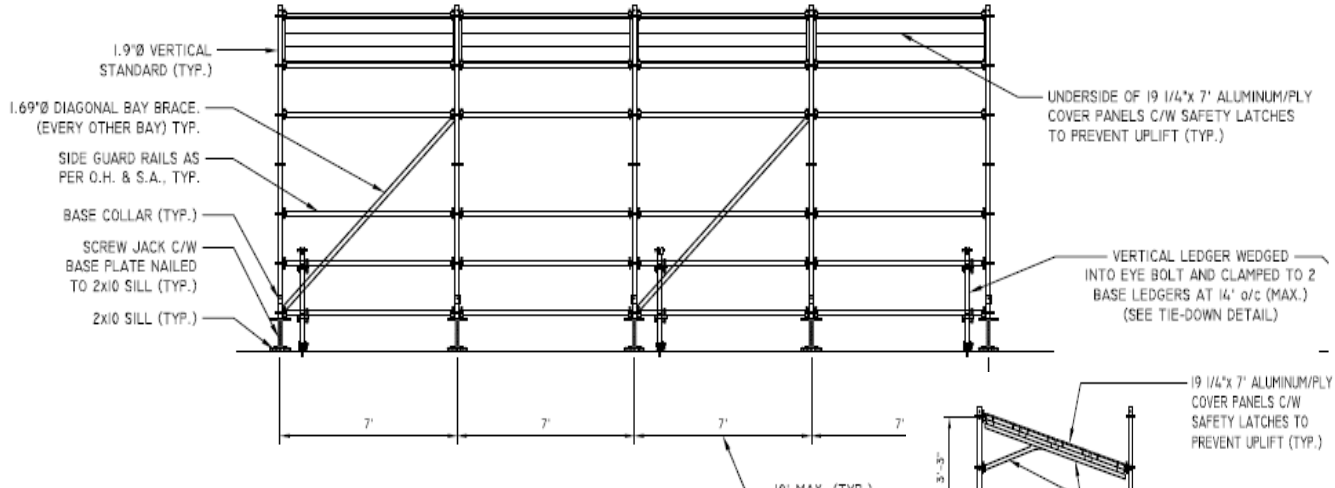
- Protective public pedestrian walkway with attractive curb appeal
- One piece "Y" shaped, 3 lock connection
- Quick cost efficient assembly
- Sloped design deflects weather, debris or other objects to site side
- Accommodates elevated advertising space street side, privacy on site side with plywood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



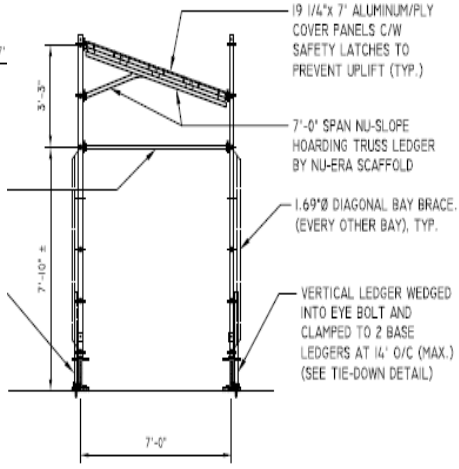




VARIOUS WIDTHS AVAILABLE







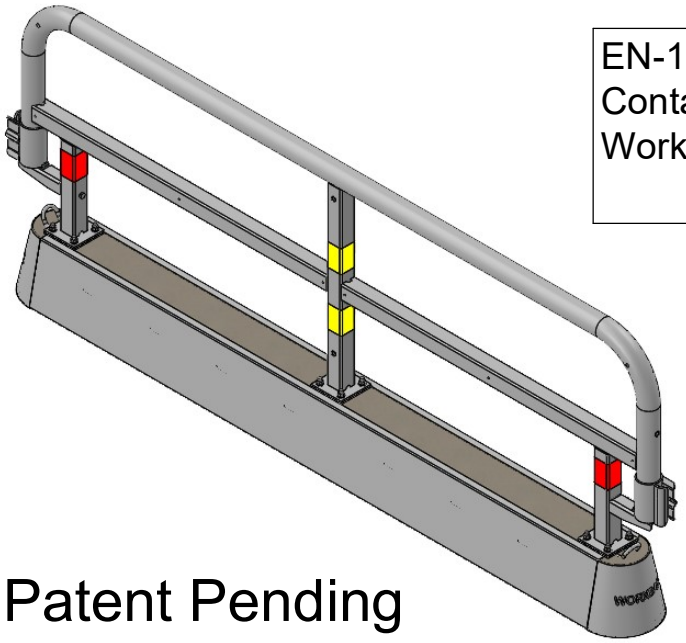
B/2 TYPICAL SCAFFOLD SECTION (ALT. 3)
SCALE: 1/4" = 1'-0"

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

Appendix E: Urban Barriers Specifications

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WORK ZONE SAFETY
Consulting - Road - Construction - Industry

Urban Barrier



EN-1317	
Containment level:	T1(80 km/h)
Working width:	W6(1,9 m)

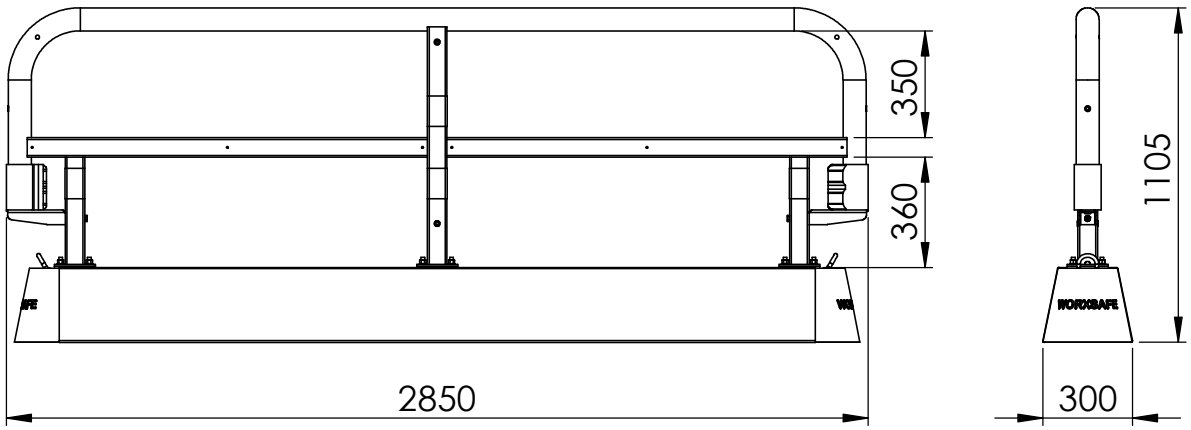
Galvanized

Steel & Concrete

435

Patent Pending
Protected Design

[mm]

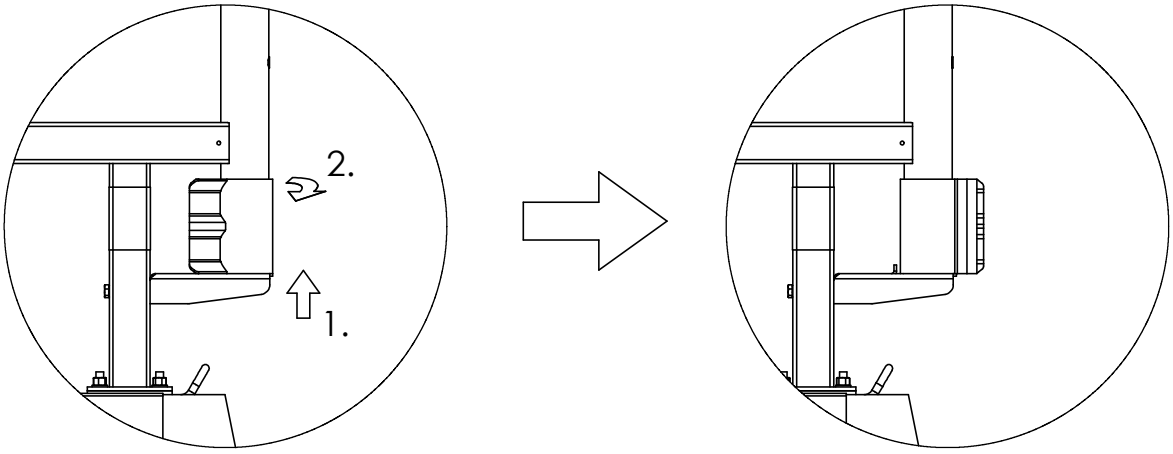


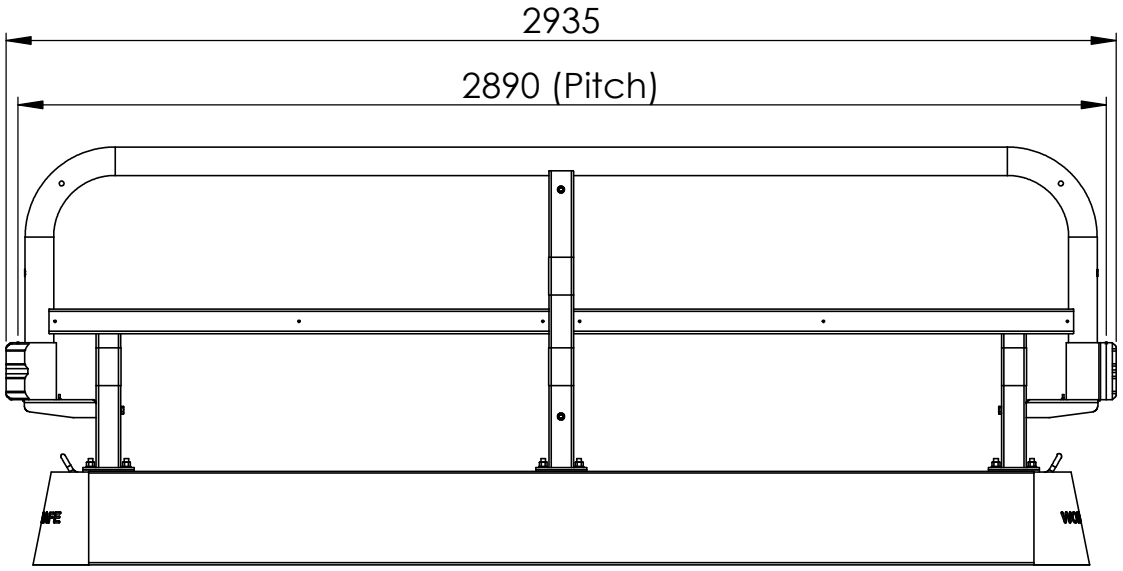
(Transport mode)

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www.ramudden.ca

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Installation

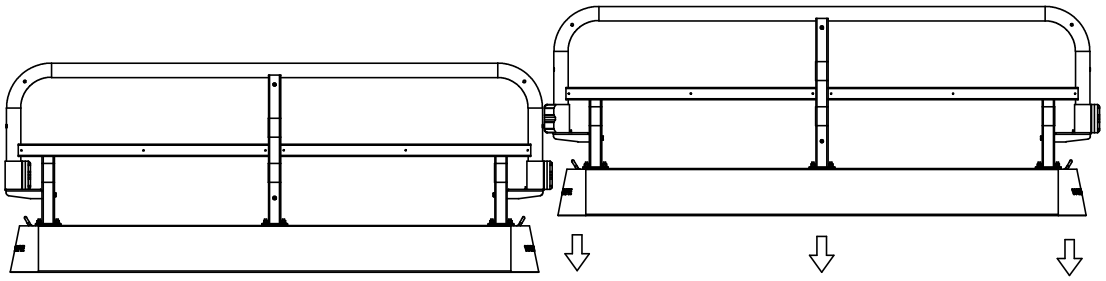


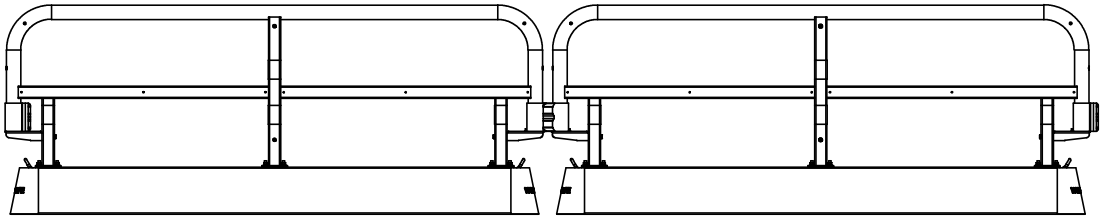


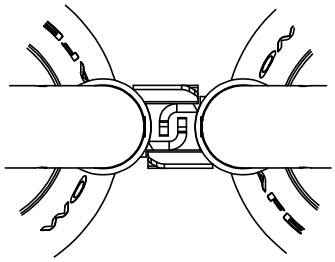
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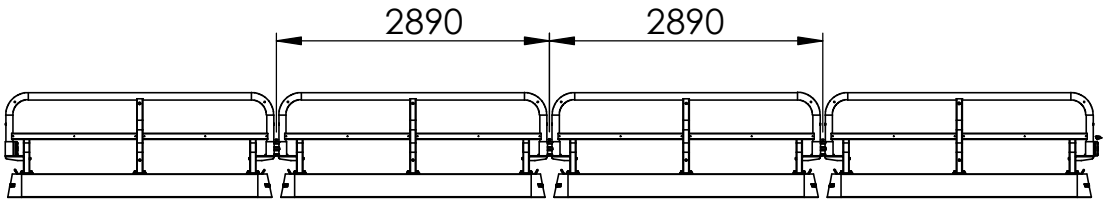
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WORK ZONE SAFETY
Consulting - Road - Construction - Industry

Installation







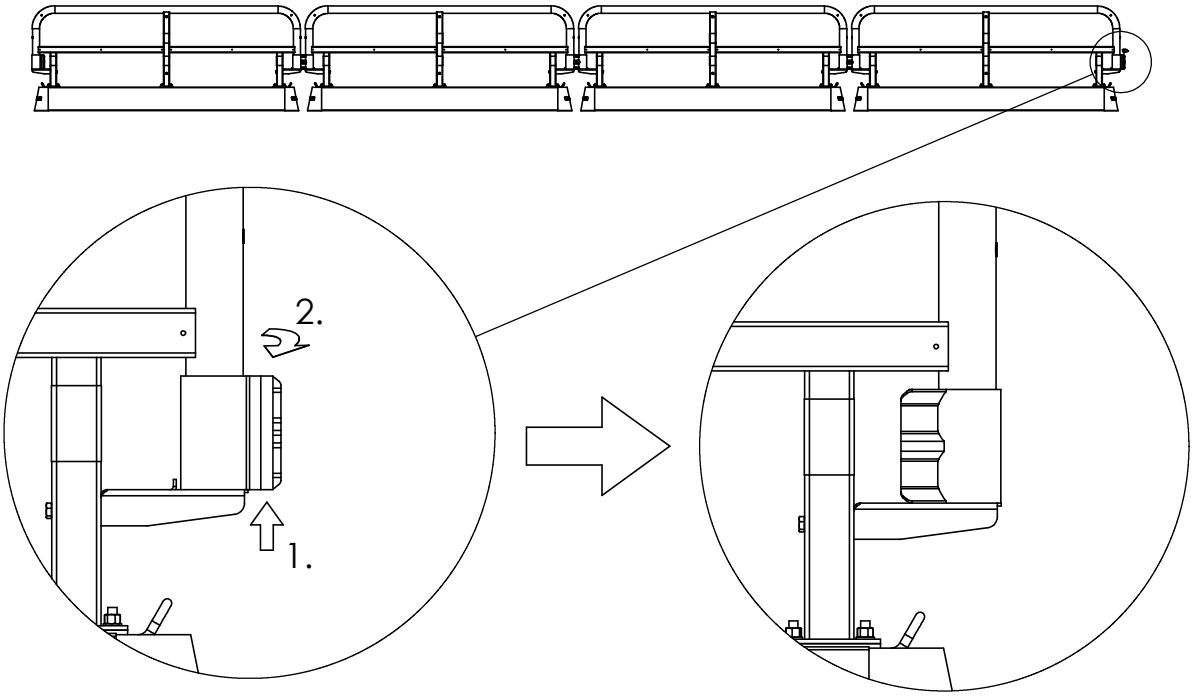


Keep hands away from connector part when lifting to avoid injuries.

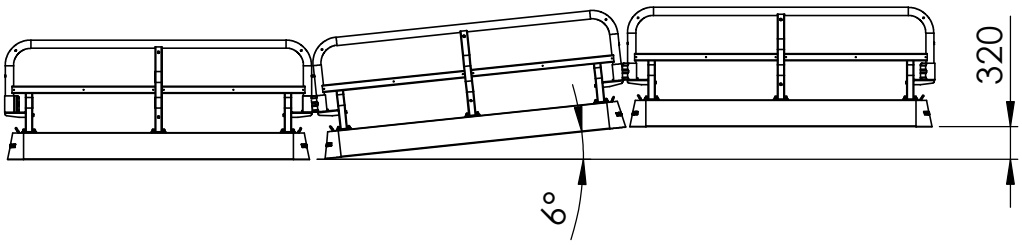
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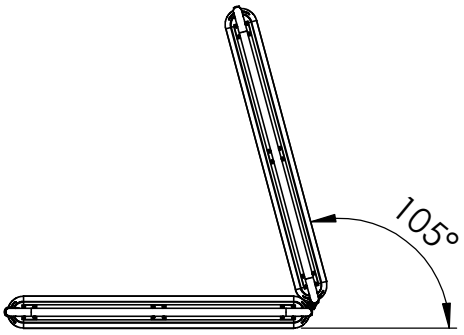
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Installation



Possible Angles



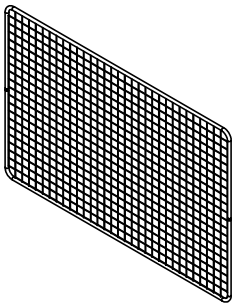


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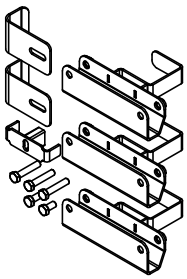
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AT Fence (Active Transportation)

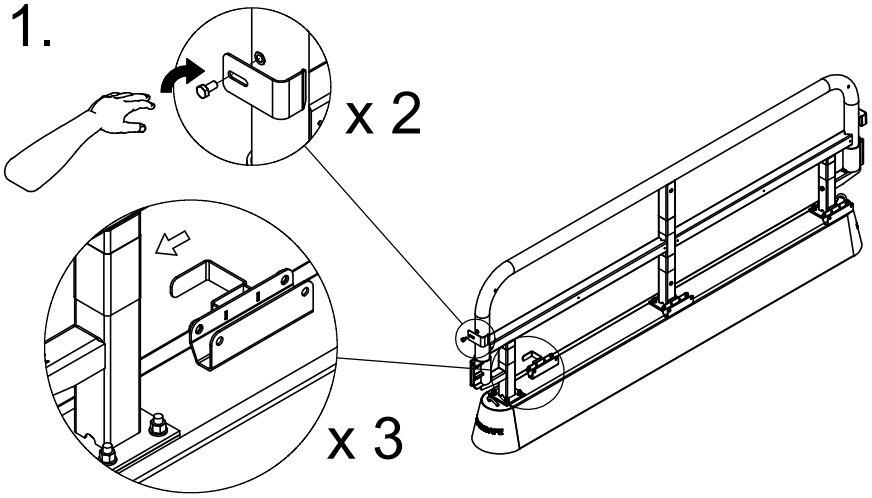
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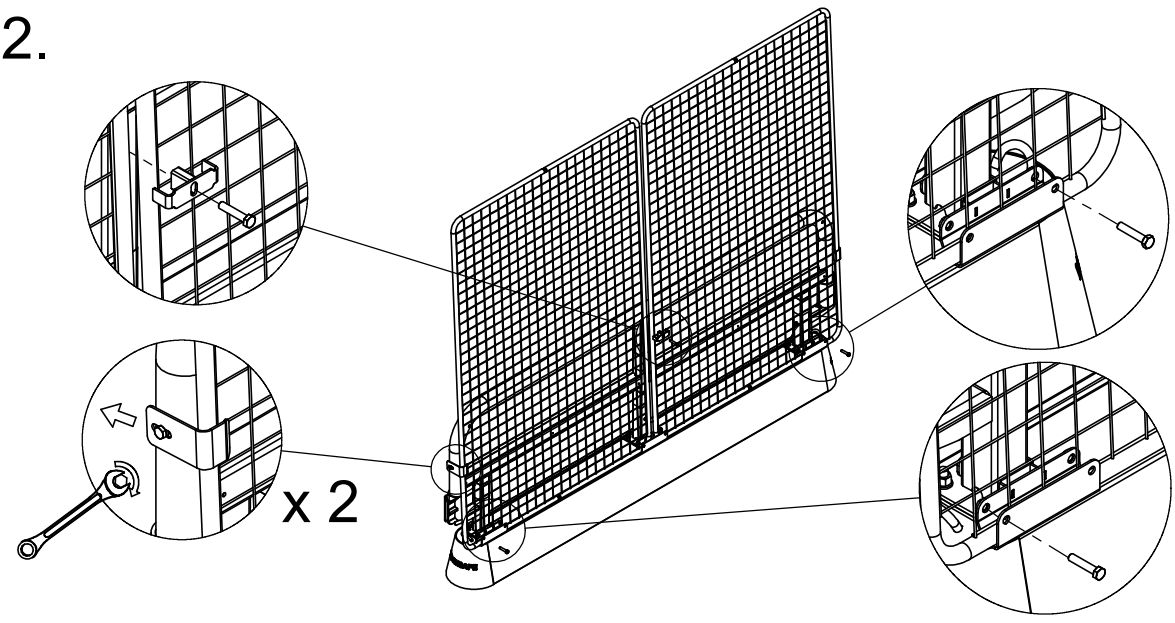
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1.



2.



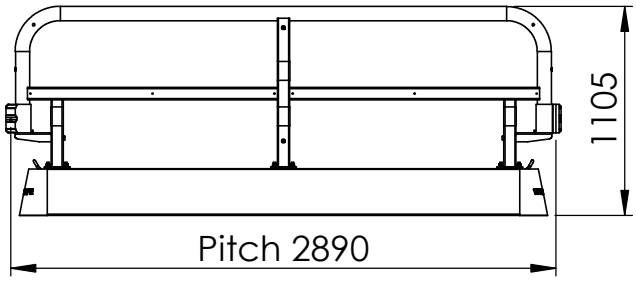
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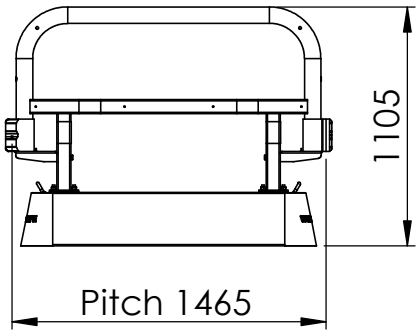
Product family

Urban Barrier T1



- Containment level: T1(80 km/h)
- Working width: W6 (1,9 m)

Urban Barrier 1.45 m



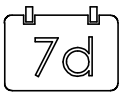
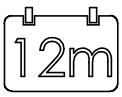
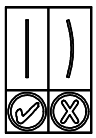
- Ideal for flexibility

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GENERAL
- Always read the manufacturer's instructions to ensure that the product is used correctly and safely.
- If anything is unclear, contact the manufacturer or your retailer.
- Never mix products from different manufacturers.
- Do never exceed the specified load limits.

STORAGE
- Store as far as possible in non-corrosive environment.
- Store the products according to the manufacturer's intended way for example when stacking to minimize the risk of personal injury.

 Technical information	 Weight	 Tighen with torque
 Inspect	 Recycling	 Loosen
 Inspection interval (days)	 Correct	 Max allowed wind speed
 Inspection interval (months)	 Incorrect	 Force
 Inspect straightness	Be aware!	 Moment
Inspect for cracks	 Tighten	 Insert

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