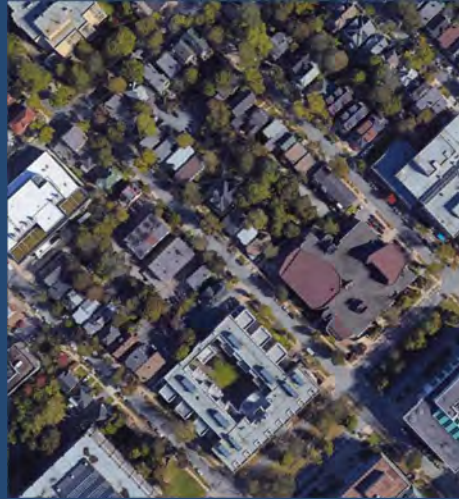

CONSTRUCTION MANAGEMENT PLAN

February 3, 2021



WERKLIV

Seymour Street Halifax, Nova Scotia

Project Number 19-220



PREPARED BY:

DesignPoint Engineering & Surveying Ltd.

222 Waterfront Drive Suite 104
Bedford, NS B4A 0H3



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1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION AND OBJECTIVES

WERKLIV is proposing to develop a new six story residential building. This project is near Dalhousie campus, located on Seymour Street between Coburg Road and University Avenue.

DesignPoint, together with **WERKLIV**, has prepared this Construction Management Plan (CMP) to reduce negative impacts to the community as a result of construction activities. This CMP is intended to be an evolving document to help guide the project team to mitigate impacts to the adjacent community before they arise and to address unforeseen issues. CMP drawings can be found in **Appendix A** and have been coordinated with the opposing construction project on the east side of Seymour Street.

Should any changes be required to any aspect of this CMP, an email and hard copy of the proposed changes shall be sent to HRM for review a minimum of 10 days prior to their proposed implementation. Changes will only be implemented following approval from HRM.

1.2 PROJECT CONTACT INFORMATION

The project team for the proposed development consists of:

Owner: **Werkliv**

1484 Carlton Street, Halifax, NS, B3H 3B7

Trevor Thorne Project Manager 902-422-8408,202

Construction Manager: **Ellisdon Corporation**

7071 Bayers Road, Suite 5007, Halifax, NS, B3L 2C2

Steven Skinner Site Superintendent 902-401-2136

Trevor Megarity Project Manager 902-401-2600

Traffic Control Services: **Frontline Traffic Services**

P.O. Box 89, Eastern Passage, NS, B3G 1M7

Phil Preneau 902-818-5488

Rodent Control Services: **Target Pest Control**

Stephen Taylor 902-817-9200

2.0 CONSTRUCTION SCHEDULE AND LOGISTICS

2.1 SCHEDULE

- Site mobilization – November 9, 2020
- Abatement – November 16, 2020 – December 22, 2020
- Demolition – January 04, 2021 – January 19, 2021
- Excavation – January 25, 2021 – May 14, 2021
- Street closure – March 15, 2021 – January 15, 2022
- Tower crane erection – April 9, 2021
- Substructure – April 15, 2021 – July 15, 2021
- Superstructure – July 19, 2021 – January 14, 2022
- Tower crane removal – April 22, 2022

From start to completion, the project will take approximately 22 months.

2.2 WORK WITHIN THE PUBLIC RIGHT-OF-WAY

Each project phase will require encroachments within the Halifax Regional Municipality (HRM) right-of-way (ROW) and will remain in place for the entirety project. Extents of encroachments are provided in the Encroachment Plans in **Appendix A**.

- | | |
|---|-------------------------------|
| • Barrier Installation and Street Closure | Tentatively November 18, 2020 |
| • Barrier Removal and Street Reopening | September 1, 2021 |

During the Street Closure period, we are proposing that there be no pedestrian corridor as this is a concern of life safety as there will be two cranes swinging over the areas. Also, if we were to install a protected corridor through the center of the road closure, there will still be the risk of truck traffic coming in and out of both sites, and the pedestrians would have to cross this at both ends of the road closure.

2.3 HOURS

- | | |
|---|-----------------------|
| • Monday to Friday: | 7:00 a.m. – 9:30 p.m. |
| • Saturdays: | 8:00 a.m. – 9:30 p.m. |
| • Sundays, Statutory Holidays, & Remembrance Day: | 9:00 a.m. – 9:30 p.m. |

Construction will be completed during daytime hours to avoid interruptions to residents in the evenings and night. Construction activities must adhere to all restrictions outlined in the HRM Noise Bylaw (N-200). Work within Seymour Street will be restricted as per the requirements of the HRM Traffic Control Manual Supplement (TCM).

2.4 GENERAL NOTES

Rodent control methods will be undertaken 6 weeks (minimum) prior to the commencement of demolition and are outlined in **7.3.6**.

Although most signs will be mounted on existing permanent poles, some signs may require to be mounted using temporary concrete sign bases complete with embedded steel poles. These sign bases will weight approximately 90 kg (200 lb.) to prevent them from being stolen and will be square to prevent them from rolling if toppled. They will be positioned away from, or along the edges of, pedestrian routes to prevent the impedance of pedestrians.

The Engineer must grant approval before a street can be closed. Any request for a construction related street closure must be received at least 5 business days in advance of the proposed closure date. The request must be complete and include the following:

- Purpose of closure
- Date and duration of planned closure, as well as rain dates or backup dates if known.
- Location of work site
- Limits of planned closure
- Detour plan(s): o Pedestrian and Vehicle detours, as well as separate Bicycle, Transit, Passenger, and Truck Detours if they are different than the standard vehicle detour.
- Sample of notification letter to be distributed to the affected residents.
- Contact information for the person or company responsible for the closure.

Prior to closing a street, an applicant must have a plan to prevent disruptions in services such as solid waste removal, Halifax Transit, Canada Post community mailbox access and snow clearing activities when applicable. The Traffic Authority may dictate additional requirements regarding detour signage as their sole discretion.

For all planned street closures, the contractor is responsible to distribute notification to all affected property owners/business owner/tenants regarding the planned disruption. Notices must be hand delivered to all property owners or businesses within the closed area and must contain the following:

- the name of the person(s) responsible for the closure, including a contact person and telephone number (contact person(s) must be available throughout the duration of the closure);
- the intended date and time the closure or disruption will commence;
- the expected duration of the closure or disruption; and
- the location of the closure or disruption and affected area.

Notices must be delivered at least 5 business days in advance of any street closure. After the initial hand-delivered notification, the contractor must provide confirmation to HRM that the notices were delivered, including a list of all the civic addresses included in the distribution. In addition to the notification process above, HRM shall issue a Public Service Announcement in advance of the closure of any street on the list found in Schedule A of the HRM Traffic Control Manual Supplement. When multiple or repeated street closures on the same project are required, notification must follow the above process, and also include

the expected number of closures and schedule in the notice. Subsequent notification for closures on the same project must be provided to affected residents a minimum of 48 hours in advance of the closure.

3.0 RELEVANT REGULATIONS & GUIDELINES

3.1 OCCUPATIONAL HEALTH & SAFETY REGULATIONS

This CMP shall be utilized in agreement with all applicable Provincial and Federal Occupational Health and Safety Regulations. At a minimum, construction activities must always meet the standards of:

- a) National Building Code of Canada, as adopted and modified under the Building Code Act and the Nova Scotia Building Code Regulations made under that Act;
- b) Nova Scotia Occupational Health and Safety Act, and the Nova Scotia Occupational Safety General Regulations made under that Act;
- c) The Transportation Association of Canada (TAC)'s Manual of Uniform Traffic Control Devices for Canada (MUTCDC); and
- d) Nova Scotia Temporary Workplace Traffic Control Manual (NSTCM).

3.2 MUNICIPAL REGULATIONS & GUIDELINES

In addition to the Provincial and Federal standards referenced in **Section 3.1**, this CMP shall be utilized in agreement with and meet, at a minimum, the standards of all relevant municipal by-laws including, but not limited to, the following:

- S-300 Streets;
- E-200 Encroachments;
- B-201 Building;
- N-200 Noise;
- T-600 Trees;
- S-900 Controlled Access Streets;
- T-400 Truck Routes;
- W-101 Discharge into Public Sewers;
- B-600 Blasting; and
- HRM TCM Supplement.
- Smoke Free Act

4.0 VEHICLE AND PEDESTRIAN MANAGEMENT

4.1 VEHICULAR TRAFFIC CONTROL

This project site is in a dense urban environment which poses specific risks related to vehicular traffic. This CMP identifies vehicle traffic controls to protect motorists, the public, and on-site workers.

Prior to any construction activity, all temporary workplace traffic control devices and signage will be in place as per the Nova Scotia Temporary Workplace Traffic Control Manual (latest edition) in accordance with the CMP drawings.

Construction is planned on the adjacent Dalhousie property, east of Seymour Street, east of the Werkliv Project site, which is expected to take place simultaneously with construction activities on the Werkliv Site. The site contractor for the Werkliv and Dalhousie projects is EllisDon. The construction for the Seymour project will take place in two phases, encroachment requirements for each phase are shown in the appendices. During Phase 2 of the project EllisDon would like to close Seymour Street for the duration of the project.

Reflective tape complete with contrasting colors will be provided along the sides of F-Type concrete barriers, near their tops, to assist in delineation of walkways at night.

4.1.1 Payment of Applicable Fees

Payment of all applicable fees will be made in accordance with HRM Administrative Order 15 (AO15).

4.1.2 Vehicular Hazard Assessment

See Appendix Q for vehicular and pedestrian hazard assessment information which validates **Ellisdon's** rationale for requiring street encroachments.

4.1.3 Traffic Control Plan Preparation & Monitoring

Separate Traffic Control Plans (TCPs) have been prepared as required for each project phase in accordance with the standards identified in the TAC Manual of Uniform Traffic Control Devices, the NSTIR Temporary Workplace Traffic Control Manual, and the HRM Traffic Control Manual Supplement.

TCPs have been prepared by DesignPoints's certified temporary workplace signer (TWS), Matt Williams. The TCPs illustrate the proposed signage which will be installed to warn vehicular traffic ahead of, and throughout, the construction zone. Traffic control features and methods as well as information related to the TCPs are provided in **Sections 4.1.8**.

4.1.4 Notifications of Traffic Closures

The contractor shall notify HRM and the public to proposed traffic closures as outlined in **Section 8.3**.

4.1.5 Traffic Control Element Inspection & Maintenance

All TCPs will be implemented and monitored by **Frontline Traffic Services** and its team of certified Traffic Control Persons (as recognized by the Nova Scotia Department of Transportation and Infrastructure Renewal). Construction warning signage will be displayed throughout the approaches, to and adjacent to, the project site in accordance with the Nova Scotia Temporary Workplace Traffic Control Manual. **EllisDon** will inspect traffic control elements on a scheduled basis, or more frequently as required, and

will maintain traffic control elements as required to ensure that the TCPs are effectively and correctly implemented. See **Appendix N** for a sample construction management plan element inspection sheet to be completed by both **Frontline Traffic Services** and **EllisDon**.

4.1.6 Changes to Traffic Control Plans

Requests for modifications to TCPs will be sent to HRM for approval a minimum of 10 days prior to their proposed implementation.

4.1.7 Emergency Vehicle Access

Emergency vehicle access to the project site will always be maintained throughout the life of the project. The rigid fence constructed around the project site will be assembled such that access to the existing fire hydrant along Seymour Street will remain unobstructed to emergency vehicles and personnel throughout construction.

In cases of emergencies, on-site workers will exit the project site through gates along Seymour Street. These gates will always remain unlocked when workers are on site to allow emergency response units to access the site.

4.1.8 Traffic Control Plan

During phase 2 of the construction, a portion Seymour street will be closed to vehicular and pedestrian traffic; only local traffic will be permitted. This is dependent on the approval of HRM Development and Traffic Authorities

Emergency vehicle access to the project site will always be maintained throughout the life of the project. Traffic Control Plans, Encroachment Plans, a Haul Route Plan, and Street Closure Plans are provided in **Appendix A**.

4.1.9 Haul Route Plan

A Haul Route Plan (HRP) is provided in **Appendix A** and will be implemented throughout all phases of this construction project. This HRP includes the proposed route which construction and delivery trucks will use throughout construction and adheres to the HRM Traffic Control Manual Supplement. As shown in the HRP, haul routes will extend to their origins and destinations by streets approved in the HRM Truck Route Bylaw (T-400).

4.1.10 Parking

During the all construction phases, there will be no on street parking on Seymour Street. Please refer to the Encroachment Plans (see **Appendix A**) for additional information.

Parking Stall Removal

During the Demolition, Excavation, Substructure, and Superstructure Phases, there will be a net parking loss of approximately 15 spaces (non-metered).

Contractor Parking

To minimize parking requirements in adjacent neighborhoods, on-site workers will be required to carpool to the project site. Once the underground parade has been constructed, some on-site workers will park in the parade.

Out-of-Service Parking Meter Fees

No parking meters will be removed from service.

Temporary Parking

No temporary free parking will be provided.

Net Parking Loss

During the Demolition, Excavation, Substructure, and Superstructure Phases, there will be a net parking loss of approximately 15 spaces (non-metered).

Parking Signage

No signage showing the temporary parking locations will be included.

Parking Within Encroachment Areas

Encroachment areas are intended for use as loading areas. On-site workers will not be permitted to park within the encroachment areas.

4.2 PEDESTRIAN MANAGEMENT

Pedestrian management will be of foremost consideration throughout the construction of this project. DesignPoint together with **Werkliv**, have prepared Pedestrian Management Plans (PMPs), and wayfinding signage to assist pedestrians in navigating their way around this project site. Phase 2 of the project will also require a detour of existing cycling routes, a detour plans for cycling routes has been prepared showing proposed routes and required signage. These plans and signs are provided in **Appendices A through F**.

Although most signs will be mounted on existing permanent poles, some signs may require to be mounted using temporary concrete sign bases complete with embedded steel poles. These sign bases will weight approximately 90 kg (200 lb.) to prevent them from being stolen and will be square to prevent them from rolling if toppled. They will be positioned away from, or along the edges, of pedestrian routes to prevent impedance of pedestrians. Some Pedestrian Management signs and wayfinding signs will be mounted to existing fences on private property. Additional information related to these items is provided in **Section 5.3**.

4.2.1 Bus Stop Relocation

No bus stop relocation is required.

4.2.2 Payment of Applicable Fees

Payment of all applicable fees will be made in accordance with HRM Administrative Order 15 (AO15).

4.2.3 Pedestrian Hazard Assessment

See **Appendix M** for Pedestrian Hazard Assessment information which validates **Ellisdon's** rationale for requiring a street closure.

4.2.4 Pedestrian Management Plan Preparation & Monitoring

A Pedestrian Management Plans (PMPs) has been prepared for Phase 2 of the project, during Phase 1 of the project pedestrian access will be maintained on the north east side of Seymour street . PMPs have been prepared by DesignPoint's certified temporary workplace signer (TWS), Matt Williams. The PMPs

illustrate the proposed signage which will be installed to warn pedestrian traffic ahead of and throughout the construction zone. Pedestrian management features and methods as well as information related to the PMPs are provided in **Section 5.3** and in **Appendices A through E**.

4.2.5 Notifications of Pedestrian Closures

The contractor shall notify HRM and the public to proposed pedestrian closures as outline in **Section 8.3**.

4.2.6 Pedestrian Management Plan Compliance

All PMPs will be implemented and monitored by **EllisDon**. Construction warning signage will be displayed throughout the approaches to, and adjacent to, the project site. **EllisDon** will inspect pedestrian management and cycling route detour elements at the start and end of the workday, or more frequently as required, and will maintain pedestrian management and cycling route detour elements as required to ensure the PMPs are effectively and correctly implemented. See **Appendix N** for a sample construction management plan element inspection sheet to be completed by **EllisDon**.

4.2.7 Changes to Pedestrian Management Plans

Requests for modifications to PMPs will be sent to HRM for approval a minimum of 10 days prior to their proposed implementation.

Notification of pedestrian disruptions will be distributed to affected residents and businesses a minimum of 5 days in advance of disruptions. Modifications to PMPs for unforeseen events will be sent to the Municipality for approval.

4.2.8 Pedestrian Management Plans

Pedestrian Management Plans (PMPs) have been prepared by DesignPoint's certified temporary workplace signer (TWS), Matt Williams. A Pedestrian Management Plans (PMPs) has been prepared as required for Phase 2 of project. (see **Appendix A**). The Pedestrian Management Plan illustrate the pedestrian routes throughout construction and signs which will be erected to warn and direct pedestrians in a safe and convenient manner.

4.2.9 Pre-Project Hazard Assessment

See **Appendix Q** for vehicular and pedestrian hazard assessment information which validates **EllisDon's** rationale for requiring street encroachments.

4.2.10 Visually Impaired Persons

Visually impaired persons will use existing HRM sidewalks and crosswalks due to the proposed closure of Seymour street to pedestrian and vehicular traffic.

4.2.11 Accessibility

Due to the proposed closure of Seymour street to pedestrian and vehicular traffic; pedestrians will use existing HRM sidewalks and crosswalks. No temporary walkways / ramps will be used.

5.0 CONSTRUCTION SITE PROTECTION AND HOARDING

5.1 SITE PROTECTION AND HOARDING MATERIALS

5.1.1 Concrete F-Type Barriers

Concrete F-Type barriers will be installed as per the CMP drawings throughout all project phases. It will be the contractor's responsibility to regularly inspect the condition and layout of these barriers to ensure their continued functionality.

5.1.2 Fencing

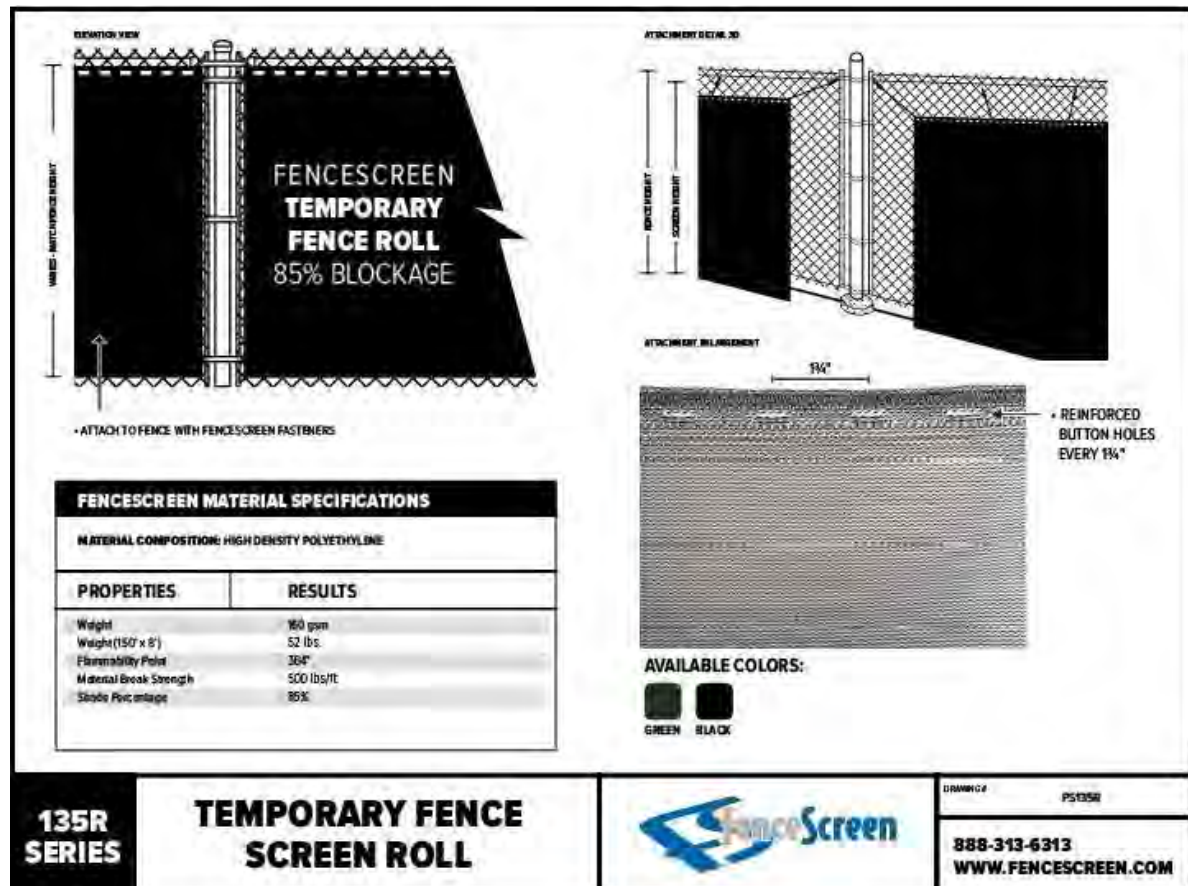
Throughout all construction phases, a rigid fence will surround the development. This fence will be drilled and bolted into the surfaces of out-of-service concrete curbs or sidewalks. **Figure 1** below shows a fence assembly example. It will be the contractor's responsibility to regularly inspect the rigid fences to ensure their continued structural integrity. Any deficiencies in fencing must be addressed immediately to prevent pedestrians from entering the project site through holes. The fence structure will be sufficiently strong such that it cannot be moved, removed, or overturned without the use of tools.



Figure 1: Rigid Fence Fixed to Concrete Sidewalk

5.1.3 Translucent Mesh

Within 2 m of the public ROW, rigid fencing will be covered with a translucent mesh, a minimum of 1.8 m high, to help control dust and minimize noise. See the specification below for more description. Also note that the translucent mesh will be installed along the right of way and not intended to be applied to all site perimeter fencing.



ELEVATION VIEW

VARIES - MATCH FENCE HEIGHT

FENCESCREEN TEMPORARY FENCE ROLL 85% BLOCKAGE

• ATTACH TO FENCE WITH FENCESCREEN FASTENERS

ATTACHMENT DETAIL 3D

SCREEN HEIGHT

ATTACHMENT ENLARGEMENT

1 3/4"

REINFORCED BUTTON HOLES EVERY 1 3/4"

FENCESCREEN MATERIAL SPECIFICATIONS

MATERIAL COMPOSITION: HIGH DENSITY POLYETHYLENE

PROPERTIES	RESULTS
Weight	160 gsm
Weight (150' x 8')	52 lbs.
Flammability Point	364°
Material Break Strength	500 lbs/ft
Static Pore Volume	85%

AVAILABLE COLORS:

GREEN BLACK

135R SERIES

TEMPORARY FENCE SCREEN ROLL

FenceScreen

DRAWING: PS135R

888-313-6313

WWW.FENCESCREEN.COM

5.1.4 Hoarding

No blasting operations will take place on this site; therefore ridge site hoarding is not required.

5.1.5 Covered Ways

No covered walkways are required if Seymour Street is closed to pedestrian traffic.

5.1.6 Snow Removal

The contractor will not dump snow or ice onto adjacent public property and will truck snow off site as required to prevent the unsafe build-up of snow piles.

The contractor will be responsible to remove snow and ice as required to ensure that emergency access is maintained to the project site, existing Siamese connection (when still in operation), and hydrant along Seymour Street.

5.1.7 Site Lines

No site lines will be impacted by the temporary site hoarding when Seymour Street is closed to vehicular and pedestrian traffic.

5.1.8 Emergency Access & Egress

Along Seymour Street, the site will be accessible through two separate gates. These gates are the only locations that will receive equipment/materials during construction and will always be locked after work hours. In cases of emergencies, on-site workers will exit the project site through these gates. These gates will always remain unlocked when workers are on site so as not to restrict emergency response units from accessing the site. In addition, the entrance gates will be designated “Entrance Gate” and “Exit Gate” as shown in the CMP drawings.

An existing fire hydrant located along Seymour Street will remain protected from construction activities. This fire hydrant, and proposed fire department connections (FDC) will be accessible to firefighters throughout all phases of the project.

5.1.9 View Ports

The contractor will not be including viewports.

5.1.10 Reinstatement of Public Property

The contractor will be responsible to repair and pay for any and all damages incurred due to temporary encroachments including, but not limited to:

1. Rigid fence and scaffolding holes reinstated with concrete to existing conditions or better;
2. Street lines repainted to existing conditions;
3. Damaged sidewalks, curbs, sodding, and other public elements reinstated to existing conditions or better;
4. Tactile pedestrian launch bars removed, and asphalt underneath treated with asphalt sealant;
5. Cracked asphalt within the encroachment areas repaired using hot rubber (or approved equivalent); and
6. Parking meters to be reinstated to existing conditions and any damaged parking meters replaced to existing conditions or better.

5.2 SITE PROTECTION AESTHETICS

Throughout all phases of the project, the contractor shall regularly inspect the project site and adjacent areas and keep these areas clean and free of debris, snow, and ice. Perimeter fencing along the right of way will be covered in translucent mesh combined with integrated logos and/or development name signage.

5.3 SIGNAGE

5.3.1 Pedestrian Detour Wayfinding

Detour signs will be mounted at the locations identified on the PMPs to assist pedestrians in navigating around the project site. Detour signs will be located at pedestrian pinch points to give pedestrians advanced warnings to possible obstructions due to construction activities. Detour sign locations can be found in **Appendix A**. Signage specifications per the latest revision of the Nova Scotia Temporary Workplace Traffic Control Manual.

Additional pedestrian detour way-finding signage will not be implemented.

5.3.2 Project Information Boards

Project information boards will be mounted at the locations identified on the PMP (**Appendix A**) to keep the public informed of general project details and project contact information. A sample project information board is provided in **Appendix E**.

6.0 LIFTING, HOISTING AND CRANE OPERATIONS

6.1 NAVIGATION CANADA & TRANSPORT CANADA REGULATORY APPROVALS

The project will apply for a separate encroachment permit for the tower crane during its use on the project. Shop drawings for the crane will be submitted at this time. This project will show coordination drawings that show the tower crane for this project as well as the tower crane on the Dal Arts project.

The project will consult DOL and demonstrate safety procedures are in place when multiple cranes are in use in the same air space.

Ellisdon has contacted Cheryl Bugden, Civil Aviation Safety Inspector, Aerodromes and Air Navigation, and we have started the approval process. We are anticipating that no permit will be required as we are well below the 90-meter requirement. The Dal Arts project across the street did not require a permit as they were well under the 90-meter threshold.

Ellisdon will provide the approval/confirmation on the compliance with Transport Canada and Nav Canada when it is received. See the approval application in **Appendix K**.

During crane assembly and disassembly, crane components will be unloaded from a transport truck within the loading area on Seymour Street. These components will be assembled within the project site by site equipment.

Ellisdon will comply with regulations set by Transport Canada and Nav Canada.

6.2 OPERATIONS ABOVE THE PUBLIC REALM

During crane lifting operations, loads are never suspended over the public realm.

7.0 ON-SITE CONDITIONS

7.1 SITE SAFETY AND SECURITY

All contractors on site will be required to be registered members in good standing with the Nova Scotia Construction Safety Association or equivalent. Contractors will be required to comply with all applicable safety codes and regulations. The contractor will be required to provide a mandatory site safety orientation for all trades and site visitors.

The contractor will be required to have certified first aid responders on site during all construction activities. First aid kits will be made available at the project site and site office and locations of first aid kits will be prominently posted and communicated to all on-site workers and visitors. In addition, fire extinguishers, burn kits and spill kits will always remain available on site. The contractor will be responsible to carry out regular inspection of first aid kits, fire extinguishers, and burn kits and to note any deficiencies and replenish kits as required for any missing or used items.

7.1.1 Access & Egress Gates

Signs identifying the “Entrance Gate” and “Exit Gate” will be prominently posted as per the TCPs (see **Appendix A**). These signs will be mounted directly onto the gates using steel cables.

7.1.2 Hazard Warning Signage

Hazard warning signs will be fastened to the “Entrance Gate” and “Exit Gate” warning personnel of potential hazards and personal protective equipment (PPE) required.

7.1.3 Gate Locking & Monitoring

Gates will be locked during non-work hours and will always be closed not in use. During holidays and weekends, the contractor will be responsible to check the project site gates daily to ensure they are secure.

7.1.4 Hoarding Signage

Hoarding will be marked with “No Trespassing – Construction Personnel Only” signs. All personnel on the construction site will always be required to use all proper personal protective equipment (PPE). PPE requirements will be prominently posted, and visitors will be required to sign in at the project site office before entering the site. A warning of potential fines will be included for those who violate PPE requirements.

7.1.5 Inspection Reports

The contractor will regularly inspect hoarding and address all safety-related and other deficiencies in a prompt and timely manner. Inspection reports on maintenance activities carried out will always be kept on site.

7.1.6 Dangerous Activities

Public safety and the safety of on-site workers will be of critical importance throughout all construction phases and all works will be carried out in accordance with the Nova Scotia Occupational Health and Safety Act. For all dangerous activities, first aid kits will be readily available as outlined in **Section 7.1**. See **Appendix Q** for vehicular and pedestrian hazard assessment information.

Hot Works

Hot works will be undertaken a minimum of 3 m inside the project site property boundary. During hot works, the contractor will ensure that a first aid kit and fire extinguisher are readily available (in addition to the first aid kits and fire extinguishers identified in **Section 7.1**) in the immediate vicinity of the work such. In addition, hot works will be undertaken away from heavy equipment and heavy equipment routes.

On Site Smoking

Smoking will not be permitted on the project site. In addition, under no circumstances will smoking or open flames be permitted within the vicinity of combustible or explosive materials, to a minimum standard as identified in the material's product specifications. See **Section 7.1.9** for information related to the designated smoking area.

Ignition Source Controls

It will be the contractor's responsibility to review potential ignition sources regularly and to proactively mitigate the potential for them to ignite. Potential ignition sources include faulty wiring, hot surfaces and motors, welding, grinding, and other sparks, convex lenses (magnifying glasses), and reactive chemicals. Material and equipment specifications and best practices will be followed during all construction activities to reduce the risk of ignition. In addition, potential ignition sources and work which may result in potential ignition will be kept away from heavy equipment and heavy equipment routes.

Storage of Combustible Materials

On-site materials will be protected as required from environmental conditions such as snow, rain, and wind to prevent materials from causing harm to on-site workers or the general public. Combustible materials, as well as explosive, reactive, and corrosive materials, will be stored in accordance with their product specifications using storage sheds and containers within the loading area and on-site as required and will be kept away from heavy equipment and heavy equipment routes.

Waste Management Practices

Throughout construction the contractor will be required to maintain a clean and tidy work environment and work to proactively eliminate risks. The contractor will monitor the project site at the start and end of the work day, or more frequently as required, to ensure that waste is removed in a prompt and timely manner such that it does not pose a risk to on-site construction activities, on-site workers, or the general public.

7.1.7 Emergency Contact Information

As outlined in **Section 5.3**, throughout all project phases, **Werkliv** and **EllisDon** emergency contact information will be prominently posted on wayfinding signs.

7.1.8 After-hours Lighting

No additional after-hours lighting is expected at this time.

7.1.9 Smoking Area

The project will be following the smoke free act. A designated smoking area will be defined on logistics plans. See appendix A for the identified smoking area.

7.1.10 Fire Suppression System

Once the new fire department connection (FDC) for the new building has been installed and is operational, access will be provided to the FDC and signage identifying the “Fire Department Connection – Do Not Block” will be put in place. The PMPs identify the shortest unencumbered route from public property to these FDC and locations of FDC connection signage. Note that all FDC signs must have white backgrounds, bold red lettering, and dimensions of 356 mm x 254 mm. They will be constructed of weatherproof engineering grade reflective aluminum and mounted 600 mm above the top of the FDC connection.

7.2 MATERIAL HANDLING, LOADING/UNLOADING, DELIVERY, AND VEHICLE STAGING

Encroachments will be used to create a loading zone within Seymour Street to allow for safe material handling, loading and unloading, deliveries, and vehicle staging. This loading area is identified in the Encroachment Plans. The Haul Route Plan shows the route for trucks travelling to and from the project site, as outlined in **Section 4.1.9** of this report.

On-site materials will be protected as required from environmental conditions such as snow, rain, and wind to prevent materials from causing harm to on-site workers or the public. Efforts will be made to prevent dust and other materials from becoming airborne during high wind events.

See **Appendix Q** for vehicular and pedestrian hazard assessment information.

7.3 ENVIRONMENTAL CONTROLS

7.3.1 Street & Right-of-Way Cleaning

The contractor will utilize a street cleaner to sweep streets and travel ways in and around the project site as required. The contractor will also be responsible to remove snow on the street side of F-Type jersey barriers and fences within the ROW that cannot be removed by typical Municipality ploughing operations.

7.3.2 Stormwater Management and Runoff Pollution

The contractor will be required to prevent sediment from entering all adjacent catch basins and leads using erosion and sediment controls (see NSE Erosion & Sedimentation Control Handbook for Construction Sites). All water on site will be treated and pumped to an adjacent catch basin in accordance with HRM Bylaw W-101. The proposed construction will not cause negative impacts to the storm systems or affect drainage paths.

To achieve this, the contractor will install and maintain sediment traps in all catch basins directly adjacent to the project site. The contractor has obtained written approval from Halifax Water to create a series of totes to filter suspended solids and treat acid rock with limestone filters during the excavation phase of this project. For this phase, the contractor will direct stormwater within the project site to a low point where suspended particles in the sediment-laden water will settle out. This water will be pumped out of the project site directly into a catch basin near the north east corner of the site. The sediment trap in this catch basin will provide further protection against storm system sedimentation.

7.3.3 Noise Pollution

The contractor will always adhere to the HRM Noise Bylaw (N-200). No noise will take place on the project site outside those hours identified in **Section 2** of this report.

7.3.4 Dust Pollution

As outlined in **Section 5.1** of this report, fencing and opaque mesh will assist in preventing the spread of dust throughout the project site.

In addition to the fencing and opaque mesh, the contractor will be responsible to carry out the following dust/debris controls;

1. Adjacent streets and properties will be regularly swept clean;
2. The excavation access will regularly be topped with clean gravel to prevent tire tracing from trucks;
3. Catch basins within and adjacent to hoarding will have sediment traps installed;
4. On dry days the site will be watered to prevent dust from becoming airborne; and
5. The upper levels of the new building will be regularly swept clean and materials secured to prevent construction debris from exiting the building site.

7.3.5 Emissions Control

All construction vehicles will be required to use the loading area for parking and idling to keep exhaust emissions within the construction zone as much as possible. Vehicles will be staged so that idling will not occur. Note that, unless a vehicle motor is required to run to complete work functions (concrete / pumper trucks). Signs identifying these idling requirements will be posted on the front of the project site office trailer and within the loading area.

7.3.6 Rodent Control

Rodent movement increases during construction activities. The owner has engaged a certified rodent control professional, **Target Pest Control**, to prepare a Rodent Control Plan (RCP) to help mitigate this. The RCP applies to all project phases with the goal of preventing movement of rodents off-site to find safe refuge in adjacent areas.

Rodent Control Management

The RCP will consist of a baiting and monitoring program. Auxiliary buildings will remain locked and secure during all non-work hours and sewer laterals to be removed will be removed in a prompt and timely manner such that they do not provide safe refuge for rodents. In addition, standing water will be promptly pumped off-site to abate attractive conditions for rodent habitation.

Target Pest Control will begin 6 weeks prior to the commencement of the demolition phase by placing bait stations inside the existing building on site (to be demolished) and around the perimeter of the project site. This will help to lower the number of active rodents inside the project area prior to demolition. At the end of this 6-week period, **Target Pest Control** will submit a rodent control effectiveness report to HRM for review. See the Rodent Control Plan drawing in **Appendix A** for bait station locations.

Bait stations will be secured in their locations using wooden stakes (for open sodded and dirt locations), weighted patio stones (behind walls and on paved areas), and zip-ties (fixed to fences). Bait stations within the project site will be fixed to rigid fences using zip-ties and will be placed on the private side of property line.

Bait stations will be baited using Contract Blix in accordance with the Environment Canada Pest Control Products Act. Information and specifications for bait stations and bait are provided in **Appendix L**.

Target Pest Control will provide weekly monitoring of every bait station. During each visit to an individual bait station, the **Target Pest Control** technician will open the bait station, record the amount of bait consumed, the amount of bait replenished, the site conditions (weather), and the condition of the bait and bait station. The technician will then record this data into the **Target Pest Control** software which will track bait consumption trends throughout the life of the project. **Target Pest Control** will review bait consumption trends weekly to confirm the effectiveness of the plan. Bait stations may be added in areas of particularly high consumption trends. Visible rodent carcasses will be collected and removed from the project site and neighboring areas on a weekly basis.

A rodent control package will always be kept on site and be housed in the project site office trailer. It will include copies of **Target Pest Control's** certifications, letters of good standing, letters of conformance, technician names and licenses, rodent control plans, and rodent control records. **Target Pest Control** technicians will be required to sign in and out upon arrival to, and departure from, the project site.

Rodent Control Safety Considerations

Public safety will be of critical importance for rodent control activities. Physical (snap) traps will be prohibited unless approved by HRM (the contractor must request proposed CMP changes to HRM a minimum of 10 days prior to planned implementation for review). Trap size will be sufficiently small to prevent children, dogs, or cats from entering and becoming poisoned and the bait/poison will be sufficiently weak so as not to kill children, dogs, or cats. In addition, bait stations will be tampering proof and bait will be securely fixed inside so that it cannot be shaken out. Bait stations will be opaque to protect the public from unsightly images.

Project Closure

Following completion of this project, **Target Pest Control** will promptly collect and appropriately dispose of all unused bait, bait stations, and remaining carcasses and will provide a close out letter to HRM outlining the work that was completed throughout construction and confirming that all necessary clean-up has been completed.

7.3.7 Light Pollution

Lighting of the project site (private property) will be 3 m (maximum) above the highest elevation of the building or excavation and will be directed inwards towards the property.

8.0 COMMUNITY ENGAGEMENT & NOTIFICATION

8.1 PRE-CMP COMMUNITY ENGAGEMENT

The owner and contractor have been in contact with neighbors over the past year to discuss the proposed work. This has included a community consultation meeting, which was held on February 6, 2020. An invite was advertised in local newspaper two weeks in advance of the meeting. Community consultation information boards, both for the visually able and the visually impaired, were available for review during the consultation meeting (see **Appendix G**) and our project team members were present at the meeting to discuss with attendees and respond to questions. A website has also been set up for this project to encourage public knowledge of this project. Lastly, an information sign, visible from the public street, has been installed on the site since January 24, 2020.

A Pre-CMP public consultation summary is provided in **Appendix J**. These meeting minutes outline who attended the meeting, what materials were presented to the public, notes on discussions that took place, requests by and specific needs for the community and businesses, the chance to sign up for monthly project notifications, and how the owner and contractor plans to take the gathered information to work in harmony with the public.

During construction, project contact information will be easily identifiable on the Project Information Boards which will be posted around the project site as identified in the Pedestrian Management Plans (PMPs) and **Appendices E & F**.

8.2 SCHEDULED COMMUNITY NOTIFICATIONS

As mentioned in **Section 8.1**, monthly project updates will be distributed to those signed up to receive project notifications. These notifications will be sent on or before the fifth day of each month and will also be distributed through the project's website, Facebook page, and Twitter account. These notification letters will include:

1. The date the letter is sent;
2. The development name and owner and contractor contact information;
3. Brief updates on project progress;
4. Brief updates on expected upcoming construction activities that may affect the community;
5. Specific details of any work within the ROW that is to occur outside of the approved encroachment that may result in additional traffic control measures or closures; and
6. Any other relevant information.

It will be the owner's responsibility to provide further communication as required by the community including providing communication through additional media forms (letters, additional community consultation meetings, etc.) as required by community members. A sample Monthly Project Update Letter is provided in **Appendix K**.

8.3 CLOSURE NOTIFICATION REQUIREMENTS

Notification of street closures and public service interruptions will adhere to the requirements of the HRM Traffic Control Manual Supplement. Street closure requests require 10 days (minimum) notice to HRM prior to their planned implementation and must be approved by HRM prior to implementation. Notification to the affected public will be made a minimum of 5 days prior to the disruption. These notifications will be hand delivered and the contractor will keep and maintain a list of all effectively notified property owners such that they ensure all affected parties are notified. The contractor will notify HRM immediately upon confirmation of affected parties that have been notified and their respective civic addresses. A Draft Notification Letter is provided in **Appendix I**.

9.0 PERMIT & NOTIFICATION REQUIREMENTS

The contractor will be responsible to coordinate a pre-construction meeting 10 days prior to construction commencement to review the CMP on site. Attendees will include the contractor, the owner, HRM, Halifax Water (HW), utility companies, and representatives from neighboring properties.

10.0 REGULATION & ENFORCEMENT

10.1 INSPECTION & MONITORING

The contractor will be responsible to monitor the implementation of the CMP daily, or more frequently as necessary, to ensure its continued effectiveness. The contractor will complete a daily inspection/maintenance log of all CMP elements.

As outlined in **Section 1**, any changes required to this CMP must be sent to HRM for review 10 days (minimum) prior to their proposed implementation. Changes may only be implemented following HRM approval.

11.0 SUMMARY

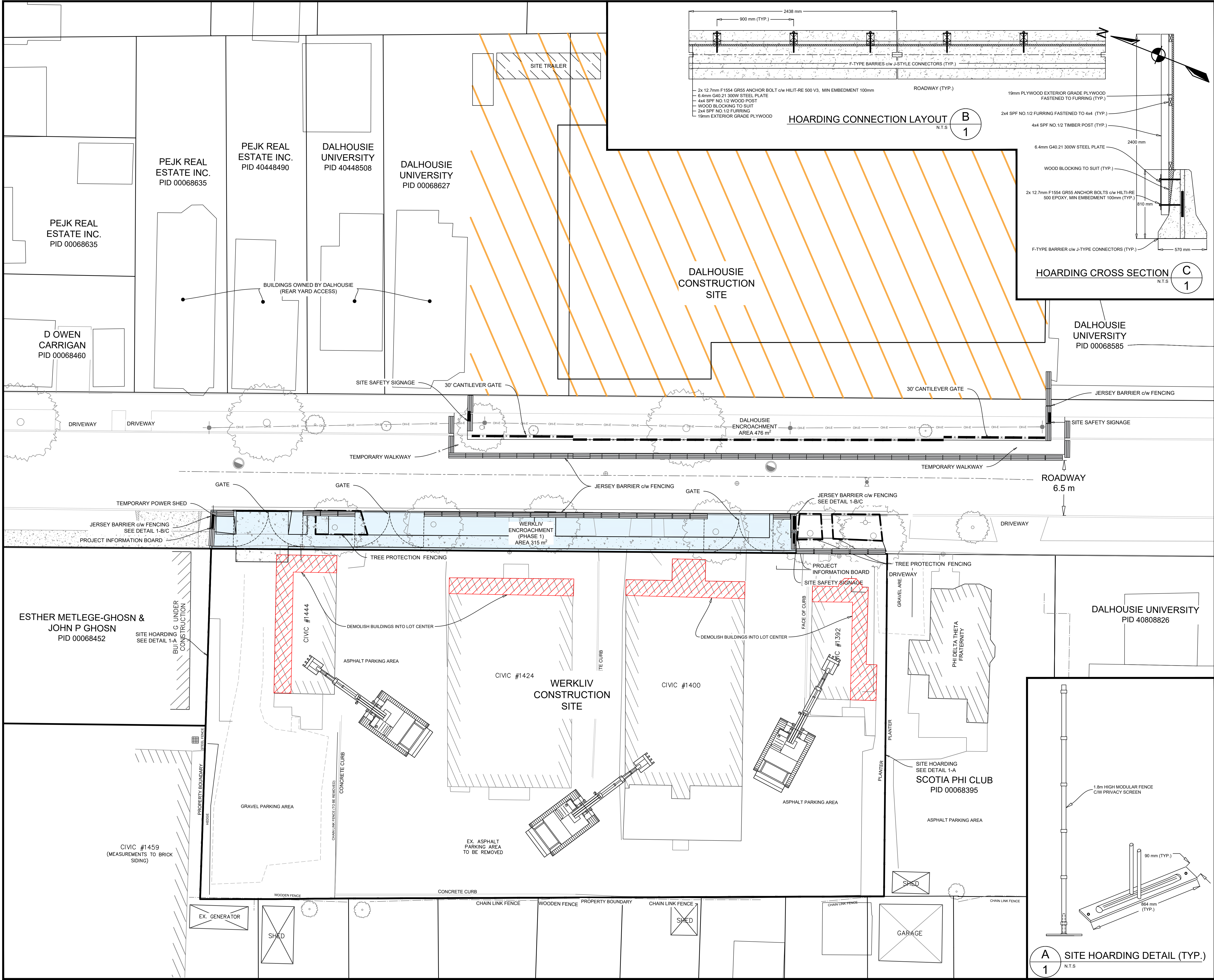
This CMP has been prepared with the goal to minimize negative impacts to the community, pedestrians, and traffic throughout construction of this project. This CMP will be used as a minimum standard and any further safety protection required, or methods to provide a more positive environment, will be used throughout construction as necessary as approved by HRM.

Should you have any questions or comments related to this document, please contact DesignPoint. For all construction-related inquiries, please contact the owner, contractor, or traffic control service provider (see contact information in **Section 1.2**).

Regards,

Neil Fougere, P.Eng.

APPENDIX A –CMP DRAWINGS



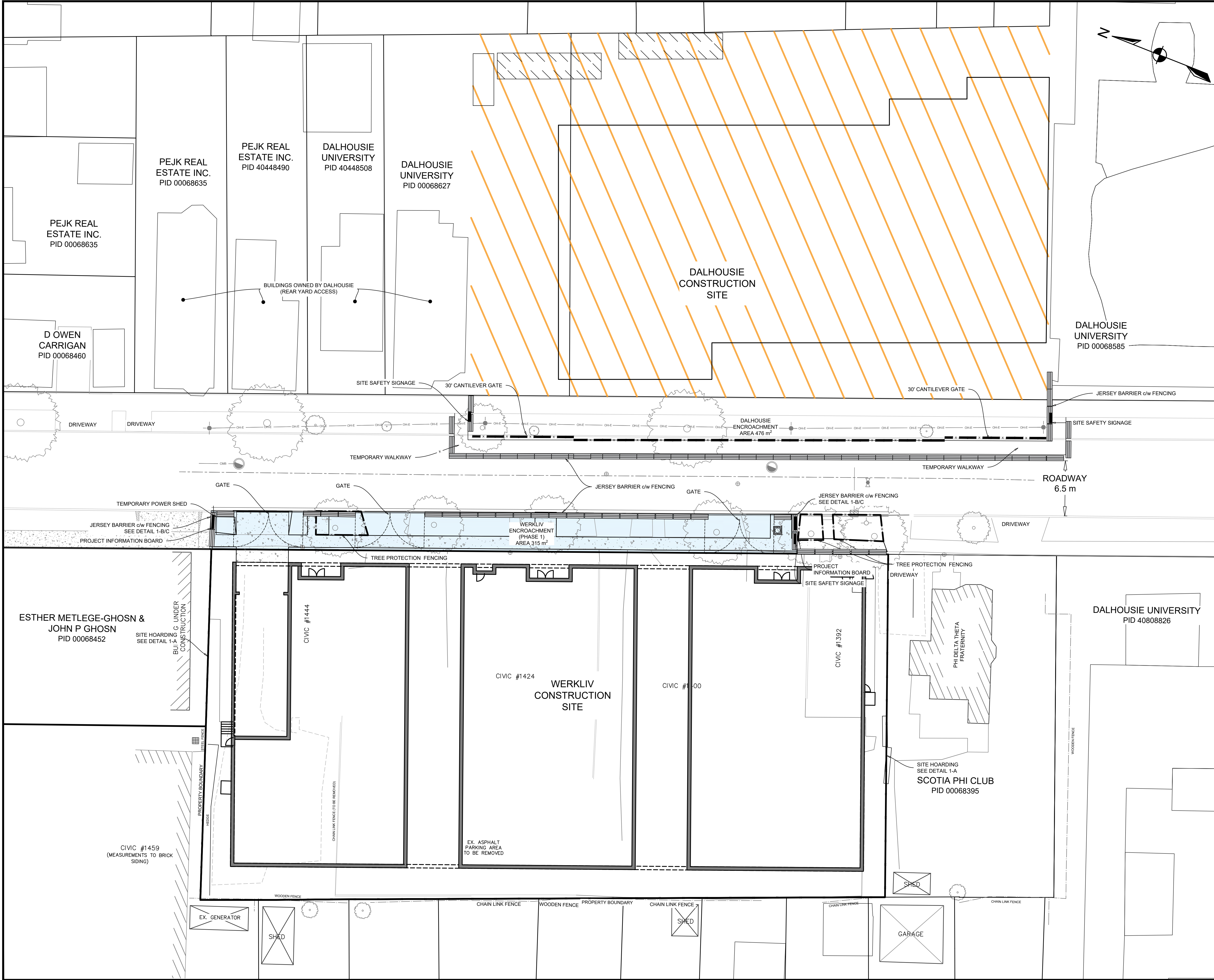
PROJECT LOCATION

KEYPLAN 1:10 000

LEGEND

EXISTING	RIGHT OF WAY	PROPOSED
	LOT LINE	
	PEDESTRIAN PATH	
	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	

1	JAN 19 2021	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
CONSULTANT		
<p>DESIGN POINT ENGINEERING & SURVEYING</p> <p>PHONE: 902.832.5597 www.designpoint.ca</p>		
CLIENT		
<p>WERK LIV</p>		
PROJECT DESCRIPTION		
<p>WERKLIV SEYMOUR STREET STUDENT HOUSING HALIFAX, NOVA SCOTIA</p>		
SHEET DESCRIPTION		
<p>DEMOLITION ENCROACHMENT (PHASE 1) CONSTRUCTION MANAGEMENT PLAN</p>		
Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220
Scale 1:400	Filename 19-220_CMP.dwg	Drawing No. CMP-1



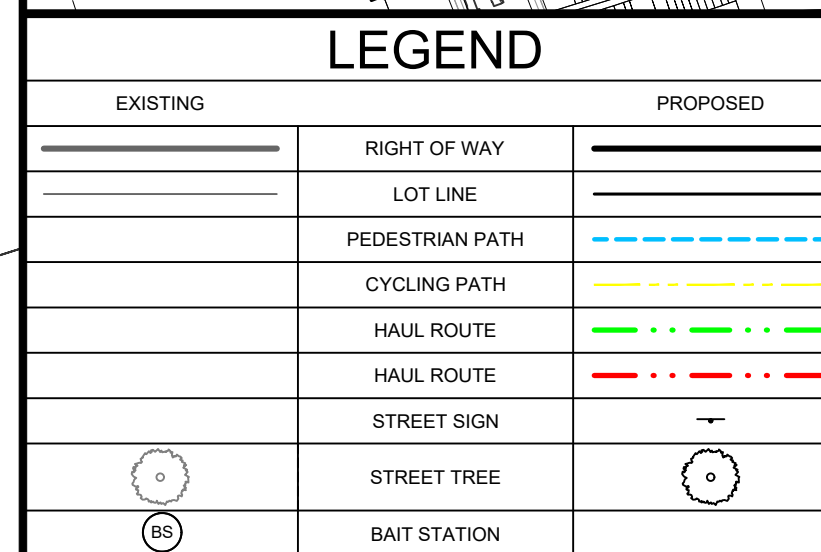
PROJECT LOCATION


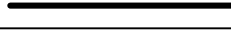

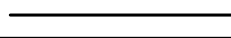


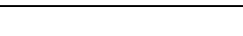
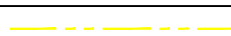

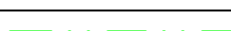
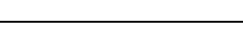

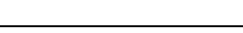





KEYPLAN 1:10 000

LEGEND

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	PEDESTRIAN PATH	
	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	

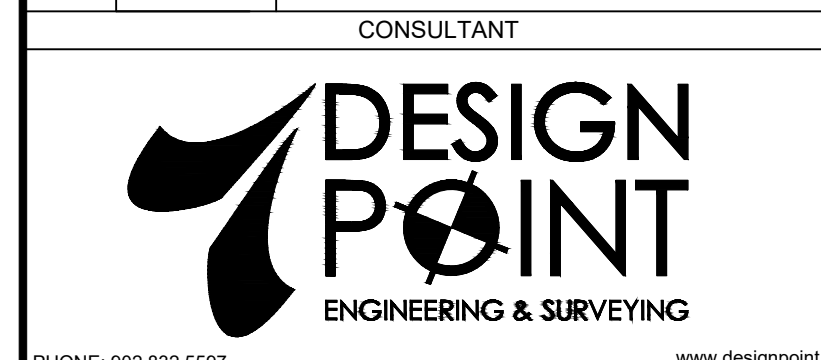
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ISSUE	DATE	DESCRIPTION
CONSULTANT		
 PHONE: 902.832.5597 www.designpoint.ca		
CLIENT		
PROJECT DESCRIPTION		
WERKLIV SEYMOUR STREET STUDENT HOUSING HALIFAX, NOVA SCOTIA		
SHEET DESCRIPTION		
EXCAVATION ENCROACHMENT PLAN (PHASE 1) CONSTRUCTION MANAGEMENT PLAN		
Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220
Scale H: 1:50 V	Filename 19-220_CMP.dwg	Drawing No. CMP-02 2 of 10



EXISTING		PROPOSED
	RIGHT OF WAY	
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	PEDESTRIAN PATH	
	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	



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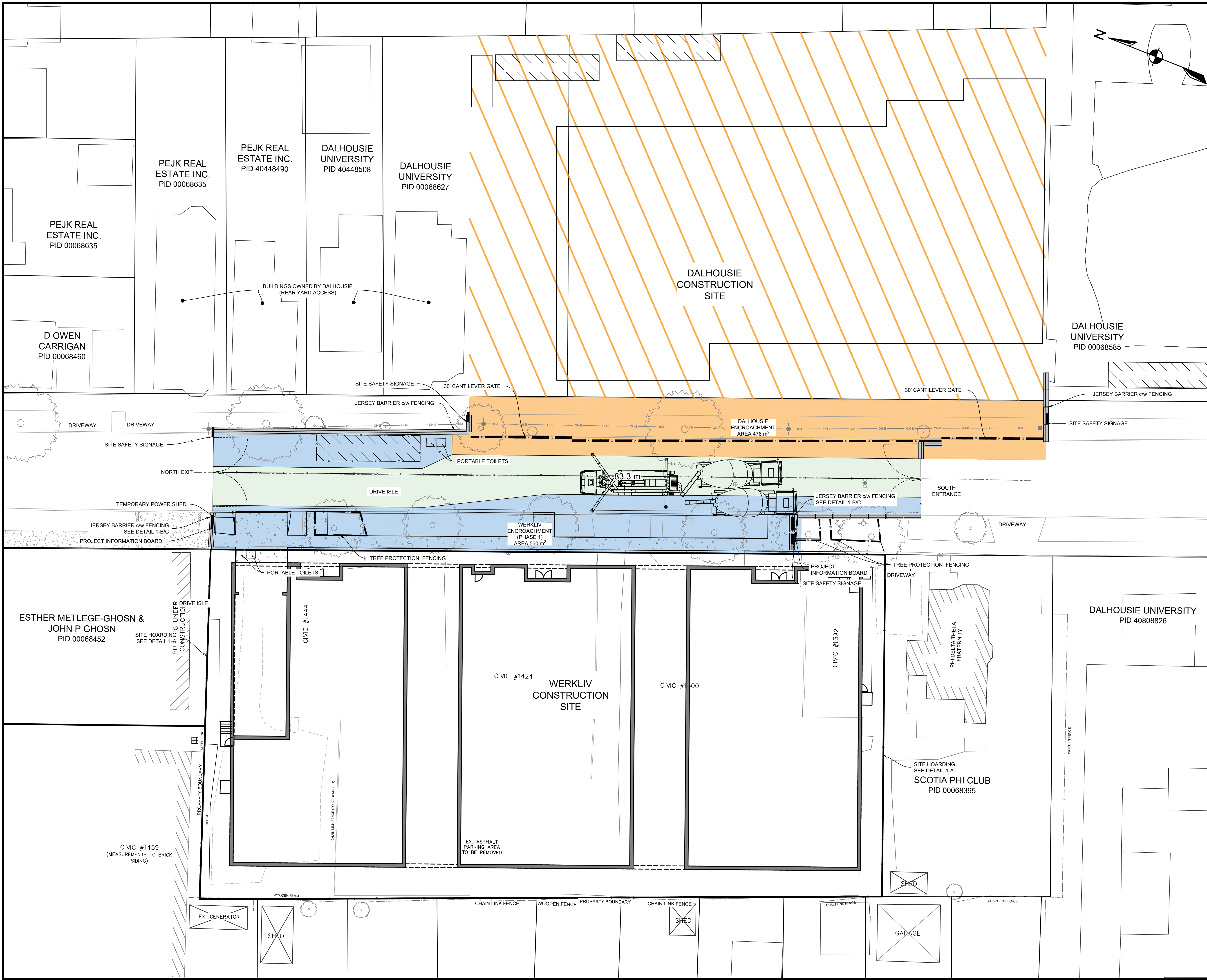
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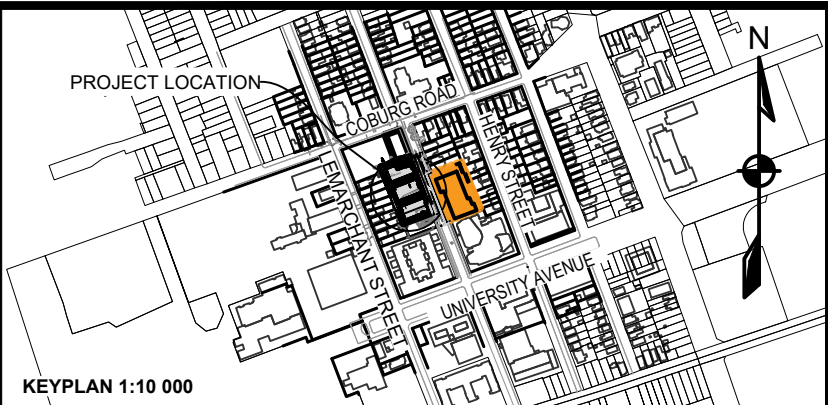
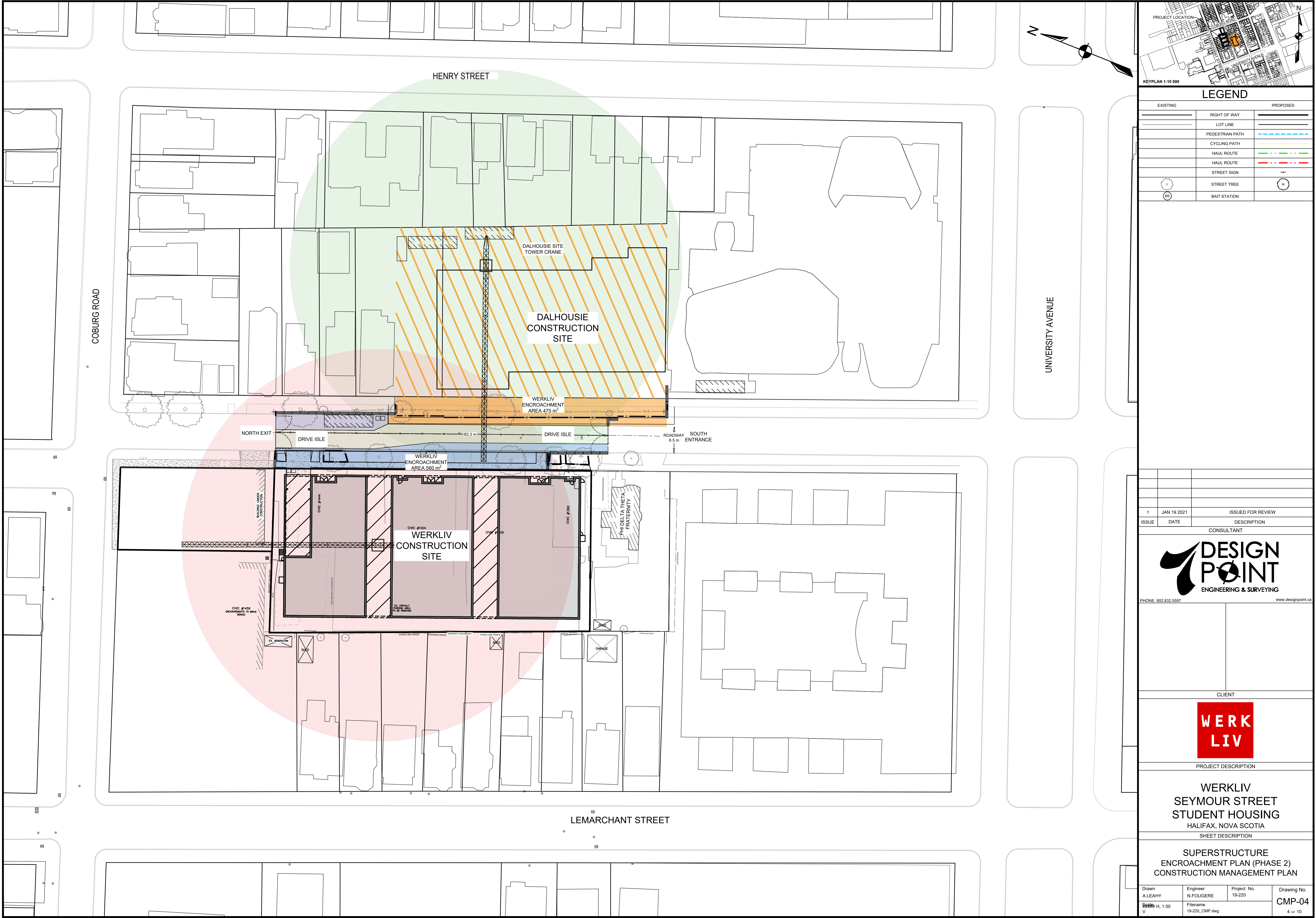
PROJECT DESCRIPTION

WERKLIV
SEYMOUR STREET
STUDENT HOUSING
HALIFAX, NOVA SCOTIA
SHEET DESCRIPTION

SUBSTRUCTURE
ENCROACHMENT PLAN (PHASE 2)
CONSTRUCTION MANAGEMENT PLAN

Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220	Drawing No. CMP-03 3 OF 10
Scale 1" = 1'-0"	Filename 19-220_CMP.dwg		





EXISTING		RIGHT OF WAY	PROPOSED
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		PEDESTRIAN PATH	
		CYCLING PATH	
		HAUL ROUTE	
		HAUL ROUTE	
		STREET SIGN	
		STREET TREE	
		BAIT STATION	

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ISSUE	DATE	DESCRIPTION
CONSULTANT		

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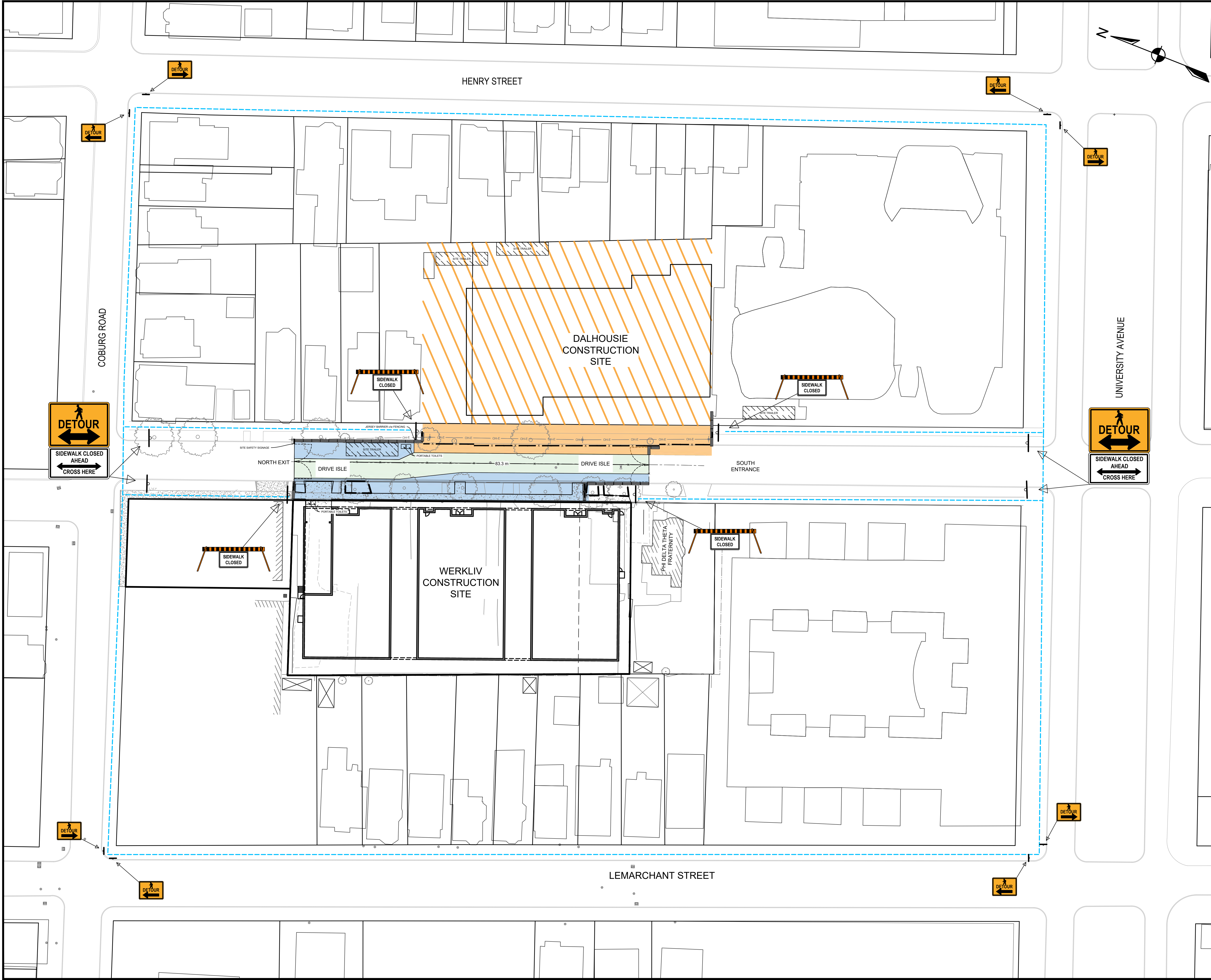
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**WERKLIV
SEYMOUR STREET
STUDENT HOUSING**
HALIFAX, NOVA SCOTIA

SHEET DESCRIPTION

**SUPERSTRUCTURE
ENCROACHMENT PLAN (PHASE 2)
CONSTRUCTION MANAGEMENT PLAN**

Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220	Drawing No. CMP-04
Scale H: 1:50 V	Filename 19-220_CMP.dwg	4 of 10	



PROJECT LOCATION

KEYPLAN 1:10 000

LEGEND

EXISTING	RIGHT OF WAY	PROPOSED
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	PEDESTRIAN PATH	
	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	

DESIGNPOINT'S TEMPORARY WORKPLACE SIGNER ADAM LEAHY
CONTACT NUMBER: 902-202-4700

ISSUE	DATE	DESCRIPTION
1	JAN 19 2021	ISSUED FOR REVIEW

CONSULTANT

DESIGN
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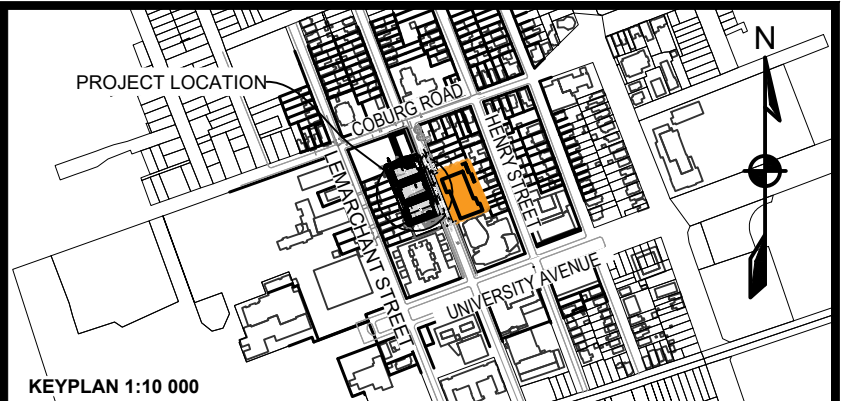
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WERKLIV
SEYMOUR STREET
STUDENT HOUSING
HALIFAX, NOVA SCOTIA

SHEET DESCRIPTION

PHASE 2
PEDESTRIAN MANAGMENT PLAN
CONSTRUCTION MANAGEMENT PLAN

Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220	Drawing No. CMP-05
Scale H: 1:50 V	Filename 19-220_CMP.dwg		5 of 10



LEGEND		
EXISTING	RIGHT OF WAY	PROPOSED
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	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	

DESIGNPOINT'S TEMPORARY WORKPLACE SIGNER ADAM LEAHY
CONTACT NUMBER: 902-202-4700

ISSUE	DATE	DESCRIPTION
1	JAN 19 2021	ISSUED FOR REVIEW
CONSULTANT		

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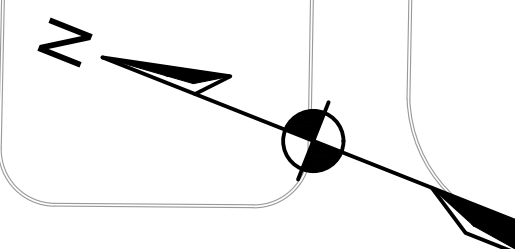
PROJECT DESCRIPTION

WERKLIV
SEYMOUR STREET
STUDENT HOUSING
HALIFAX, NOVA SCOTIA

SHEET DESCRIPTION

PHASE 2
CYCLING MANAGEMENT PLAN
CONSTRUCTION MANAGEMENT PLAN

Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220	Drawing No. CMP-6
Scale 1:1000	Filename 19-220_CMP.dwg	6 of 10	



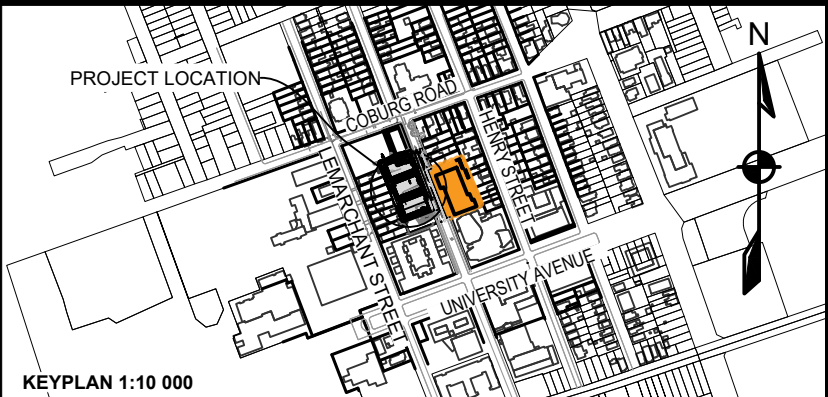
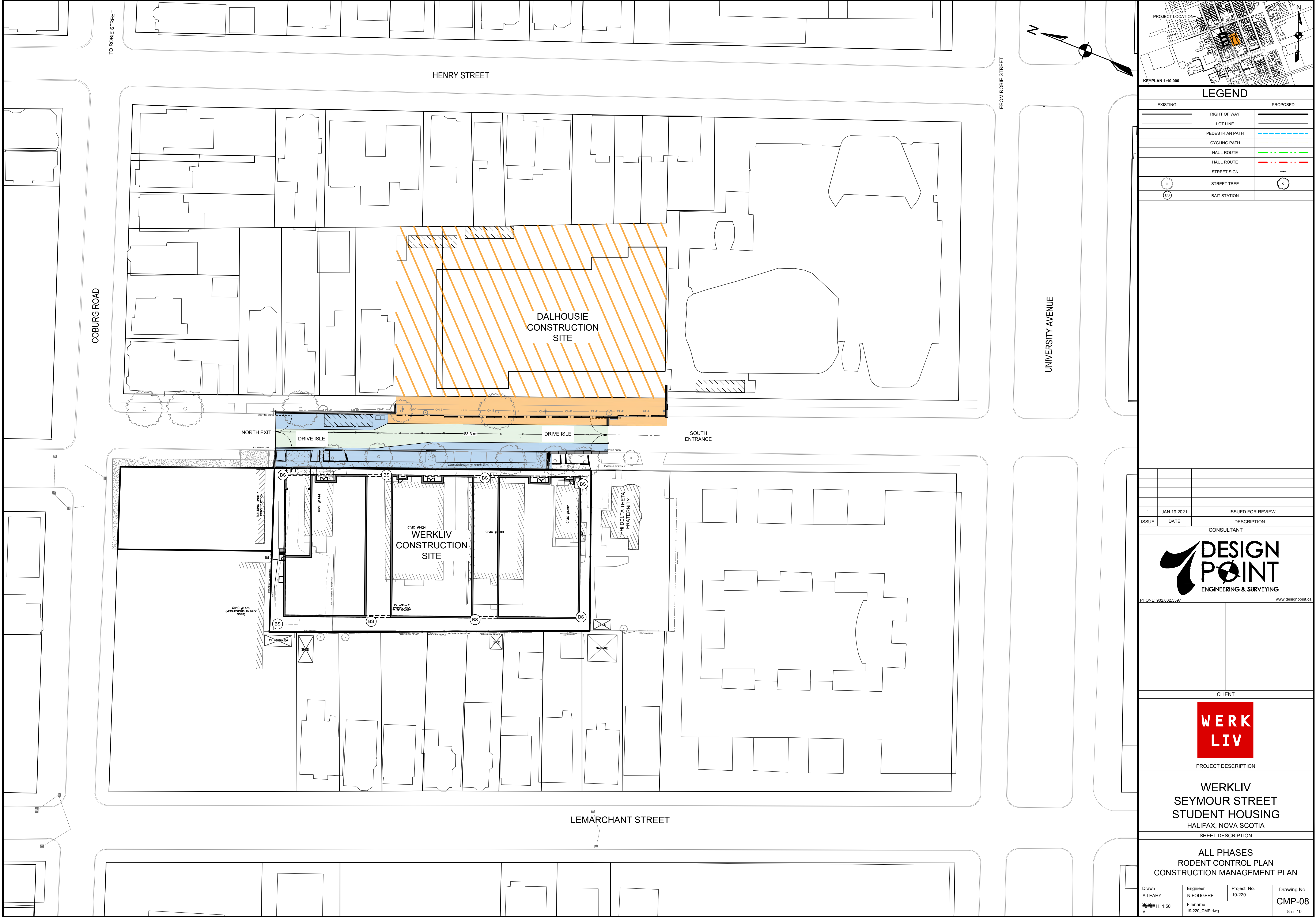
1	JAN 19 2021	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
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WERKLIV
SEYMOUR STREET
STUDENT HOUSING
HALIFAX, NOVA SCOTIA

Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220	Drawing No. CMP-0 7 of 10
Scale 1:200 H, 1:50 V	Filename 19-220_CMP.dwg		



LEGEND		
EXISTING	RIGHT OF WAY	PROPOSED
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	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	

1	JAN 19 2021	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
CONSULTANT		

PHONE: 902.832.5597

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PROJECT DESCRIPTION

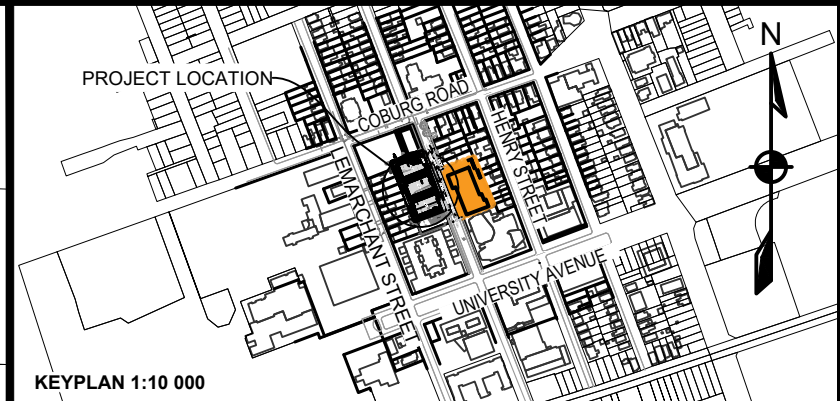
**WERKLIV
SEYMOUR STREET
STUDENT HOUSING**

HALIFAX, NOVA SCOTIA

SHEET DESCRIPTION

**ALL PHASES
RODENT CONTROL PLAN
CONSTRUCTION MANAGEMENT PLAN**

Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220	Drawing No. CMP-08
Scale H: 1:50 V	Filename 19-220_CMP.dwg	8 of 10	



LEGEND		
EXISTING	RIGHT OF WAY	PROPOSED
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	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	

NOTE:
DESIGNPOINT TEMPORARY WORKPLACE SIGNER
MATTHEW WILLIAMS: 902-580-0565

1	JAN 19 2021	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
CONSULTANT		

PHONE: 902.832.5597

www.designpoint.ca

CLIENT

PROJECT DESCRIPTION

WERKLIV
SEYMOUR STREET
STUDENT HOUSING
HALIFAX, NOVA SCOTIA

SHEET DESCRIPTION

PHASE 1
TRAFFIC CONTROL PLAN
CONSTRUCTION MANAGEMENT PLAN

Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220	Drawing No. CMP-09
Scale 1:200 H, 1:50 V	Filename 19-220_CMP.dwg	9 of 10	



PROJECT LOCATION

KEYPLAN 1:10 000

LEGEND

EXISTING	RIGHT OF WAY	PROPOSED
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	PEDESTRIAN PATH	
	CYCLING PATH	
	HAUL ROUTE	
	HAUL ROUTE	
	STREET SIGN	
	STREET TREE	
	BAIT STATION	

NOTE:
DESIGNPOINT TEMPORARY WORKPLACE SIGNER
MATTHEW WILLIAMS: 902-580-0565

1	JAN 19 2021	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
CONSULTANT		
 PHONE: 902.832.5597 www.designpoint.ca		
CLIENT		
PROJECT DESCRIPTION		
WERKLIV SEYMOUR STREET STUDENT HOUSING HALIFAX, NOVA SCOTIA		
SHEET DESCRIPTION		
PHASE 2 TRAFFIC CONTROL PLAN CONSTRUCTION MANAGEMENT PLAN		
Drawn A.LEAHY	Engineer N.FOUGERE	Project No. 19-220
Scale 1:200 H, 1:50 V	Filename 19-220_CMP.dwg	Drawing No. CMP-10 10 of 10

APPENDIX B – COMMUNITY CONSULTATION PAMPHLET



1392-1444 Seymour St.

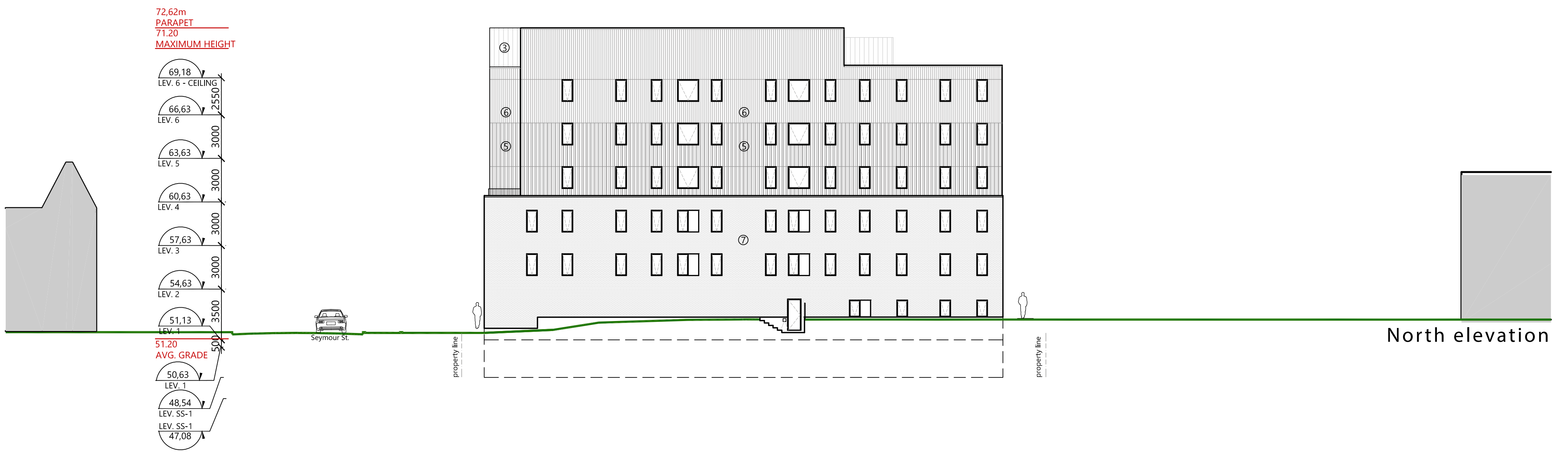
MULTI-UNIT RESIDENTIAL DEVELOPMENT

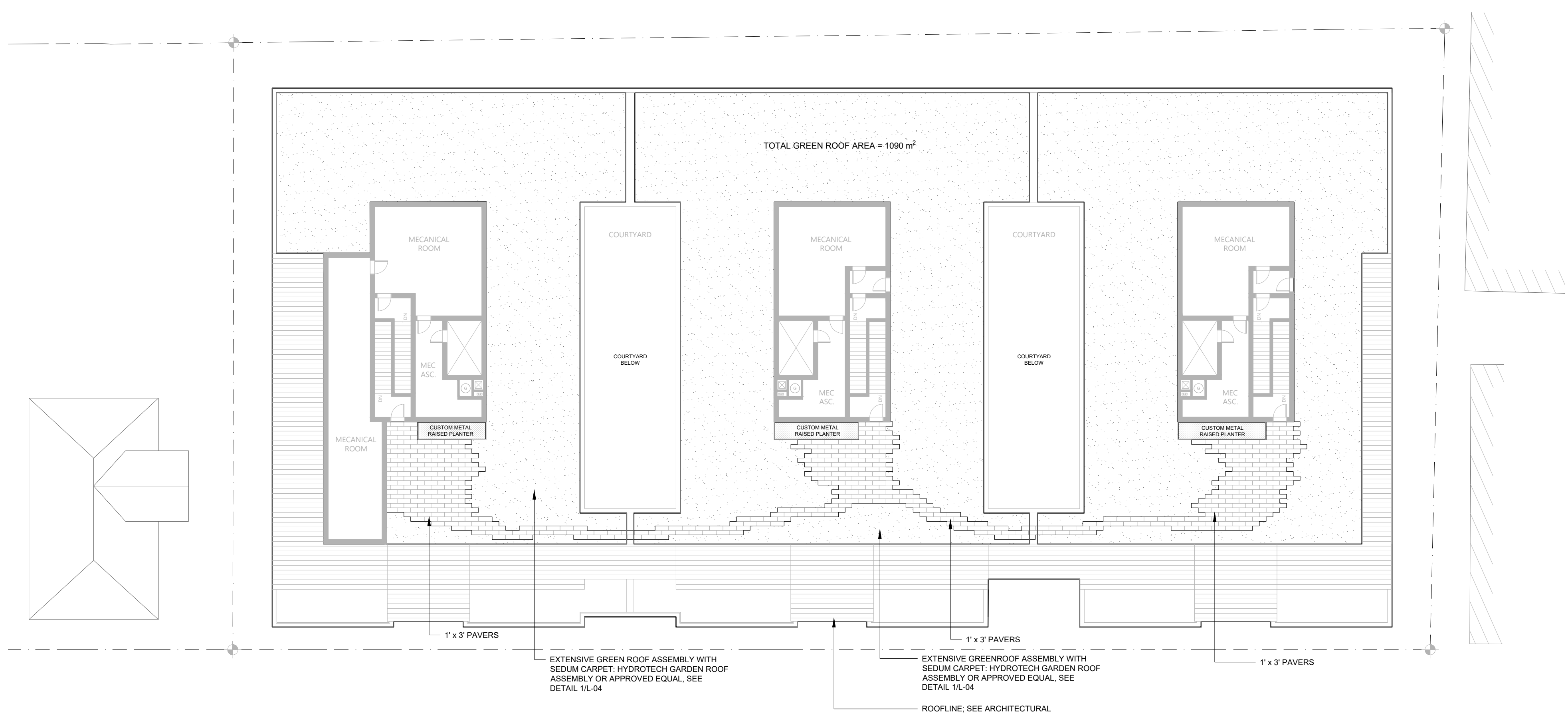
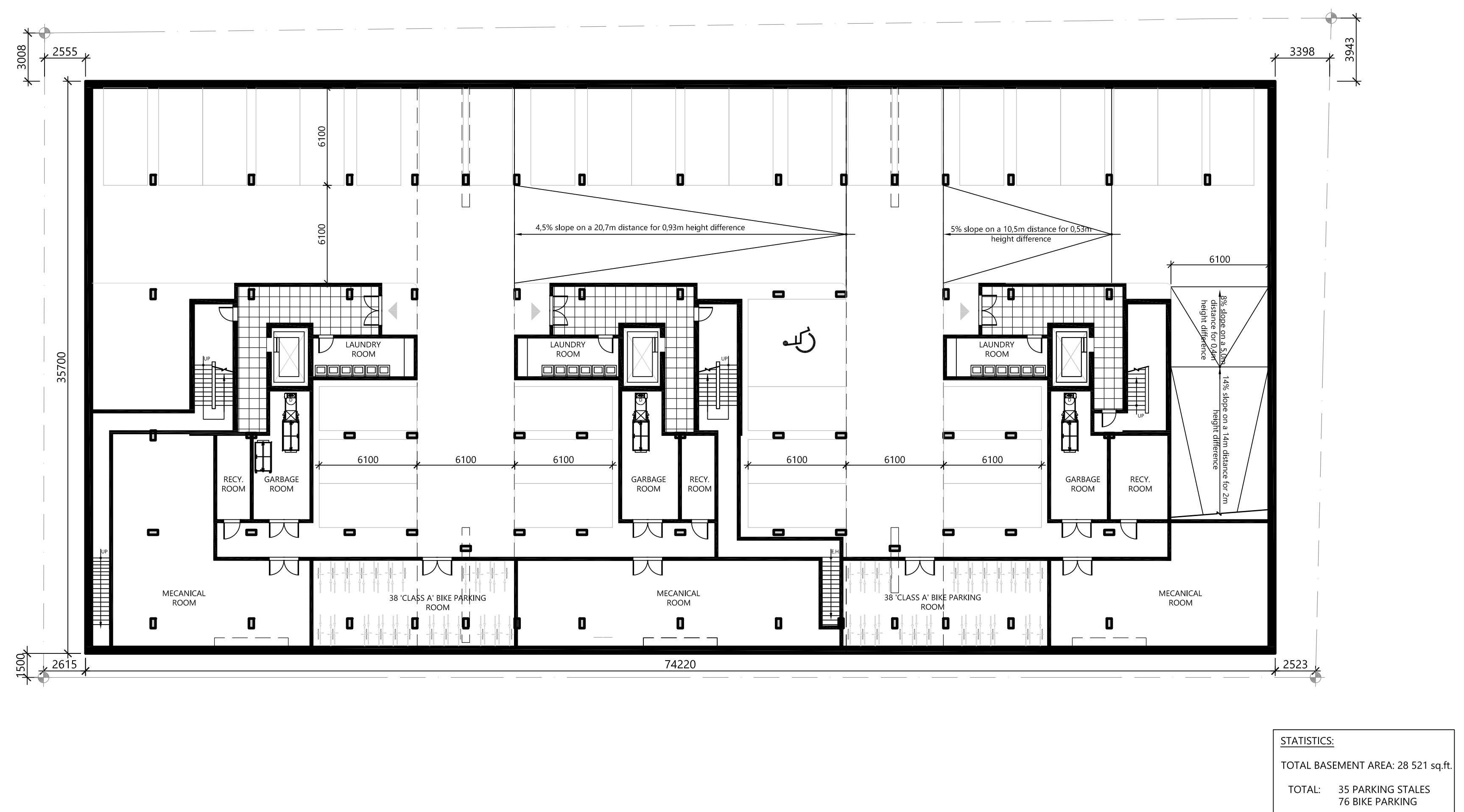
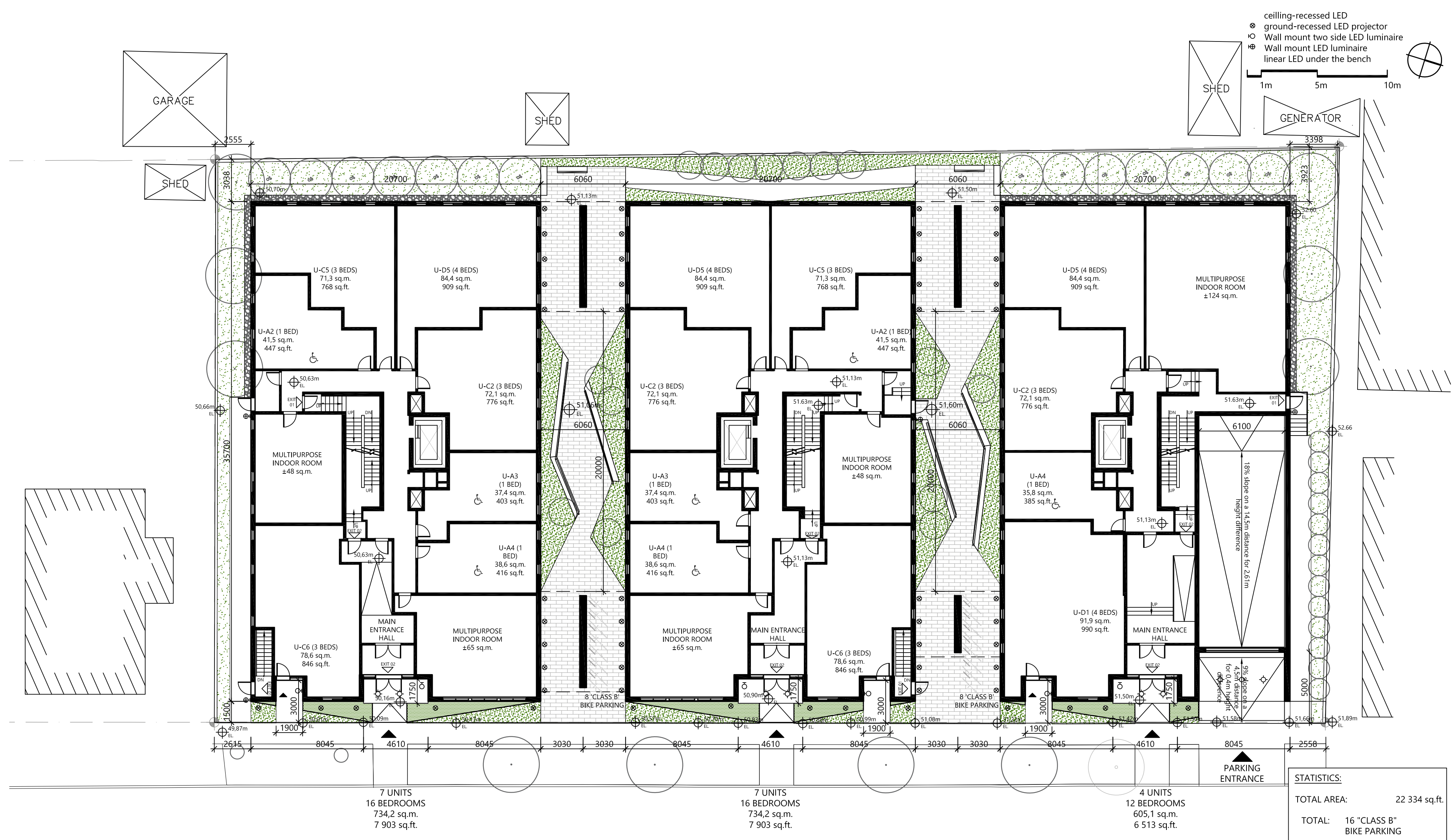
 **nativ**
architecture

 **Zwicker**
Zareski
architecture +
planning

WERKLIV







Variation Request

Maximum Streetwall Height on Sloping Condiitons

A portion of the proposed development’s streetwall slightly exceeds the Regional Centre Land Use By-law’s maximum streetwall height requirement of 11 metres. This minor variation of 40 milimetres occurs at the southern portion of the streetwall, as a result of the sloping conditions across the site. At the southern portion of the streetwall, the maximum streetwall height is 11.04 metres.

As such, we are seeking a variation to the maximum streetwall height requirement in accordance with Section 160 of the Regional Centre Land Use By-law.



Land Use By-law Built Form Requirements Compliance Table

	By-law Built Form Requirement	Proposed Development	Compliance
Maximum Height	20m	20m	✓
Minimum Front Yard Setback	1.5m	1.5m	✓
Minimum Side Yard Setback	2.5m	2.6m	✓
Minimum Rear Yard Setback	3.0m	3.0m	✓
Maximum Streetwall Height	11m	11.04m (Requires Minor Variance)	✗
Minimum Streetwall Height	8m	9.45m	✓
Minimum Streetwall Stepback	2.5m	2.5m	✓
Maximum Building Dimension Below Streetwall Height	64m	47.46m	✓

APPENDIX C – DEVELOPMENT INFORMATION SIGN

Werkliv Student Housing

Seymour Street, Halifax



July 2020 – August 2021

RESIDENTIAL BUILDING

Owner:

Werkliv

1484 Carlton Street, Halifax, NS, B3H 3B7

24 Hour Emergency Contact:

Werkliv Trevor Thorne – 902-422-8408,202

Contractor:

EllisDon Corporation

7071 Bayers Road, Suite 5007, Halifax, NS, B3L 2C2

Contact:

EllisDon Trevor Megarity – 902-401-2600

APPENDIX D – DRAFT NOTIFICATION LETTER



Werkliv Student Housing

DRAFT NOTIFICATION LETTER

Werkliv
1484 Carlton Street, Halifax, NS, B3H 3B7

Bus: 902.442-8408,202
Email: trevor@werkliv.com

Date

NOTIFICATION OF UTILITY DISRUPTION: SEYMOUR STREET, HALIFAX, NOVA SCOTIA

This is to inform you that to facilitate construction operations in association with the Werkliv Student Housing development project, Utility Disruptions will occur on or about **DATE** with an anticipated duration of approximately **TIME**.

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

CONTACT INFORMATION:

Construction Manager: Ellisdon Corporation
Trevor Megarity, Project Manager 902-401-2600
Email: tmegarity@ellisdon.com

Our company has been retained by Werkliv as the Construction Manager to complete work on the Werkliv Student Housing development. Should any questions arise throughout construction, please feel free to contact the undersigned.

Yours Truly,
Trevor Megarity
Ellisdon Corporation

APPENDIX E – COMMUNITY CONSULTATION MEETING MINUTES

Community Consultation Meeting Minutes Template

Sample Community Consultation Meeting Minutes

Werkliv Student
Housing

Werkliv
Ellisdon Corporation
Designpoint



Date:
Location:
Project Phase:

COMMUNITY CONSULTATION MEETING MINUTES

Attendees:

Meeting Minutes

Project Status:

Old Business:

New Business:

Notekeeper: _____ Signature: _____
Representative: _____ Signature: _____

Werkliv Student Housing

Werkliv
Ellisdon Corporation
Designpoint



Date:20-Jun-17
Location:Shop 1
Project Phase:Pre-Demolition

COMMUNITY CONSULTATION MEETING MINUTES

Attendees:

Designpoint representative (name), Ellisdon representative (name), Werkliv representative (name)
Target Pest Control representative (name), HRM representative (name)

Meeting Minutes

Project Status:

The project's construction management plan is currently under review by Halifax Regional Municipality.

Old Business:

The contruction management plan was reviewed in the last meeting (May 20, 2017). No additional old business was discussed.

New Business:

The rodent control plan was discussed. Target Pest Control representative (name) explained the rodent control plan to be put in place 6 weeks prior to the start of demolition and throughout construction.

Notekeeper: _____
Representative: _____
Company A Admin. _____ Signature: (signature here)
Company A Sponsor _____ Signature: (signature here)

APPENDIX F— MONTHLY PROJECT UPDATE LETTER



Werkliv Student Housing

DRAFT MONTHLY PROJECT UPDATE LETTER

Werkliv
1484 Carlton Street, Halifax, NS, B3H 3B7

Bus: 902.442-8408,202
Email: trevor@werkliv.com

Date

This is to inform you that construction is ongoing for the Project A Building project. In the past month, the concrete for the second floor was poured and work continued in the interior of the building.

Next month Contractor Z plans to pour the third floor concrete. No street or service disruptions are expected at this time.

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

CONTACT INFORMATION:

Construction Manager: Ellisdon Corporation
Trevor Megarity, Project Manager 902-401-2600

Email: tmegarity@ellisdon.com

Our company has been retained by Werkliv as the Construction Manager to complete work on the Werkliv Student Housing development. Should any questions arise throughout construction, please feel free to contact the undersigned.

Yours Truly,
Trevor Megarity
Ellisdon Corporation

APPENDIX G – RODENT CONTROL SPECIFICATIONS & TEMPLATES

Weekly Record Log

Monthly Activity Log

Contract Box Specifications

Bait Trap Specifications



Target Pest Control
 PO Box 231, Lower Sackville, NS
 B4C 2S9
 (902) 817-9200
 service@targetpest.ca
 www.targetpest.ca

SERVICE SLIP

2020

SERVICE ADDRESS		BILLING ADDRESS		CUSTOMER#
Name:		Name:		
Address:		Address:		
Contact:		Phone:		
Technician:		PO#		
Date:	2020	Quantity	Unit Price	Amount
Warranty AS PER CONTRACT				
Target Pest: AS PER CONTRACT				
SUMMARY OF WORK COMPLETED				
Service		Tax		
		Total \$		
		Payment Terms: Invoice-		
TARGET PEST CONTROL COMMENTS:				
AREA APPLIED	IN/OUT	PRODUCTS	PCP No.	QUANTITY
	IN/OUT	Demand CS	27428	ml
	IN/OUT	Dragnet FT	24175	ml
	IN/OUT	Generation	26618	blocks
	IN/OUT	Contrac	22239	blocks
	IN/OUT	Drax	26399	grams
	IN/OUT	Small Baiters		
	IN/OUT	Large Baiters		
	IN/OUT	Glue Boards		
	IN/OUT	Other		
Customer		Technician		
		Date		
All technicians for Target Pest Control are fully licensed by Nova Scotia Environment - Environmental Monitoring & Compliance.				
HST # 841149487				

CALL THE MOST POWERFUL NAME IN PEST CONTROL



CONTRAC[®] BLOX KILLS RATS & MICE

SAFETY DATA SHEET

ACCORDING TO REGULATION:
GHS/WHMIS 2015

DATE OF ISSUE:
January 2020

PREPARED BY:
CAR

SECTION 1. PRODUCT AND COMPANY IDENTIFICATION

Product Identifier: CONTRAC[®] BLOX KILLS RATS & MICE

PMRA Registration Number: 22239

Relevant identified uses: Anticoagulant Rodenticide

Uses advised against: Use only for the purpose described above

MANUFACTURER/SUPPLIER:

Bell Laboratories, Inc.

3699 Kinsman Blvd.

Madison, WI 53704, USA

Email: sds@belllabs.com

Phone: 608-241-0202

Medical or Vet Emergency: 877-854-2494 or 952-852-4636

Spill or Transportation Emergency: 800-424-9300 (CHEMTREC)

SECTION 2. HAZARDS IDENTIFICATION

WHMIS Classification: Not classified

Signal Word PMRA: Warning/Poison

Precautionary Statements: KEEP OUT OF REACH OF CHILDREN, PETS AND LIVESTOCK. May be harmful or fatal if swallowed or absorbed through the skin. Chemical-resistant gloves must be worn when handling product and when disposing of dead rodents, unconsumed bait and empty containers. Avoid contact with eyes, skin or clothing. Wash hands before eating, drinking, chewing gum, using tobacco or using the toilet. Wash skin thoroughly with soap and water after handling. Wash contaminated clothing, separately from other laundry, with soap and water before reuse. KEEP AWAY FROM FEED AND FOODSTUFFS.



See Section 15 for information on PMRA applicable safety, health, and environmental classifications.

SECTION 3. COMPOSITION/INFORMATION ON INGREDIENTS

Component	CAS No.	% By weight
Bromadiolone [3-[3-(4'-Bromo-[1,1'-biphenyl]-4-yl)-3-hydroxy-1-phenylpropyl]-4-hydroxy-2H-1-benzopyran-2-one]	28772-56-7	0.005%
Inert and Non-Hazardous Ingredients (Unlisted components are non-hazardous)	Proprietary	99.995%

SECTION 4. FIRST AID MEASURES

Description of first aid measures

Ingestion: Call physician or emergency number immediately. Have person sip a glass of water if able to swallow. Do not induce vomiting unless instructed by physician.

Inhalation: Not applicable.

Eye contact: Hold eye open and rinse slowly with water for 15 – 20 minutes. Remove contact lenses, if present, after the first 5 minutes, then continue rinsing eye. If irritation develops, obtain medical assistance.

Skin contact: Take off contaminated clothing. Rinse skin immediately with plenty of water for 15 - 20 minutes. If irritation develops, obtain medical assistance.

Most important symptoms and effects, both acute and delayed

Ingestion of excessive quantities may cause nausea, vomiting, loss of appetite, extreme thirst, lethargy, diarrhea, bleeding.

Advice to physician: If ingested, administer Vitamin K₁ intramuscularly or orally as indicated for bishydroxycoumarin overdoses. Repeat as necessary as based upon monitoring of prothrombin times.

Advice to Veterinarian: For animals ingesting bait and/or showing poisoning signs (bleeding or elevated prothrombin times), give Vitamin K₁. If needed, check prothrombin times every 3 days until values return to normal (up to 30 days). In severe cases, blood transfusions may be needed.

SECTION 5. FIRE-FIGHTING MEASURES

Extinguishing media

Suitable Extinguishing Media: water, foam or inert gas.

Unsuitable Extinguishing Media: None known.

Special hazards arising from the mixture: High temperature decomposition or burning in air can result in the formation of toxic gases, which may include carbon monoxide and traces of bromine and hydrogen bromide.

Advice for firefighters: Wear protective clothing and self-contained breathing apparatus.

SECTION 6. ACCIDENTAL RELEASE MEASURES

Personal precautions, protective equipment and emergency procedures: Collect spillage without creating dust.

Environmental precautions: Do not allow bait to enter drains or water courses. Where there is contamination of streams, rivers or lakes contact the appropriate environment agency.

Methods and materials for containment and cleaning up

For Containment: Sweep up spilled material immediately. Place in properly labeled container for disposal or re-use.

For Cleaning Up: Wash contaminated surfaces with detergent. Dispose of all wastes in accordance with all local, regional and national regulations.

Reference to other sections: Refer to Sections 7, 8 & 13 for further details of personal precautions, personal protective equipment and disposal considerations.

SECTION 7. HANDLING AND STORAGE

Precautions for safe handling: All handlers must wear long-sleeved shirt and long pants, shoes plus socks, and chemical resistant gloves when handling this product. Do not handle the product near food, animal foodstuffs or drinking water. Keep out of reach of children. Do not use near heat sources, open flame, or hot surfaces. As soon as possible, wash hands thoroughly after applying bait and before eating, drinking, chewing gum, using tobacco, or using the toilet.

Conditions for safe storage, including any incompatibilities: Store in cool, dry place away from other chemicals and food or feed. Store product not in use, in original container, in a secure location inaccessible to children and non-target animals.

SECTION 8. EXPOSURE CONTROLS/PERSONAL PROTECTION

Established Limits

Component	OSHA	ACGIH	Other Limits
Bromadiolone	Not Established	Not Established	Not Established

Appropriate Engineering Controls: Not required

Occupational exposure limits: Not established

Personal Protective Equipment:

Respiratory protection: Not required

Eye protection: Not required

Skin protection: Not required

Hygiene recommendations: Wash thoroughly with soap and water after handling.

SECTION 9. PHYSICAL AND CHEMICAL PROPERTIES

Information on basic physical and chemical properties

Appearance/Color:	Blue wax block
Odor:	Sweet grain-like
Odor Threshold:	No Data
pH:	No Data
Melting point:	No Data
Boiling point:	No Data
Flash point:	No Data
Evaporation rate:	No Data
Flammability:	No Data
Upper/lower flammability or explosive limits:	No Data
Vapor Pressure:	No Data
Vapor Density:	No Data
Relative Density:	1.13 g/mL @ 20°C
Solubility (water):	Negligible
Solubility (solvents):	No Data
Partition coefficient: n-octanol/water:	No Data
Auto-ignition temperature:	No Data
Decomposition temperature:	No Data
Viscosity:	No Data

SECTION 10. STABILITY AND REACTIVITY

Reactivity: Stable when stored in original container in a cool, dry location.

Chemical stability: Stable when stored in original container in a cool, dry location.

Possibility of hazardous reactions: Refer to Hazardous decomposition products

Conditions to avoid: Avoid extreme temperatures (below 0°C or above 40°C).

Incompatible materials: Avoid strongly alkaline materials.

Hazardous decomposition products: High temperature decomposition or burning in air can result in the formation of toxic gases, which may include carbon monoxide and traces of bromine and hydrogen bromide.

SECTION 11. TOXICOLOGICAL INFORMATION

Information on toxicological effects

Acute Toxicity

LD50, oral (ingestion): >5000 mg/kg (rats) (Bromadiolone Rat LD50 oral: 0.70 mg/kg bw).

LD50, dermal (skin contact): > 5001 mg/kg (rats) (Bromadiolone rabbit LD50 dermal: 1.71 mg/kg bw).

LC50, inhalation: Product is a wax block and therefore exposure by inhalation is not relevant.

Skin corrosion/irritation: Not irritating to skin.

Serious eye damage/Irritation: Not irritating to eyes.

Respiratory or skin sensitization: Dermal sensitization: Not a Sensitizer (Guinea pig maximization test).

Germ cell mutagenicity: Contains no components known to have a mutagenetic effect.

Carcinogenicity: Contains no components known to have a carcinogenetic effect.

Components	NTP	IARC	OSHA
Bromadiolone	Not listed	Not listed	Not listed

Reproductive Toxicity: No data

Aspiration Hazard: Not applicable. Product is a wax block.

Target Organ Effects: Reduced blood clotting ability.

SECTION 12. ECOLOGICAL INFORMATION

Ecotoxicity Effects: This product is toxic to fish and wildlife. Keep out of lakes, streams or ponds.

Persistence and degradability: Product is inherently biodegradable.

Bioaccumulative potential: Not determined. Bromadiolone water solubility is extremely low (< 0.1mg/l).

Mobility in Soil: Not determined. Mobility of bromadiolone in soil is considered to be limited.

Other adverse effects: None.

SECTION 13. DISPOSAL CONSIDERATIONS

Do not reuse empty container. Dispose of unused or spoiled bait in accordance with local requirements. Follow provincial instructions for any required cleaning of the container prior to its disposal. Make the empty container unsuitable for further use. Dispose of the container in accordance with provincial requirements. For more information on the disposal of unused, unwanted product and cleanup of spills, contact the provincial regulatory agency or the Manufacturer. Dispose of dead rodents in garbage or by burying.

SECTION 14. TRANSPORT INFORMATION

UN number: Not regulated

UN proper shipping name: Not regulated

Transport hazard class(es): Not regulated

Packing group : Not regulated

Environmental Hazards

DOT Road/Rail: Not considered hazardous for transportation via road/rail.

DOT Maritime: Not considered hazardous for transportation by vessel.

DOT Air: Not considered hazardous for transportation by air.

Canadian Classification: Not considered hazardous

Freight Classification: LTL Class 60

Transport in bulk according to Annex II of MARPOL 73/78 and the IBC code: Not applicable

Special precautions for user: None

SECTION 15. REGULATORY INFORMATION

Safety, health and environmental regulations/legislation specific for the substance or mixture:

Health Canada PMRA: This pesticide product is regulated by the Pesticide Management Regulatory Agency of Health Canada and is subject to certain labeling requirements under federal pesticide law. These requirements differ from the classification criteria and hazard information required for safety data sheets (SDS), and for workplace labels of non-pesticide chemicals. The safety, health, environmental, and hazard information required on the pesticide label is listed below and reflected throughout this SDS. The pesticide label also includes other important information, including directions for use.

TSCA: All components are listed on the TSCA Inventory or are not subject to TSCA requirements

CERCLA/SARA 313: Not listed

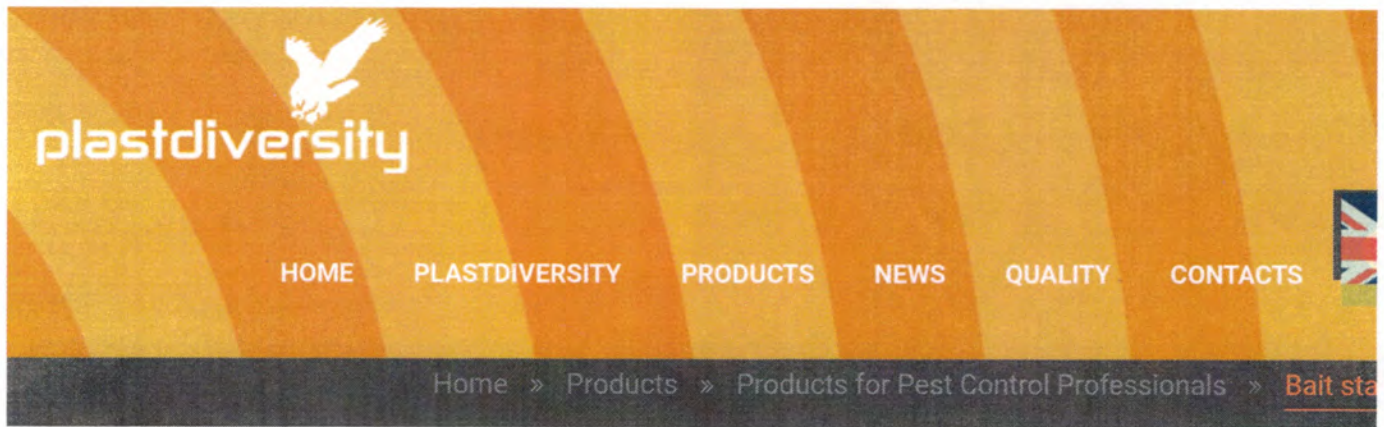
CERCLA/SARA 302: Not listed

SECTION 16. OTHER INFORMATION

For additional information, please contact the manufacturer noted in Section 1.

NFPA	Health: 1 (caution)	Flammability: 1 (slight)	Reactivity: 0 (stable)	Specific Hazard: None
HMIS	Health: 2 (moderate)	Flammability: 1 (slight)	Reactivity: 0 (minimal)	Protective Equipment: B

Disclaimer: The information provided in this Safety Data Sheet has been obtained from sources believed to be reliable. Bell Laboratories, Inc. provides no warranties; either expressed or implied, and assumes no responsibility for the accuracy or completeness of the data contained herein. This information is offered for your consideration and investigation. The user is responsible to ensure that they have all current data, including the approved product label, relevant to their particular use.



NEPTUNO BAIT STATION

- ✓ Bait station for mice and rats.
- ✓ Made of high quality polypropylene.
- ✓ With key and double lock.
- ✓ Security system that prevents forced opening with hands.
- ✓ Each unit includes removable tray, wire to support bait and wall adapter.
- ✓ All interior fittings are removable and can be used with rodenticide, glue board, rat trap or drinking trough

235 X 185 X 90 MM - DIMENSIONS

APPENDIX H – CONSTRUCTION MANAGEMENT PLAN CHANGE REQUEST



Werkliv Student Housing

CONSTRUCTION MANAGEMENT PLAN CHANGE REQUEST

Werkliv
1484 Carlton Street, Halifax, NS, B3H 3B7

Bus: 902.442-8408,202
Email: trevor@werkliv.com

Date

This is to request a change to the construction management plan for the Werkliv Student Housing development. Werkliv requests the following changes to the Construction Management Plan (CMP) to be reviewed and approved by Halifax Regional Municipality (HRM). These changes are required due to _____. The proposed date of implementation for these changes is _____, _____ and are expected to be required until _____, _____. These changes will impact traffic and pedestrians in the following ways by _____. Please see the attached sketch which outlines the changes being requested.

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

CONTACT INFORMATION:

Construction Manager: Ellisdon Corporation
Trevor Megarity, Project Manager 902-401-2600

Email: tmegarity@ellisdon.com

Our company has been retained by Werkliv as the Construction Manager to complete work on the Werkliv Student Housing development. Should any questions arise throughout construction, please feel free to contact the undersigned.

Yours Truly,
Trevor Megarity
Ellisdon Corporation

APPENDIX I – CONSTRUCTION MANAGEMENT PLAN INSPECTION SHEET

Project: _____ Location: _____ Phase: _____ Date: _____ Inspector: _____

CONSTRUCTION MANAGEMENT PLAN - INSPECTION CHECKLIST

[illegible]

APPENDIX J – HAZARD ASSESSMENT

Werkliv Student Housing

Prepared By: Designpoint

Date: 03/04/2020

Location: Seymour Street

No.	Hazard	Project Phase	Vehicular Impacts	Mitigation Methods	Pedestrian Impacts	Mitigation Methods
1	Building demolition	Demolition	Debris may fall off building, damaging vehicles.	Close sidewalks adjacent to site, moving vehicles farther away from potential debris.	Debris may fall off building, injuring pedestrians.	Close sidewalks adjacent to site, moving pedestrians to opposite side of street.
2	10 m deep excavation	Excavation	Vehicles may enter project site and fall down excavation.	Place F-Type concrete barriers around where vehicles may enter open excavation.	Pedestrians may enter project site and fall down excavation.	Place F-Type concrete barriers / fencing around entire project site.
			Vehicle weight may surcharge excavation, causing excavation wall failure.	Close sidewalks adjacent to project site, moving vehicles farther away from excavation.		
3	Snow & Ice Clearing	All Phase	Vehicles may become stuck in snow or slip on ice	The contractor shall remove all snow on temporary sidewalks and within the loading area and will not dump onto public property (HRM Right-of-Way).	Pedestrians may become stuck in snow or slip on ice.	The contractor shall remove all snow on temporary sidewalks and shall salt sidewalks to prevent ice buildup.
4	Construction Waste	All Phase	Vehicles may strike or be struck by construction waste.	The contractor shall keep the project site and surrounding areas clean and free of construction debris.	Pedestrians may strike or be struck by construction waste.	The contractor shall keep the project site and surrounding areas clean and free of construction debris.
5	Vehicular & Pedestrian	All Phase	Drivers and pedestrians may become confused or impatient with construction activities. Pedestrians may walk in unmarked crosswalks or in vehicular travel areas. Drivers may fail to obey traffic signage.	Vehicular and pedestrian signage will be posted prominently around the project site to facilitate pedestrian movement. Notification will be sent prior to all traffic interruptions.	Drivers and pedestrians may become confused or impatient with construction activities. Pedestrians may walk in unmarked crosswalks or in vehicular travel areas. Drivers may fail to obey traffic signage.	Vehicular and pedestrian signage will be posted prominently around the project site to facilitate pedestrian movement. Notification will be sent prior to all traffic interruptions.
6	Heavy Machinery Operation	All Phase	Heavy machinery or vehicles may break down or overturn, damaging other vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site. F-Type barriers will be installed to separate construction vehicles from public traffic.	Heavy machinery or vehicles may break down or overturn, injuring pedestrians.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery. Rigid fences will be installed to separate construction vehicles from pedestrians.
			Heavy machinery or vehicles may overturn due to uneven terrain, damaging other vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site and ensure travel routes are kept flat.	Heavy machinery or vehicles may overturn due to uneven terrain, injuring pedestrians. Pedestrians may walk on uneven terrain causing them to twist their ankles or fall.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery and ensure travel routes are kept flat.
7	Project Site Lines	All Phase	Fences and signs may impact vehicular site line visibility.	Fences will be curved such that vehicles can see around corners at intersections. Signs will be placed such that they do not extend into vehicle and pedestrian routes.	Fences and signs may impact vehicular site line visibility causing drivers to be unaware of pedestrians.	Fences will be curved such that vehicles can see around corners at intersections. Signs will be placed such that they do not extend into vehicle and pedestrian routes.
8	Construction Signage	All Phase	Construction signage may strike vehicular traffic.	Construction signage will be securely fixed to existing poles,	Construction signage may strike pedestrians.	Construction signage will be securely fixed to existing poles, temporary concrete sign bases, or rigid fences.
9	Dangerous Materials	All Phase	Flammable, explosive, & hot materials may damage vehicles if not properly maintained & stored.	The contractor will use and store dangerous materials properly as per manufacturers' specifications.	Flammable, explosive, & hot materials may injure pedestrians if not properly maintained & stored.	The contractor will use and store dangerous materials properly as per manufacturers' specifications.
10	Rodent Control Devices	All Phase	Vehicles may drive over and strike rodent control devices.	Rodent control devices will be placed outside vehicular travel ways	Pedestrians may trip over rodent control devices.	Rodent control devices will be placed outside pedestrian travel ways and be securely fixed or weighted to prevent unintended movement.
11	Hoisting Operations	Superstructure	Precast concrete panels and other items hoisted may fall from heights and damage vehicles.	Proper hoisting and lifting techniques will be used to ensure that materials do not fall from heights. F-Type concrete barriers will be installed such that loads are never suspended above the public realm.	Precast concrete panels and other items hoisted may fall from heights and injure pedestrians.	Proper hoisting and lifting techniques will be used to ensure that materials do not fall from heights. Temporary sidewalks will be installed such that loads are never suspended above the public realm.
12	Reinstatement of Public Infrastructure & Service Installation	Superstructure	Heavy equipment and hot concrete used during public infrastructure reinstatement and service installation may cause damage to vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site. F-Type barriers will be installed to separate construction vehicles from public traffic during public infrastructure reinstatement and service installation.	Heavy equipment and hot concrete used during public infrastructure reinstatement may injure pedestrians.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery. Sidewalks adjacent to the public infrastructure reinstatement and service installation.
13	Fallen debris	Superstructure	Debris may fall from upper stories of the new building causing damage to vehicles.	F-Type concrete barriers will be installed such that a safe distance is maintained between the building envelope and vehicular traffic.	Debris may fall from upper stories of the new building injuring pedestrians.	Temporary sidewalks will be installed such that a safe distance is maintained between the building envelope and pedestrians.

APPENDIX K – AERONAUTICAL ASSESSMENT FORM

AERONAUTICAL ASSESSMENT FORM

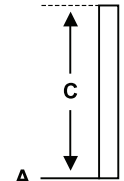
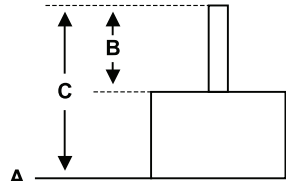
for obstacle notice and assessment

Transport Canada number
Applicant number

Owner (company name) EllisDon			
City Halifax		Province/Territory Nova Scotia	
Postal code (A1A 1A1) B3L 2C2			
Telephone number (999-999-9999) 902-401-2136	Email Address sskinner@ellisdon.com		

Applicant (company name) EllisDon			
City Halifax		Province/State Nova Scotia	
Postal code (A1A 1A1) B3L 2C2			
Telephone number (999-999-9999) [REDACTED]	Email Address sskinner@ellisdon.com		

Geographic Coordinates	<input checked="" type="checkbox"/> NAD83	<input type="checkbox"/> NAD27	<input type="checkbox"/> WGS84	N Latitude	deg	44	min	38	sec	18
For extensive structures submit geographical coordinates separately (e.g. windturbines, transmission lines, building corners).				W Longitude	deg	63	min	35	sec	23

HEIGHTS	Feet	Metres	Structure alone	Structure with an addition
A Ground Elevation (AMSL)	167.6	51.1		
B Height of an addition to a structure				
C Total structure height including B (AGL)	72	21.84		
Overall height (A plus C) (AMSL)	239.6	72.94		

Is the location on lands affected by **Airport Zoning Regulations (AZRs)**? ☐ Yes ☒ No

Where the object is on lands affected by **AZRs**, a legal survey attesting conformance is required.

Nearest Aerodrome Shearwater	Have you contacted the aerodrome? <input type="radio"/> Yes <input checked="" type="radio"/> No
--	--

Description of Project (or attached)

Temporary tower crane to facilitate the construction of a new 6 story building on Seymour Street, south end Halifax. The tower crane will be up until February 2022. A permit has been issues to the city of Halifax.

Notice of <input checked="" type="radio"/> New Structure <input type="radio"/> Change to existing structure	Duration <input checked="" type="radio"/> Permanent <input type="radio"/> Temporary
--	--

Proposed Construction Date: From (yyyy-mm-dd): **2020-10-01** To (yyyy-mm-dd): **2022-04-18**

Applicant Name Steven Skinner	Telephone (999-999-9999) 902-401-2136	Date (yyyy-mm-dd) 2020-09-21
---	---	--

TRANSPORT CANADA ASSESSMENT (Transport Canada use only)

Marking and lighting required (as per Standard 621)

☐ Night Protection ☐ Day Protection ☐ Temporary Lighting ☐ No protection required

Completion of this form does not constitute authorization for construction nor replace other approvals or permits.

Transport Canada Civil Aviation Inspector Name	Date (yyyy-mm-dd)
--	-------------------

Note 1: This assessment expires 18 months from the date of assessment unless extended, revised, or terminated by the issuing office.

Note 2: If there is a change to the intended installation, a new submittal is required.

INSTRUCTIONS FOR COMPLETING FORM

Submittal: An Aeronautical Assessment Form (AAF) is submitted, If requested by Transport Canada or if there is intent for installation of the following types of construction or alteration, including any appurtenance of more than 12m in height:

- (a) of an overall height that exceeds 90 m AGL at the site;
- (b) of a height that exceeds an airport OIS (obstacle identification surface) or OLS (obstacle limitation surface) as specified in *Aerodrome Standards and Recommended Practices - TP312*;
- (c) for aerodromes (including airports), of a height that exceeds an imaginary surface extending outward and upward at a slope of 2%, from the nearest point of the nearest runway for a horizontal distance of 4500 m and thereafter exceeds a 90m height out to 6km;
- (d) for water aerodromes, as (c) except a slope of 4% with the start of the imaginary surface taken as the GPS location published in the Canada Water Aerodromes Supplement (CWAS);
- (e) for a heliport, of a height that exceeds an imaginary surface extending outward and upward at a slope of 4%, from the nearest point of the nearest landing and takeoff area, for a horizontal distance of 2250 m and thereafter exceeds a 90 m height out to 6 km;
- (f) for catenaries and similar crossings (e.g. bridges), of a height such that any portion of the object exceeds 60 m AGL above the crossed river or valley bottom; or
- (g) on lands affected by an Airport Zoning Regulation (AZR) a legal land survey is required with the submittal proving conformance to the AZR.

Completed applications are to be forwarded to the applicable Transport Canada Regional office listed in Standard 621, Appendix A.

Nav Canada: A separate submittal is made to NAV CANADA. Refer NAV CANADA Land Use Program website <http://www.navcanada.ca/EN/products-and-services/Pages/land-use-program.aspx>

Note: Transport Canada and NAV CANADA Land Use are notified, if the proposed construction does not take place.

Geographic Coordinates: Provide GPS coordinates [in degrees, minutes and seconds] of the object. For extensive objects (e.g. windfarms), provide a separate listing of GPS coordinates for each element of the object (e.g. each windturbine). For buildings, provide coordinates for each corner, and coordinates of the dominant structure on the roof.

Heights: Provide height of the ground elevation Above Mean Sea Level (AMSL), the total structure height Above Ground Level (AGL) and the combined overall height AMSL. For extensive obstacles composed of several objects, provide a separate listing of heights corresponding to GPS coordinates.

Description of Project:

- (a) Indicate the type of structure. (e.g. antenna, crane, building, power line, landfill, water tank, wind farm, moored balloon, kite, catenary/cable crossing, etc.)
- (b) For catenaries [e.g. electrical power transmission line crossings], include a drawing of the configuration of the wires and the supporting structures with their heights. Indicate the placement of marking/lighting [if used] on the wires.
- (c) For existing structures, explain the reason for notifying Transport Canada (e.g. corrections, request for new assessment, etc.).
- (d) If the object is on lands affected by Airport Zoning Regulations (AZRs), provide a legal land survey indicating conformance to AZR surfaces.
- (e) For a wind farm, include a spreadsheet with individual turbine identification numbers [ID], geographic coordinates [in minutes, degrees and seconds], ground elevation AMSL and the overall height of the object AGL. Identify those windturbines which will have lighting.
- (f) Indicate what obstacle marking, lighting and monitoring will be applied. It is the responsibility of the owner to apply the appropriate lighting/marketing/monitoring in accordance with Standard 621.

Nearest Aerodrome: Identify the nearest aerodrome. Certified / registered land aerodromes/heliports are contained in the Canada Flight Supplement (CFS) and certified / registered water aerodromes in the Canada Water Aerodrome Supplement (CWAS); both available directly from NAV CANADA.

This form does not constitute authority for construction. Nor does this form replace any approvals, permits or assessments required by NAV CANADA, Industry Canada, other Federal Government departments, Provincial or Municipal landuse authorities or any other agency from which approval/assessment is required.