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A Division of NextEng Consulting Group Inc.

Transportation Planning

Traffic Impact Assessment

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Site Access Design & Review

Site Servicing and Grading

Stormwater Management

Municipal Road Design

# CONSTRUCTION MANAGEMENT PLAN

2380 Lakeshore Road West.  
City of Oakville, ON.  
6-Storey Residential Development

December 14th, 2021-1<sup>st</sup> Submission  
February 21<sup>st</sup>, 2022- 2<sup>nd</sup> Submission  
September 19<sup>th</sup>,2023- 3<sup>rd</sup> Submission  
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Project No:NT-18-054

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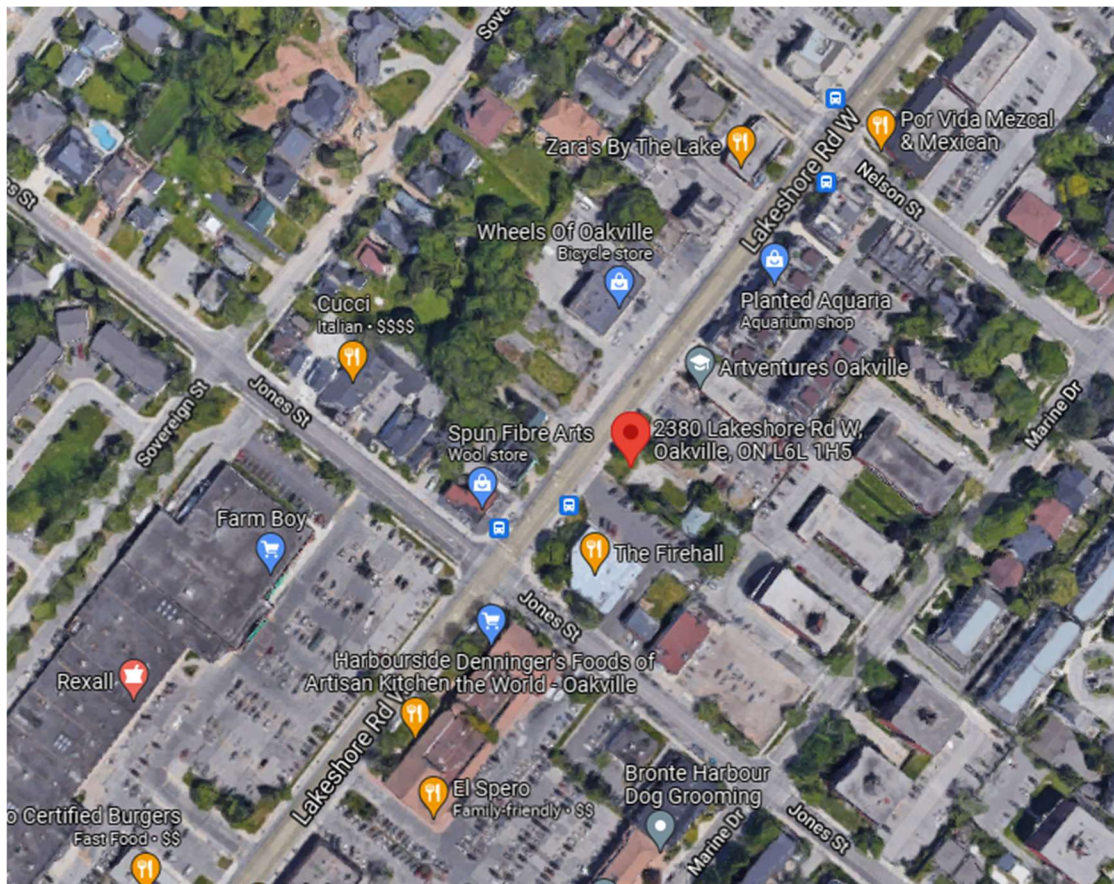
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## 1.0 INTRODUCTION

This Construction Management Plan (CMP) outlines the framework of activities which are essential for the construction of the 6-storey residential building on the proposed site. This plan includes activities and task which will be executed during the project duration. Also included are pre-development designs/ reports which is necessary for environmental considerations such as erosion and sediment controls, tree protection, and stormwater management.

The municipal address of the site is 2362-2380 Lakeshore Road West, City of Oakville, Ontario and is located north-east of the intersection Lakeshore Road West and Jones Street, see Location Plan below.



**Figure 1.0 Location Plan**

The proposed site is bounded by the following land uses:

- North - car park and 3 storey commercial building
- East - car park and 7 storey residential building
- South - car park and 1 storey commercial building
- West - Lakeshore Road West

## 2.0 PUBLIC SAFETY, AMENITY AND SITE SECURITY

At the commencement of work, the perimeter of site will be fenced/ hoarded in order to secure the premises from public access. The hoarding will be 2.44m high above grade and will be constructed with 75mm thick plywood along Lakeshore Road West. The other sides of the proposed site will be hoarded with Wire Fence/ Fast Fence. See **Appendix A**, for the **Construction Management Plan (CMP-1)** for the proposed hoarding location.

The main construction entrance and exit gates from the site will be from Lakeshore Road West (LRW). The emergency access to the site will also be via these main gates. These gates are 8m wide and are located PRW boulevard, see **Appendix A** for the CMP-1 dwg. for entrance and exit gate details. These construction gates will be locked, and the site secured after working hours.

Additionally, in order to maintain a secured site and to protect the public, full time staff will be station at the site. In the event of an emergency during working hours, site staff will be available to manage the traffic, after hours the City of Oakville Fire department can cut the chains on the entrance gates and enter the site.

Fire extinguishers will be strategically located around the site to ensure full fire coverage can be achieved in the event of a fire.

## 3.0 WORKING DAYS, HOURS AND NOISE CONTROL

Generally, working days will be Mondays to Fridays from 7am to 7pm and Saturdays from 7am to 7pm. At this time work on Sundays and public holidays is not anticipated. However, due to the nature of the construction and due to seasonal changes, work may have to be carried out outside of the periods indicated above. Under such conditions, an application will be made to the City in a timely manner to ensure all permits are secured for working beyond the by-law stipulated days and times.

Additionally, prior to project start up the construction supervisor will apply to the City and obtain a permit before any works can be carried out.

To mitigate noise at the subject site the following procedures will be implemented by the construction supervisor.

- All trades will be provided with a copy of the Noise By- Law for compliance.
- When possible, sound barriers and screens will be provided for large sound emitting equipment such as compressors, generators, jackhammers, welding units etc.
- Letters of notification will be distributed to nearby residents/ locals for any anticipated high noise levels at short durations.
- When feasible, nuisance noise levels will be made during the working hours as stipulated in the noise permit.
- Establish and maintain effective communication lines with residents during the construction period.



#### 4.0 TRAFFIC MANAGEMENT PLAN, PARKING AND CONSTRUCTION

To properly address vehicular traffic and to ensure the safety of pedestrians along LRW, a **Traffic Management Plan (TMP-1)** and a **Construction Management Plan (CMP-1)** was developed and can be found in **Appendix A**, see **TMP-1** and **CMP-1**. The following highlights the key tasks, relevant mitigation measures, and traffic management for long duration as per Book 7.

- Pedestrian- it is proposed to close the existing sidewalk fronting the site on LRW. Pedestrians walking east on LRW will be directed to cross at the intersection of Jones Street and LRW. Pedestrians walking west on LRW will be directed to cross at the intersection of Nelson Street and LRW, see TMP-1 for further details. At the proposed entrance gate, the site supervisor will coordinate all deliveries to the site and ensure traffic control persons are available to direct trucks when needed. Additionally, the entrance/ exit and sidewalk will be cleared of snow and salted for the safe passage of vehicles and pedestrians during the winter months.
- Traffic Devices – to properly notify drivers, signage and traffic control devices will be installed upstream and downstream at the start and end of the proposed work zones on LRW. See TMP-1 for further details.
- Existing Bike Lane and Traffic Lane– these east bound lanes on LRW will remain open, however the lanes will be shifted to the left to accommodate the delivery bay. See TMP-1 and CMP-1 in **Appendix A** for further details.
- Proposed development servicing (sanitary, watermain, storm sewer) – a separate Traffic Management Plan (TMP-2) will be submitted to the City when the application for the Street Cut Permit is being submitted. This will form part of the City of Oakville Engineering Permit Application.
- Construction Activities:
  - Mobilizing large equipment - this will impede traffic on LRW, as such police officers will be engaged to control these activities and mitigate traffic congestion.
  - Delivery of materials - this will also impede traffic, as such qualified flag persons will be engaged to control traffic fronting the site. See CMP-1 for the location of the proposed truck bay and material storage area.
  - Site Office and Trades Parking – the site office will be located just south of the main entrance gate, see CMP-1 for the location of the site office. Due to site constraints, the trades and other construction team members will be asked to utilize public transport to commute to and from the site.
  - Washroom facilities – portable washrooms will be located next to the proposed site office, see CMP-1 for further details.

Additionally, prior to the start of construction a permit will be obtained from the Right-of-Way Management Division, Transportation Services, from the City of Oakville.

## 5.0 SITE SERVICING AND UTILITIES

Disruption of services and utilities are not planned or expected during the project duration. However, should there be any planned disruption, the date and times will be posted on the site website so that all residents will be notified ahead of time. Additionally, a Notice will be provided to all affected residents accordingly.

In the event a disruption does occur (the contractor will do his best to minimize the duration), the situation will be quickly assessed, and the affected properties and tenants will be immediately notified by the site ambassador. Additionally, the ambassador will keep a log of all affected by the disruption and will coordinate with city 311 to ensure all complaints are addressed. At the end of the disruption the ambassador will notify all property owners and tenants of the resumption of services and utilities.

## 6.0 AIR, DUST, SILTATION, MUD-MAT AND STREET CLEANING

Generally, siltation and dust will be generated and/ or occur with the constant passage of construction vehicles and after rainfall events. In order to reduce and mitigate impacts to the residents, environment and to protect city storm sewers, the following measures will be implemented:

- Siltation Control– See **Appendix A** for the Erosion Sediment Control Plan, Dwg 3.
- City Storm Sewers – all storms catch basins will be protected with filter sock. A sediment trap will be installed in all catch basins and routine maintenance will be done and after each rainfall event as needed. Additionally, catch basins will be cleaned as needed when they become clogged.
- Silt Fence – will be erected around the perimeter of site to protect against erosion and control dust from blowing winds.
- Mud Matt – will be installed at the site entrance on LRW to mitigate the transportation of debris/ mud from construction vehicles being carried onto city sidewalk and streets.
- Water Spraying – construction vehicles will be sprayed and washed with water when leaving the site as needed. Paved surfaces, sidewalks etc. will be kept clean by routinely washing and sweeping. A flusher/ water truck will be used throughout the duration of the work for washing and spraying to control dust as needed.
- Seasonal Changes – during the spring, summer and fall months the sidewalk and surrounding impacted areas of the construction site will be kept free from standing water to ensure the public is not affected. During the winter months the sidewalks will be cleaned of snow and salted in a timely manner for continued pedestrian

usage. Also, during winter, the middle section of the roadway on LRW fronting the site will be cleared of snow.

## 7.0 STORMWATER MANAGEMENT PLAN

A Stormwater Management Report/ Plan for this site was prepared by ODAN/DETECH CONSULTING ENGINEERS and submitted under a separate cover which is being reviewed by Development Engineering Department of the City of Oakville. Below are a few highlighted items taken from the report to control and manage stormwater runoff and ground water during the construction period:

- Additional stormwater management and siltation controls are outlined above. See drawing 3 in **Appendix A** for further details.
- Predevelopment flows from the site is generally towards LRW.
- Groundwater/ Dewatering is not required; however, a Dewatering tank will be provided on site, see CMP-1 for the location of the proposed tank. This tank will be used on as needed basis to collect pumped water as a result of rain fall runoff. A permit will be sought from the city prior to discharging to the city storm sewer, alternatively the water can be trucked to an acceptable receiving site.

## 8.0 TREE INVENTORY AND PROTECTION PLAN

A Tree Inventory and Preservation Plan was prepared by Wilk Associates Landscape Architects Ltd, and the following are the implementation and mitigation measures for tree management on site.

- A total of 43 trees were identified on site.
- Tree preservation will not be possible on the site due to site plan constraints.
- All trees greater than 15cm DBH and within 6m of the site were included in the inventory.
- A total of 18 trees and one (1) polygon to be removed.
- Tree protection barrier will be erected around the TPZ for 1 tree along the LRW boulevard.
- Tree protection barrier will be erected around the TPZ for trees along common property lines.
- Should any work be required within the TPZ, a qualified Arborist must be commissioned, and approval sought from the City.

Prior to the commencement of any site activities, the City of Oakville must be informed of the tree protection barriers installed by written notification. See Figure 1 in **Appendix A**, Existing Conditions, Proposed Site Plan Tree Inventory & Preservation Plan for additional details.

## 9.0 WASTE MANAGEMENT PLAN

A waste management plan will be implemented on site and will include the following.

- Use prefabricated materials where possible.
- Reuse formwork, where possible.
- Use modular construction and basic designs to reduce the need for cut-offs.
- Co-ordinate and sequence trades people to minimize waste.
- Minimize and/or reuse packaging of materials brought to the site.
- Selections of reputable waste removal contractors with sorting facilities who will ensure that appropriate material are recycled.
- Earth excavated from site will be removed, the clean fill would be sent to be reused at an alternate fill sites as needed.
- Contaminated soil would be addressed per MECP requirements

Additionally, the construction supervisor (CS) will coordinate with a licensed waste hauler to be used for disposal of all other waste. The CS will maintain the site in a clean and orderly manner and free from accumulation of waste materials or rubbish. Monthly reports of waste divergence by the waste hauler will be maintained at the Project office.

## 10.0 PROPOSED CONSTRUCTION SCHEDULE

At this time the anticipated project timelines are depicted in Table 1.0 below. This information will be updated as time progresses, and when more information becomes available for the proposed project development.

**Table 1.0 Project Timelines**

ACTIVITIES	MILESTONE DATES	OTHER
Pre-Construction Notice	Feb 12-2024	Notice to be delivered by the Site Ambassador
Shoring	Feb 19-2024	After ESC measures and Tree Protection have been installed
Deep Excavation	March 11-2024	At the start of construction
Exterior Envelope	June 2025	Includes below grade activities
Interior Completion	March 2027	All activities



## 11.0 SHORING AND TIE-BACKS

The piling, shoring and tieback was designed by ISHERWOOD GEOSTRUCTURAL ENGINEERS. As per the drawings provided, tiebacks will be provided along the east, west and south sides of the property, and raker piles on the north side due to existing building basement.

The utility details are unknown at this time, however the general contractor will verify all existing utility locations prior to start of construction. Any and all conflicts found will be resolved with the relevant utility owner prior to any shoring works starting.

## 12.0 CRANE LOCATION AND RADIUS

Reference to the Crane Swing Plan, **CSP-1**, which can be found in **Appendix A**, it is proposed to erect one (1) Luffer crane for the proposed construction. The crane will be operated within the limits as shown on the drawing. This Crane will be utilized for the full construction of the building and will not extend over the site boundaries.

A permit will be applied for from the City of Oakville and NAV Canada for permission to swing the boom over the municipal property if needed.

## 13.0 PUBLIC COMMUNICATION STRATEGY

A construction sign board will be erected with the relative phone numbers and site activity update information will be posted on the Town of Oakville Website for which residents and other stakeholders can communicate their complaints. Community liaison person/site ambassador will be appointed by the general contractor to inform and work with residents and all other stakeholders to address and resolve all complaints and issues that may arise during construction.

The website will contain the following key information to properly inform all residents/ stakeholders and will be updated on an as needed basis.

- Key Milestone dates
- Working hours and Days
- Emergency response unit/ agencies (fire, ambulance, police)
- Demolition and Site Hoarding
- Major Deliveries
- Excavation and Concrete Pouring
- First Occupancy

In addition, a Pre-Construction and Construction Notices will be delivered to all affected/ adjacent residents, emergency agencies (fire, police, and ambulance) and public transport authorities when heavy equipment and/ or major concrete pours are anticipated.

## 14.0 STAKEHOLDER CONTACTS

Below are the project contacts who are available during and after hours and on week ends for calls. All three will be available at any time.

Description	Names	Contact Details	
Construction Manager	Tony Patruno	416-806-2461	<a href="mailto:tpatruno@successiondevelopment.com">tpatruno@successiondevelopment.com</a>
Project Manager	Robert Hood	416-627-7620	<a href="mailto:rhood@successiondevelopment.com">rhood@successiondevelopment.com</a>
Community Liaison	Steven Cohen	416-258-1268	<a href="mailto:scohen@successiondevelopment.com">scohen@successiondevelopment.com</a>

Report By:



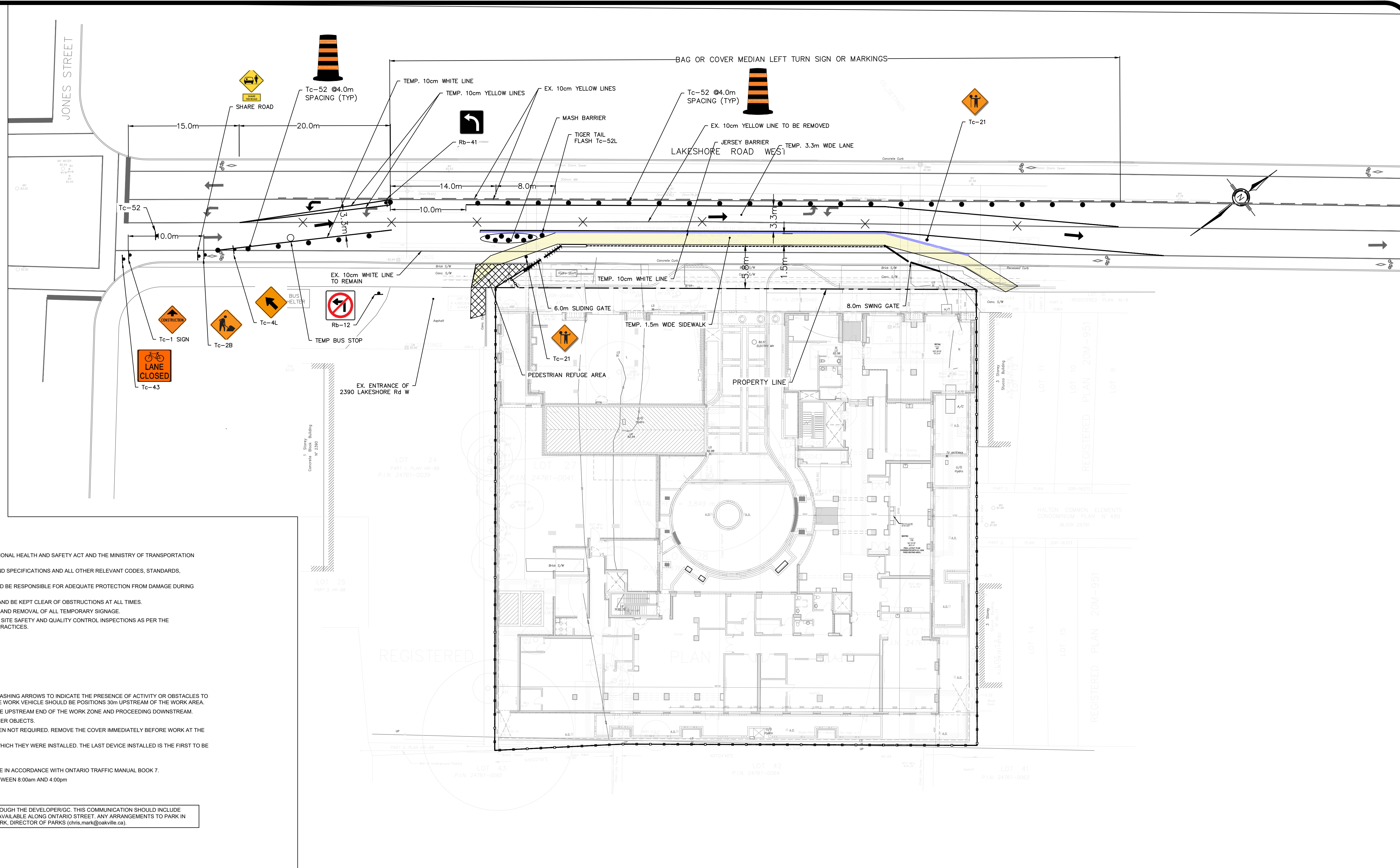
Ghansham Ramnath P. Eng.

**(NEXTRANS (CONSULTING ENGINEERS))**

## **Appendix A**

- **Traffic Management Plan (TMP)**
- **Construction Management Plan (CMP)**
- **Crane Swing Plan (CSP)**
- **Erosion Sediment Control Plan (Dwg 3)**
- **Truck route**





**GENERAL NOTES:**

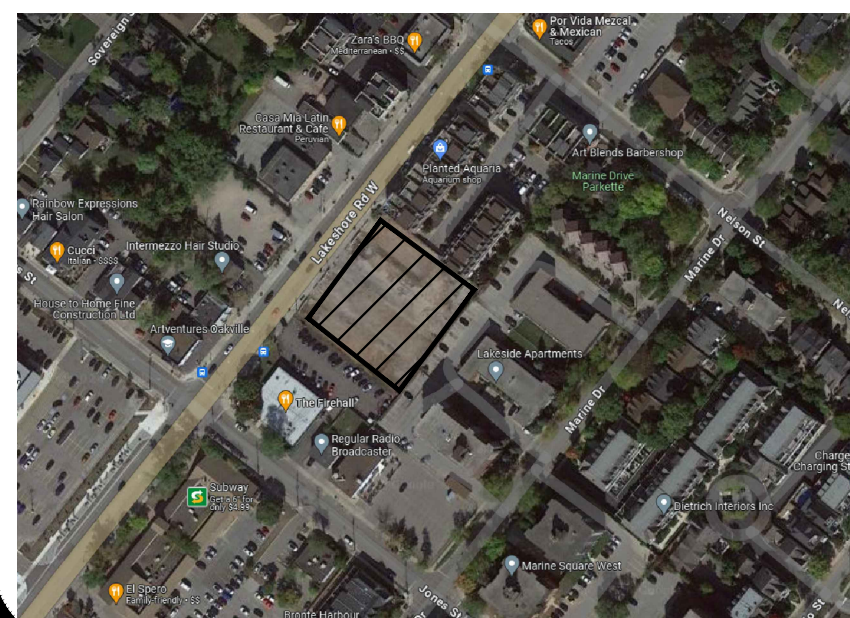
1. ALL WORK TO BE CARRIED OUT IN COMPLIANCE WITH THE OCCUPATIONAL HEALTH AND SAFETY ACT AND THE MINISTRY OF TRANSPORTATION ROADSIDE SAFETY MANUAL.
2. ALL WORK TO CONFORM TO THE TOWN OF OAKVILLE STANDARDS AND SPECIFICATIONS AND ALL OTHER RELEVANT CODES, STANDARDS, GUIDELINES ETC.
3. THE APPLICANT SHALL CONFIRM THE LOCATION OF ALL UTILITIES AND BE RESPONSIBLE FOR ADEQUATE PROTECTION FROM DAMAGE DURING CONSTRUCTION.
4. PEDESTRIAN WALKWAYS ARE TO MAINTAINED AS A HARD SURFACE AND BE KEPT CLEAR OF OBSTRUCTIONS AT ALL TIMES.
5. APPLICANT IS RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE AND REMOVAL OF ALL TEMPORARY SIGNAGE.
6. IT IS THE RESPONSIBILITY OF THE APPLICANT TO PROVIDE REGULAR SITE SAFETY AND QUALITY CONTROL INSPECTIONS AS PER THE APPLICABLE REGULATIONS AND STANDARDS GUIDELINE AND BEST PRACTICES.

**TRAFFIC NOTES:**

1. CONTRACTOR TO USE WORK VEHICLE WITH FLASHING LIGHTS OR FLASHING ARROWS TO INDICATE THE PRESENCE OF ACTIVITY OR OBSTACLES TO DRIVERS DURING INSTALLATION OF TRAFFIC CONTROL DEVICES. THE WORK VEHICLE SHOULD BE POSITIONS 30m UPSTREAM OF THE WORK AREA.
2. INSTALLATION OF TRAFFIC CONTROL DEVICES SHOULD START AT THE UPSTREAM END OF THE WORK ZONE AND PROCEEDING DOWNSTREAM.
3. ENSURE TRAFFIC CONTROL DEVICES ARE NOT OBSTRUCTED BY OTHER OBJECTS.
4. COVER, TURN DOWN OR REMOVE SIGNS AND DEVICES AT TIMES WHEN NOT REQUIRED. REMOVE THE COVER IMMEDIATELY BEFORE WORK AT THE WORKSITE BEGINS.
5. REMOVE TRAFFIC CONTROL DEVICES IN THE OPPOSITE ORDER TO WHICH THEY WERE INSTALLED. THE LAST DEVICE INSTALLED IS THE FIRST TO BE REMOVED.
6. DO NOT POINT WORK AREA VEHICLES UPSTREAM AT ANYTIME.
7. ALL TEMPORARY TRAFFIC SIGNS AND PAVEMENT MARKINGS MUST BE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL BOOK 7.
8. THE DURATION OF TRAFFIC CONTROL IS LIMITED TO THE HOURS BETWEEN 8:00am AND 4:00pm

PARKING FOR CONTRACTORS/SITE CREW MUST BE COMMUNICATED THROUGH THE DEVELOPER/IGC. THIS COMMUNICATION SHOULD INCLUDE WHERE PARKING IS ACCOMMODATED FOR. DAILY/MONTHLY PARKING IS AVAILABLE ALONG ONTARIO STREET. ANY ARRANGEMENTS TO PARK IN THE OFF STREET PARKING LOTS SHOULD BE DISCUSSED WITH CHRIS MARK, DIRECTOR OF PARKS (chris.mark@oakville.ca).

**KEY PLAN**



**LEGEND:**

**REVISIONS**

NO	REVISION	DATE	BY
3	3rd SUBMISSION	FEB 02, 24	WL
2	2nd SUBMISSION	FEB 15, 22	KP
1	1st SUBMISSION	DEC 14, 21	KP
NO	REVISION	DATE	BY

**STAMP**



**CONSULTANT**



**PROJECT NAME**

2368-2380 LAKESHORE Rd. WEST  
OAKEVILLE, ON

**DRAWING TITLE**

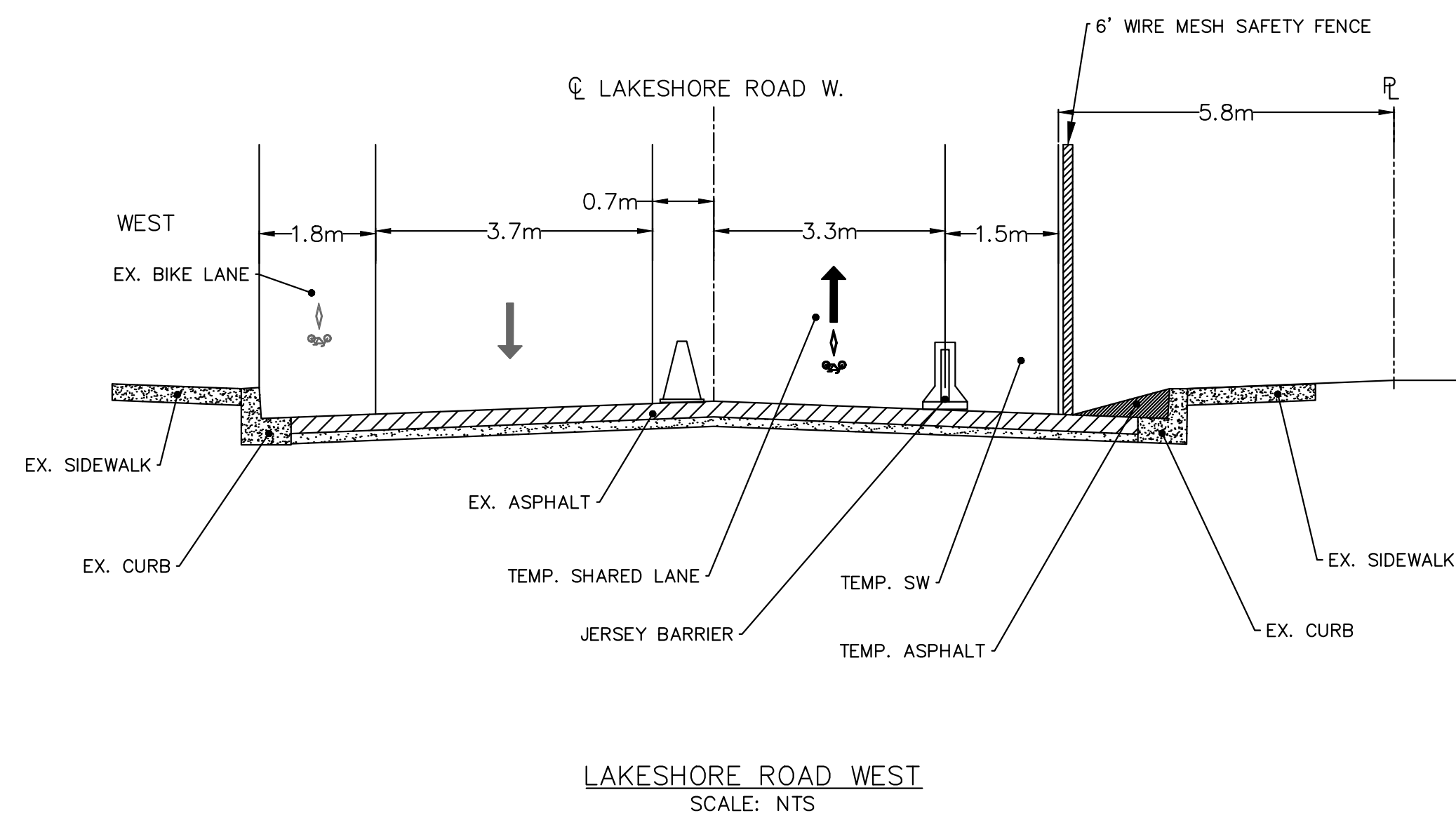
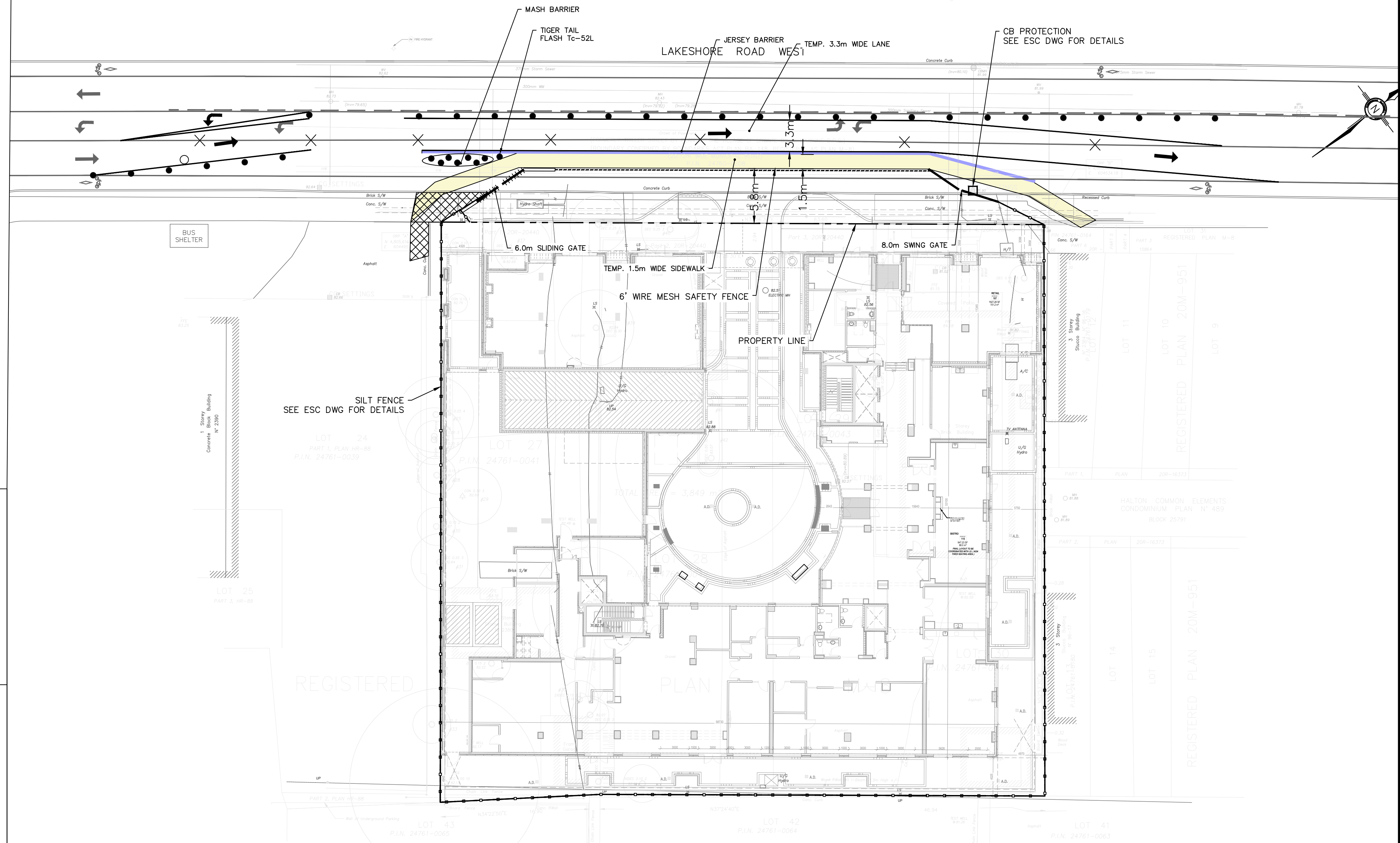
**TRAFFIC MANAGEMENT PLAN**

Design By:	W.L.	Project No.:	NT-18-054
Drawn By:	W.L.	Drawing No.:	
Checked By:	G.R.	Scale	1:250



CONSTRUCTION SCHEDULE

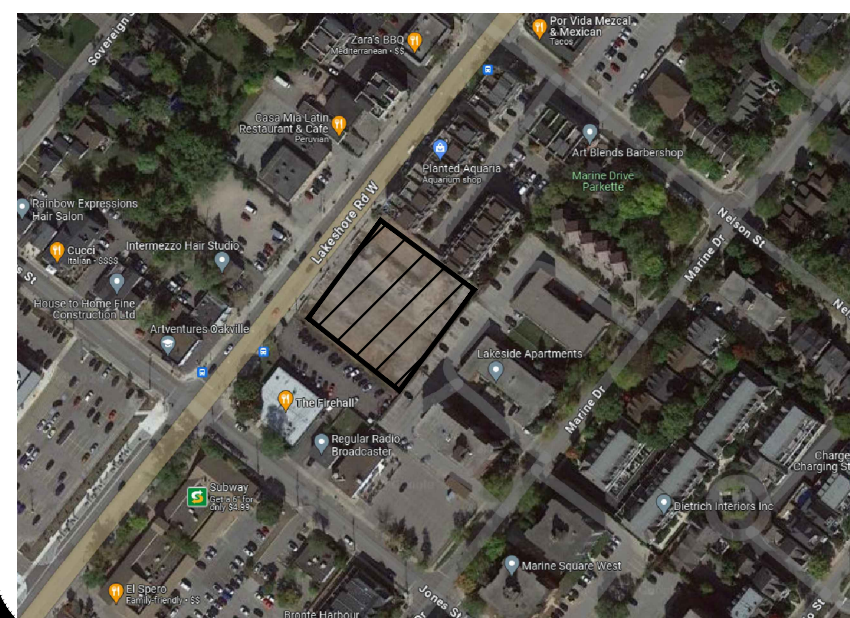
ACTIVITIES	MILESTONE DATES	OTHER
Pre-Construction Notice	Feb 12-2024	Notice to be delivered by the Site Ambassador
Shoring	Feb 19-2024	After ESC measures and Tree Protection have been installed
Deep Excavation	Mar 11-2024	At the start of construction
Exterior Envelope	June 2025	Includes below grade activities
Interior Completion	Mar 2027	All activities



LAKESHORE ROAD WEST  
SCALE: NTS

IN THE EVENT OF AN AFTER HOURS EMERGENCY, PLEASE CONTACT PM Robert Hood at 416-627-7620, and Community Liaison Steven Cohen at 416-258-1268  
ANY NOISE EXEMPTION PERMITS REQUESTED FOR NOISE OUTSIDE OF PERMITTED LEVELS/TIMES IS REQUIRED TO BE SUBMITTED OUTSIDE OF 30 DAYS OF THE DATED REQUIRED.

KEY PLAN



LEGEND:

REVISIONS

NO	REVISION	DATE	BY
3	3rd SUBMISSION	FEB 02, 24	WL
2	2nd SUBMISSION	FEB 15, 22	KP
1	1st SUBMISSION	DEC 14, 21	KP
NO	REVISION	DATE	BY

STAMP



CONSULTANT



PROJECT NAME

2368-2380 LAKESHORE Rd. WEST  
OAKEVILLE, ON

DRAWING TITLE

CONSTRUCTION MANAGEMENT PLAN

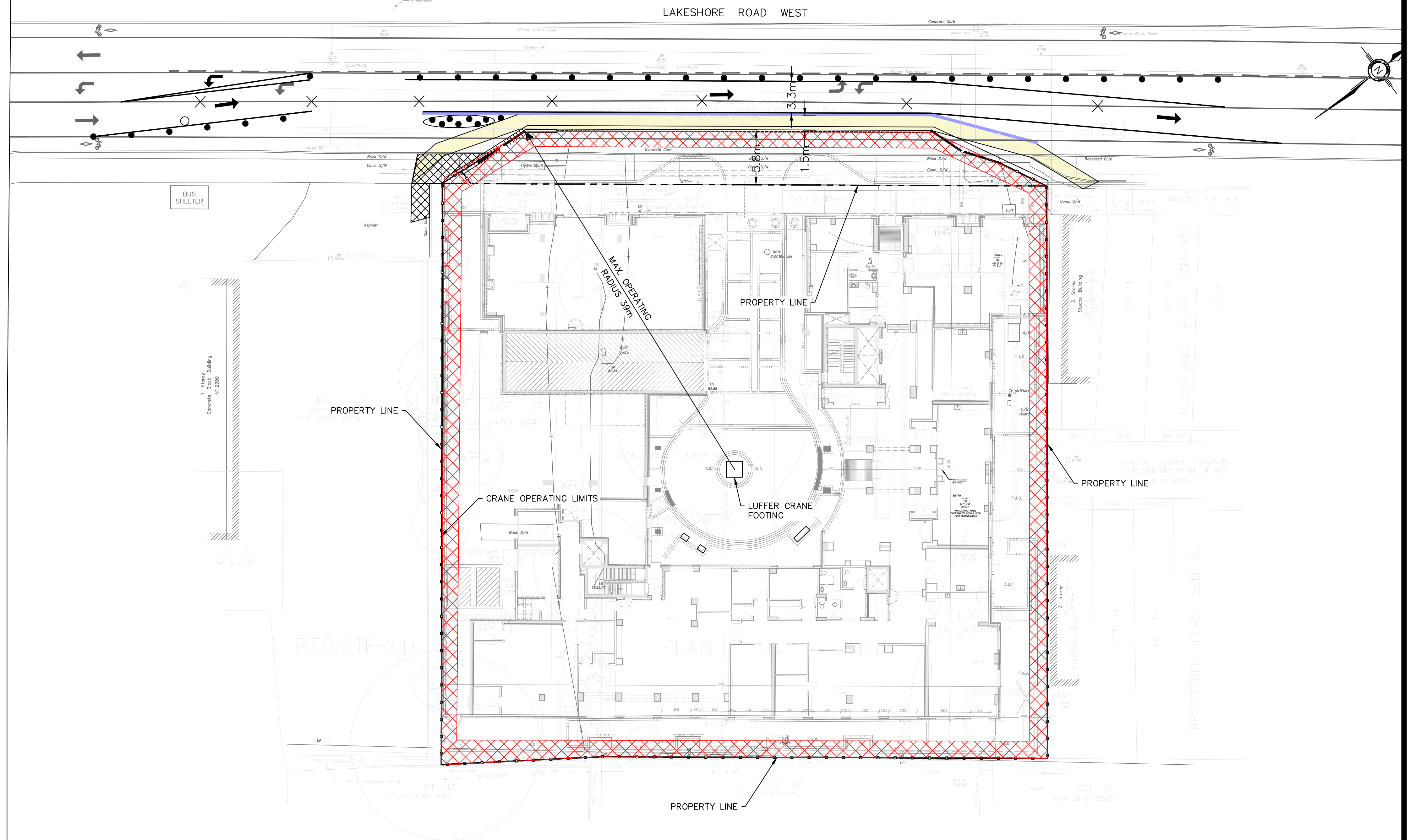
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Drawn By:	W.L.	Drawing No.:	
Checked By:	G.R.	Scale	1:250



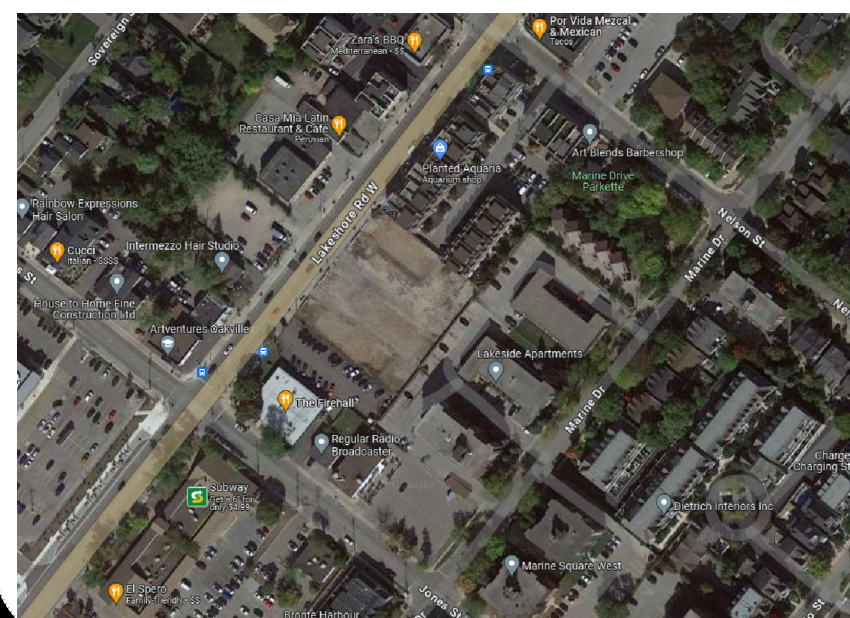
**GENERAL NOTES:**

THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE FOLLOWING:

1. JURISDICTION REGISTRATION OF CRANE TO BE USED ON SITE.
2. THE CRANE OPERATOR SHALL BE CERTIFIED WITHIN THE JURISDICTION.
3. UPDATED THIRD PARTY INSPECTION.
4. ALL UTILITY LOCATES AND EXCAVATION PERMITS REQUIRED FOR CRANE BASE CONSTRUCTION.
5. CERTIFIED INSPECTION/AUDIT PRIOR TO CRANE OPERATION.



KEY PLAN



LEGEND:

REVISIONS

NO	REVISION	DATE	BY
3	3rd SUBMISSION	FEB 02, 24	WL
2	2nd SUBMISSION	FEB 15, 22	KP
1	1st SUBMISSION	DEC 14, 21	KP

STAMP



CONSULTANT



PROJECT NAME

2368-2380 LAKESHORE Rd. WEST  
OAKEVILLE, ON

DRAWING TITLE

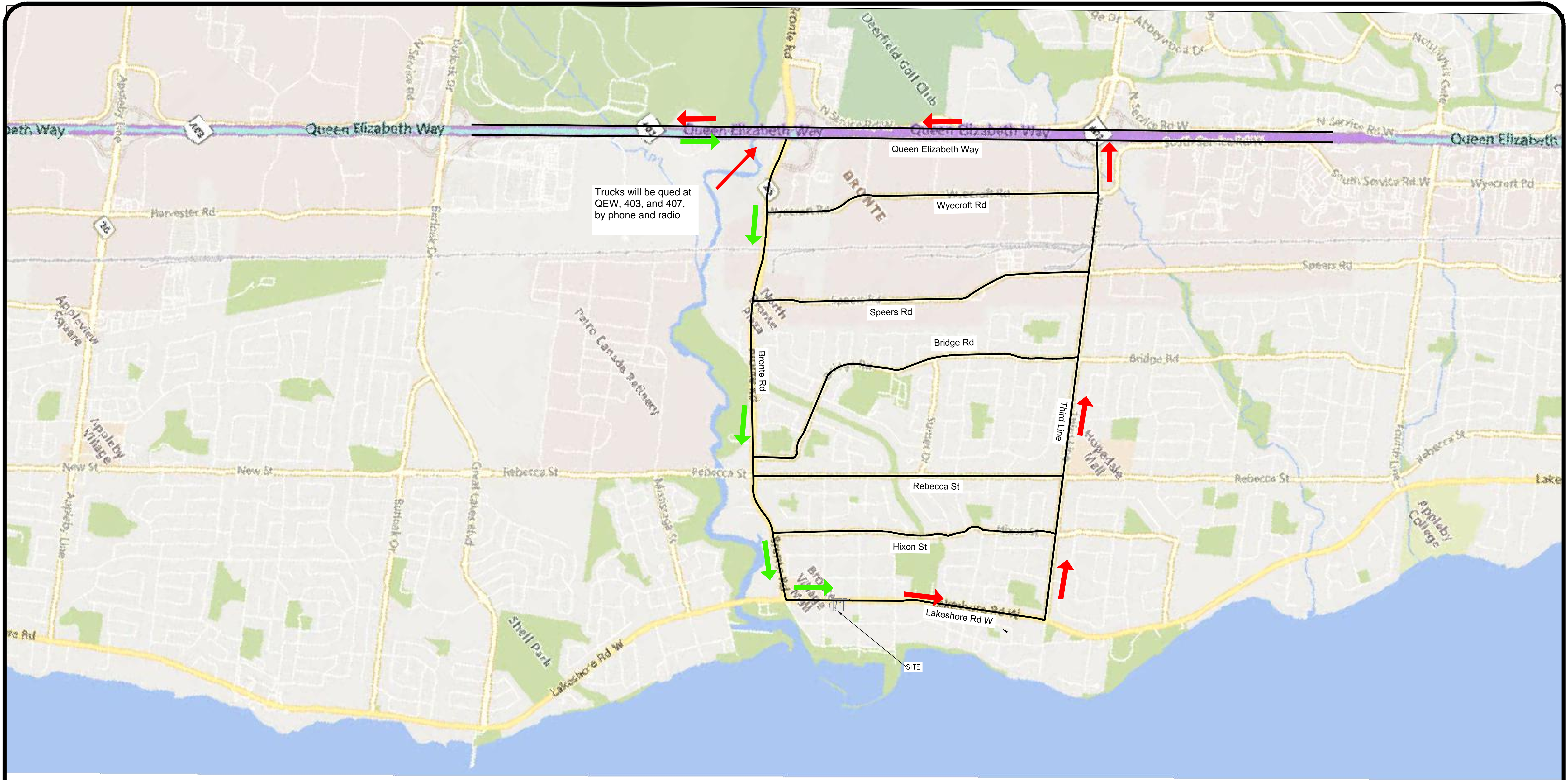
CRANE SWING PLAN

Design By:	W.L.	Project No.:	NT-18-054
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Checked By:	G.R.	Scale	1:250

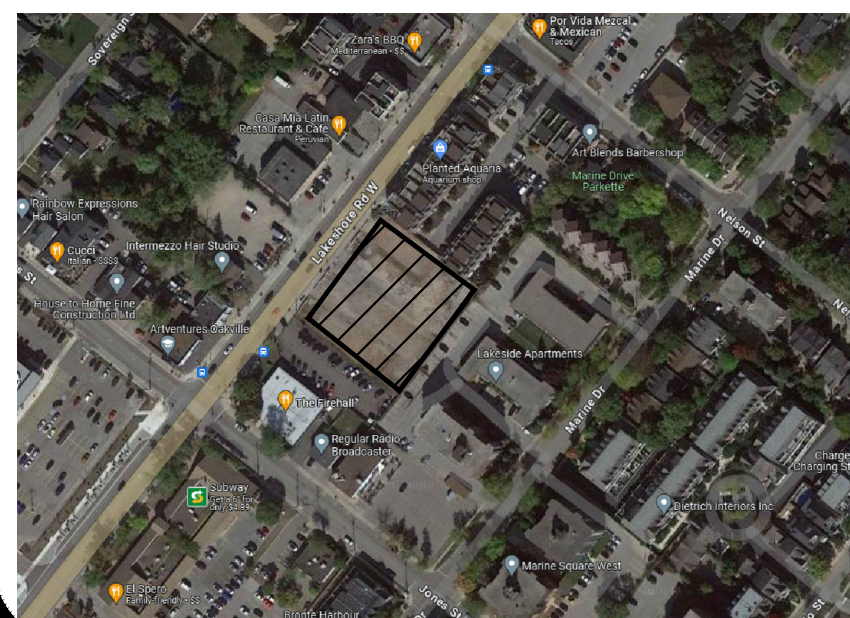








KEY PLAN



LEGEND:

- TRUCK ROUTE (WB-20) COMING TO THE SITE
- TRUCK ROUTE (WB-20) LEAVING FROM THE SITE
- CITY TRUCK ROUTE

REVISIONS

NO	REVISION	DATE	BY
1	1st SUBMISSION	FEB 29, 24	WL
NO	REVISION	DATE	BY

STAMP

CONSULTANT



PROJECT NAME

2368-2380 LAKESHORE Rd. WEST  
OAKEVILLE, ON

DRAWING TITLE

CONSTRUCTION TRUCK ROUTE MAP

Design By:	W.L.	Project No.:	NT-18-054
Drawn By:	W.L.	Drawing No.:	
Checked By:	G.R.	Scale	1:250