

CONSTRUCTION and TRAFFIC MANAGEMENT PLAN

for

3275 Trafalgar Road

Residential

Subdivision

3275 Trafalgar Road

Oakville, ON

Prepared for:

3275 Trafalgar Road Inc.

Prepared by:

LANHACK CONSULTANTS INC.

1709 Upper James Street
Hamilton, ON L9B 1K7

Project No. 24047

August 23, 2024

Revised: June 03, 2025



Table of Contents

1.0	Purpose	1
2.0	Prior to Commencement of Construction	2
3.0	Vehicle and Pedestrian Movements	2
4.0	Traffic and Pedestrian Control	2
5.0	Trade Parking	2
6.0	Shoring and Encroachments	3
7.0	Site Servicing	3
8.0	Tower Crane	3
9.0	Site Drainage During Construction	3
10.0	Haulage Routes	3
11.0	Hours of Operation	5
12.0	Existing Utilities	5
13.0	Dust, Air, and Noise Management	5
14.0	Waste Collection	5
15.0	Queuing and Staging of Construction Vehicles	5
16.0	Vehicle Wash Down and Dust Control	6
17.0	Site Setup	6
18.0	Emergency Contact Info	6
19.0	Public Communication	7
Appendix A: Construction/Traffic Management Plan(s)		
Appendix B: Civil Drawing(s) Prepared by Urbantech Consulting		
Appendix C: Site Plan(s) and P1 Underground Plan(s) Prepared by G&C Architects		



1.0 Purpose

The following plan shall act as the program for the planning, organization, and construction activity for the phased residential development. The development is situated at 3275 Trafalgar Road in the Town of Oakville. The development is located on the east side of Trafalgar Road, north of Threshing Mill Boulevard. Trafalgar Road is classified as major arterial/transit corridor road as per the Town of Oakville's North Oakville, East of Sixteen Mile Creek, Secondary Plan Figure NOE4, Transportation Plan. There is an existing Institutional use located to the north, Open Space located to the east, Residential uses to the south and west of the subject property. The development will be constructed in 2 phases. Phase 1 will include the extension of Threshing Mill Boulevard with residential development on both sides (Phases 1A and 1B) of the road allowance. Phase 2 residential development will advance as a single block once the adjacent lands to the north and the lands owned by Tribaden Investments Inc. road networks have been completed. The open space/ PSW#25 restoration will occur during Phase 2.

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

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

Please note: Pest Control, Hydrogeological Investigation, Dewatering, Dust Mitigation, Shoring, including vibration analysis and post-condition inspections will be prepared and addressed by others and submitted under a separate cover if required.

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



2.0 Prior to Commencement of Construction

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

The contractor also must implement the Construction and Traffic Management Plan prepared Lanhack Consultants Inc. and the Erosion & Sediment Control Plan prepared by Urbantech Consulting. The site contractor must also remove all temporary protection measures at the end of construction mentioned in the Construction and Traffic Management Plan and the Erosion & Sediment Control Plans. This CTMP should not be used as the final Traffic Control Plan (TCP) for the actual works. If the applicant/contractor does not have OTM Book 7 qualifications, they should retain a third-party contractor to prepare the TCP for setup and takedown of any lane and/or sidewalk temporary warning /directional signage.

3.0 Vehicle and Pedestrian Movements

For Phase 1, vehicle movement on Threshing Mill Boulevard will have minor interruptions during construction due to truck traffic. Threshing Mill boulevard extension will bisect Phase 1 of the development and provide access to the development. Threshing Mill Boulevard extension will remain closed to the public until the building(s) have been substantially complete. Pedestrian movements will not be affected by the development. No construction access or activities will occur from Trafalgar Road. For Phase 2, vehicle movements on future Streets built by others, will have minor interruptions during construction due to truck traffic. The east/west leg of Street 'B' will be closed for a staging area. See Appendix A drawings CM1-1, CM1-2, and CM2-1 for vehicle movements during the phases of construction.

4.0 Traffic and Pedestrian Control

Recognizing the importance of vehicle/cyclist and pedestrian traffic to the direct success and vitality of neighbourhood and the vehicular and pedestrian routing, drawings CM1-1, CM1-2 and CM2-1 prepared by Lanhack, denotes pedestrian, cyclist, and vehicular movement control measures during the approximate 36 months of construction for each Phase.

Traffic Control: Motorist will be provided with adequate signage to ensure advance notice and will caution the operator of the upcoming development project and the associated construction works. Qualified traffic control person(s) (with Book 7 Training) will control the vehicles as required for each phase.

5.0 Trade Parking

No parking will occur on the adjacent streets or boulevards by trades/labourers. Arrangements will be made on site or at the adjacent church for trades/ labourers for both phases at the site plan stage. Parking agreements will be provided at the site plan stage.

Summary of trade personnel as follows:

- **Demolition and Excavation Phase:** 10 Tradespersons
- **Foundation and Framing Phase:** 15 Tradespersons
- **Finishing Phase:** 50 Tradespersons



6.0 Shoring and Encroachments

The CTMP shall be reviewed in conjunction with the shoring plans and subject to the Shoring Agreement and the Encroachment Agreement(s) (both above and below ground), as between the Town of Oakville and the proponent. Structural details for the building foundation (including shoring plans) will be developed as part of the detailed design for the building and submitted to the Town for approval. Please note that a preliminary shoring concept will be prepared by others and will be submitted under a separate cover for each phase at the site plan stage.

7.0 Site Servicing

For Phase 1, during the extension of Threshing Mill Boulevard, the municipal infrastructure will be installed including laterals by the developer. For Phase 2, sanitary and water servicing laterals will be installed by others to the subject lands through a servicing agreement with the adjacent land developer. The storm service will outlet directly to existing PSW#25.

8.0 Tower Crane

Both phases will require tower cranes to construction the proposed buildings. Refer to Appendix A Drawing CM1-1 and CM1-2 for the location of the tower cranes.

9.0 Site Drainage During Construction

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

10.0 Haulage Routes

For the purposes of this plan, the developer has investigated area suppliers and trade contractors to predict relevant origin and destination points. Origin points include Concrete batching plants, excavation dump sites, aggregate suppliers, reinforcing steel suppliers, and building material suppliers. With the source and destination points established, it can be confirmed that the haulage routes will utilize approved truck routes to mitigate disturbance to area residents and businesses, as well as ensure sufficient road allowances for larger construction vehicles. Haulage routes are identified on drawing (CM2-1.) As detailed in the summary chart Table 1 for Phases 1A and Phase 2, much of the construction traffic will occur during the excavation (Months 2 to 12) with an expected average of 25 vehicles per day. The neighbourhood will continue to see a steady frequency of construction vehicles during the Structural Phase with an expected average of 20 vehicles per day during Months 3 to 12 can be expected. As such, greater emphasis will be placed on traffic management. During these periods two full time competent (possess formal training and Book 7 certification) traffic control persons will be present to safely monitor and guide vehicular and pedestrian activity. A sharp reduction of construction traffic will be seen during the Finishing Phase of the project (Months 20 to 36). Anticipate 10 construction vehicles per day for the Finishing Phase. Traffic control personnel will remain available for the duration of this phase of work. Phase 1B, two (2) blocks of streethouses, will take approximately eight (8) months to complete.



Nature of Construction Traffic for Phase 1A and Phase 2: Table 1

Description	Frequency	Timing (approx.)	Method of Delivery
Construction Debris Containers	Daily	Months 1 to 36	Bin trucks
Site Washrooms	3x Weekly	Months 1 to 36	Van - Mounted Pump
Construction Tools and Supplies	Daily	Months 1 to 36	Van
Document Couriers	3x Weekly	Months 1 to 36	Car
Mechanical and Electrical Supplies	Weekly	Months 1 to 36	5-ton Truck
Construction Related Traffic	3x Weekly	Months 1 to 36	Truck
Demolition Phase			
Demolition	Daily	Month 1	Tractor Trailer
Excavation and Shoring Phase			
Excavation	25 trips Daily	Months 2 to 12	Tri-Axle Dump Truck
Shoring	Daily	Months 2 to 12	--
Structural Phase			
Formwork	2x Weekly	Month 3 to 12	Flat Bed truck
Concrete Supplies	2x Weekly	Month 3 to 24	Flat Bed Truck
Concrete Ready-mix Supply	15 loads daily	Month 3 to 24	Concrete Truck
Rebar and Rebar Accessories Supply	2 x month	Month 3 to 24	Flat Bed truck
Windows	Weekly	Month 20 to 32	Truck
Brick or Siding	2x Weekly	Month 20 to 32	Flat Bed Truck
Roofing	Weekly	Month 20 to 25	Flat Bed Truck
Finishing Phase			
Interior Masonry	2x Weekly	Month 20 to 36	Flat Bed Truck
Wall Partitions (drywall)	2x Weekly	Month 20 to 36	Flat Bed Truck
Applied Finishes	2x daily	Month 20 to 36	Truck
Stone Flooring and tops	Weekly	Month 20 to 36	Truck
Misc. Metals	2x Weekly	Month 20 to 36	Truck



11.0 Hours of Operation

The hours of operation will be from 7am to 6pm, five (5) days a week (Monday to Friday). Any noise requirement after 7pm and before 7am Monday -Saturday will require a noise exemption permit. Permits require submission 30 days prior to the start date. The noise exemption permit application can be found at Oakville.ca

12.0 Existing Utilities

For Phase 1, refer to plans prepared by Urbantech Consulting for information regarding relocation (If required) of existing light standards/utility poles/streetlights on Trafalgar or Threshing Mill Boulevard. For Phase 2, this developer will coordinate with the adjacent developer to coordinate future utility designs to avoid any potential conflicts.

13.0 Dust, Air, and Noise Management

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

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

14.0 Waste Collection

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

15.0 Queuing and Staging of Construction Vehicles

During the excavation phases, dump trucks and excavation equipment will be required to enter/exit the site using construction gates as shown in Appendix A drawing CM1-1 and CM1-2. One (1) temporary truck staging area will be proposed on Threshing Mill Boulevard extension adjacent to the site during the building construction stage of Phase 1A. A staging area will not be required for the proposed townhouses in Phase 1B. One (1) temporary truck staging area will be proposed on the east/west leg of Street 'B' adjacent to the site during the building construction stage of Phase 2. WB-20 tractor-trailers will use the proposed truck staging area located on Threshing Mill Boulevard and Street 'B' for all building material deliveries during the building construction stage as shown in Appendix A drawing CM1-2. Qualified traffic control person(s), Book 7 trained will control the pedestrian, cyclist, and vehicle traffic during the entry/exit operation of construction trucks, if required. All construction vehicles and equipment will be coordinated to ensure that there is no queuing on municipal roads.



16.0 Vehicle Wash Down and Dust Control

Truck wash down will occur prior to the vehicle traveling on public/open roadways. The wash down area on the mud-mat will be conducted on the development site, not on the road. If for whatever reason the wash down proved to be inadequate, a road washing program will be in place to wash the roadway of any debris. This will be done by both the general contractor and third-party services. As a safeguard, silt sacks will be installed and maintained on all nearby storm catch basins/manholes to prevent any debris from entering the Town's sanitary or storm sewers. Concrete trucks will be equipped with self-cleaning chutes to negate the need for on-site concrete wash down. Refer Appendix A drawing CM1-1 for location of Mud-Mat/Washing Bay during excavation phases.

17.0 Site Setup

Sanitary Facilities: Sanitary facilities will initially be available onsite adjacent to the site office. Additional sanitary units will be added as required per ministry guidelines. Refer appendix A drawings CM1-1, CM1-2 for approximate location of sanitary facilities on each phase.

Site Offices: For Phase 1, there will be site construction trailers located just east of the future Threshing Mill Boulevard road allowance. For Phase 2, there will be a site construction trailer located in the north boulevard of Street 'B's road allowance. The site offices will accommodate the necessary management personnel as well as house adequate meeting spaces for a Joint Health and Safety Committee (JHSC), Worker Trade Committee (WTC), worker orientations, and space to administer proper first aid treatments. Dedicated routes to the office trailer will be clearly identified and maintained at all times.

Material Storage and Unloading Zones: Generally, material storage for all phases of construction will be received and stored on-site only. As the project advances, materials will be off-loaded on to the superstructure. Flammable and combustible materials will be identified, protected, and stored in designated "compounds" as prescribed by the Ministry of Labour and TSSA guidelines. Unloading and temporary storage will only occur within the fencing limits. There will not be any stockpiling of any earth material onsite.

Perimeter Construction Fencing: The perimeter construction fencing to be used as per ministry guidelines or as required. Refer appendix A drawing CM1-1 and CM1-2 for fencing limit.

18.0 Emergency Contact Info

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

Contact #1:

Contact Name: Boris Kresina
Cell Number: 905-971-4830
Email Address: boris@nhdg.ca

Contact #2:

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



Note: Should the Site Superintendent change during construction, 3275 Trafalgar Road Inc. will assign a new contact name(s) and phone number(s).

19.0 Public Communication

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

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

On-site emergency protocols:

- Reporting the emergency to the required chain of command (emergency contacts)
- Establishing communication and alerting all parties involved
- Ordering evacuation, if necessary
- Alerting external agencies, if necessary
- Alerting outside population of possible risk, if necessary
- Requesting external aid, if necessary
- Providing medical aid, if necessary
- Ensuring emergency shut offs are closed, if necessary
- Sounding the all-clear
- Advising media, if necessary

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

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

Respectfully submitted,

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



File No. 24047
Construction and Traffic Management Plan

Appendix A: Construction/Traffic Management Plan(s)

GENERAL CONSTRUCTION NOTES

- DURING ALL DELIVERIES AND LANE DISRUPTIONS, THE CONTRACTOR WILL ENSURE THAT FLAG PERSONS WILL BE EMPLOYED TO PROVIDE TRAFFIC MANAGEMENT. THE CONTRACTOR WILL PROVIDE TEMPORARY INFORMATION SIGNAGE NOTING TRAFFIC DISRUPTION DURING THE HOURS BETWEEN 7AM AND 6PM FOR A PERIOD OF 36 MONTHS.
- DELIVERY OF CONSTRUCTION MATERIAL WILL BE SCHEDULED TO MINIMIZE TRAFFIC DISRUPTION.
- SPACING OF TRUCKS WILL BE ORGANIZED, DISPATCHED, IN THE STAGING AREA IN SUCH A WAY THAT NO VEHICLES WILL BE IN A STAGING SITUATION ON MUNICIPAL STREETS.
- ROAD CLOSURES ARE NOT ANTICIPATED EXCEPT FOR SERVICING. REFER TO SERVICING PLAN PREPARED BY OTHERS.
- REMOVAL OF EXISTING SERVICES AND INSTALLATION OF PROPOSED SERVICING TO BE COMPLETED BY OTHERS PRIOR TO INSTALLATION OF THE TRUCK STAGING AREA AND CONSTRUCTION FENCING.
- THE LOCATION OF ALL CONSTRUCTION SIGNAGE MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 5 AND 7. SEE THIS PLAN FOR RECOMMENDED SIGN LOCATIONS.
- ALL SIGNAGE TO BE INSPECTED DAILY BY THE DEVELOPER'S SUPERINTENDENT AND IMMEDIATE MAINTENANCE WILL BE PERFORMED IF REQUIRED.
- CONTRACTOR TO NOTIFY ADJUTING LAND OWNERS/TENANTS 48 HRS IN ADVANCE TO ANY DISRUPTIONS TO ACCESS TO THEIR PROPERTIES OR SERVICES.
- ALL BOULEVARDS AND ADJACENT SIDEWALK TO BE KEPT FREE FROM BUILDING MATERIALS AND DEBRIS AT ALL TIMES.
- BOOK 7 TRAINED TRAFFIC CONTROL PERSON(S) AND COMPETENT FLAG PERSONS WILL BE ON SITE DURING CONSTRUCTION TO CONTROL VEHICULAR, PEDESTRIAN AND CYCLIST TRAFFIC IN ALL DIRECTIONS.
- FLAG PERSONS WILL BE REMINDED THAT NO FLAGGING OF TRAFFIC TO OCCUR WITHIN 30m OF THE SIGNALIZED INTERSECTION.
- ALL LOADING AND UNLOADING OF MATERIALS & EQUIPMENT WILL OCCUR WITHIN THE APPROVED STAGING AREA, STAGING AREA AS NOTED ON THE PLAN.
- NO STAGING OF TRUCKS WILL OCCUR WITHIN THE MUNICIPAL ROAD ALLOWANCE EXCEPT AS SHOWN.
- FIRE HYDRANTS ARE TO BE ACCESSIBLE TO THE FIRE DEPARTMENT AT ALL TIMES.
- THIS CONSTRUCTION MANAGEMENT PLAN (CMP) HAS BEEN PREPARED AS A GENERAL GUIDELINE FOR ITEMS SUCH AS LOCATING THE STAGING AREA, WASHROOMS, SITE TRAILER, TOOL/MATERIAL, CONTAINER, TOWER CRANE, TRUCK HAUL ROUTE, GENERAL NOTES AND CONSTRUCTION SEQUENCE. THE DEVELOPER/CONTRACTOR IS RESPONSIBLE FOR ALL SAFETY MEASURES OUTLINED BY THE MINISTRY OF LABOUR ON AND ADJUTING THE DEVELOPMENT AT ALL TIMES.
- THE DEVELOPER/CONTRACTOR WILL MONITOR THE SITE AT ALL TIMES TO ENSURE THE SITE AND ADJUTING LANDS ARE SAFE AND SECURE. LANHACK CONSULTANTS INC. WAS RETAINED TO ONLY PREPARE THE CMP AND HAS NOT BEEN RETAINED TO MONITOR THE SITE DURING CONSTRUCTION.
- THE DEVELOPER/CONTRACTOR WILL INSTALL THE COVERED HOARDING IF OVERHEAD SAFETY BECOMES A CONCERN. CONTRACTOR TO ENSURE THERE ARE NO PEDESTRIANS ON THE SIDEWALK DURING OVERHEAD WORKS.

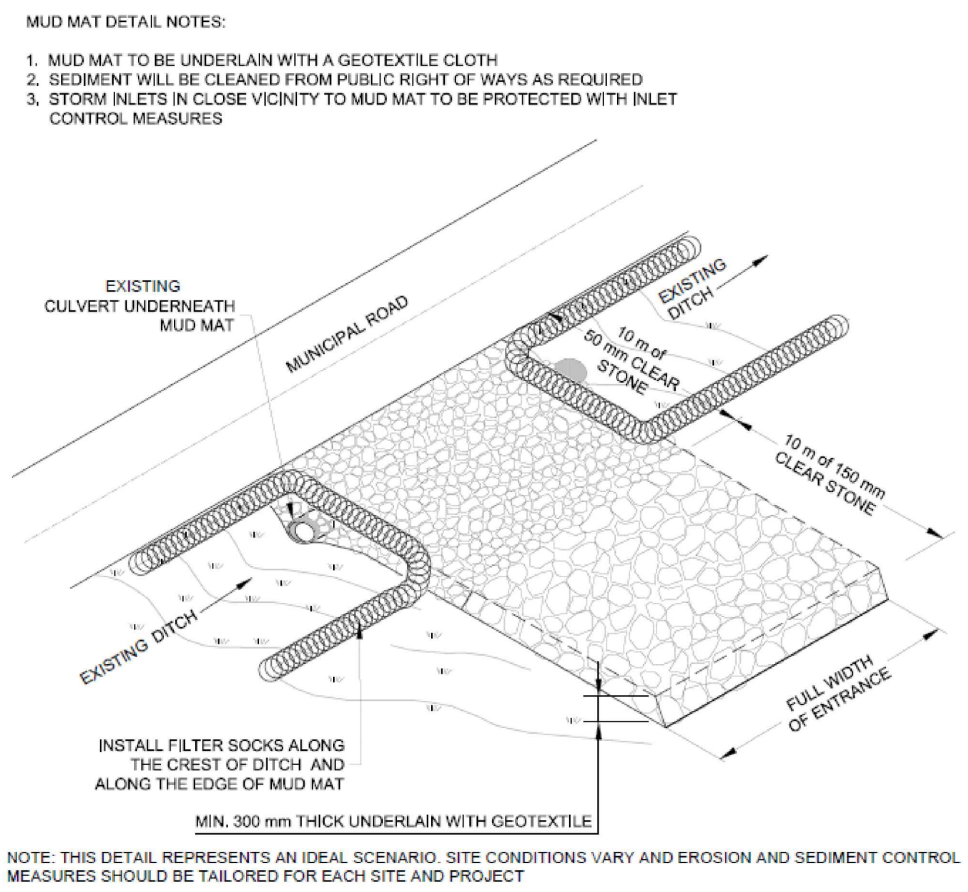
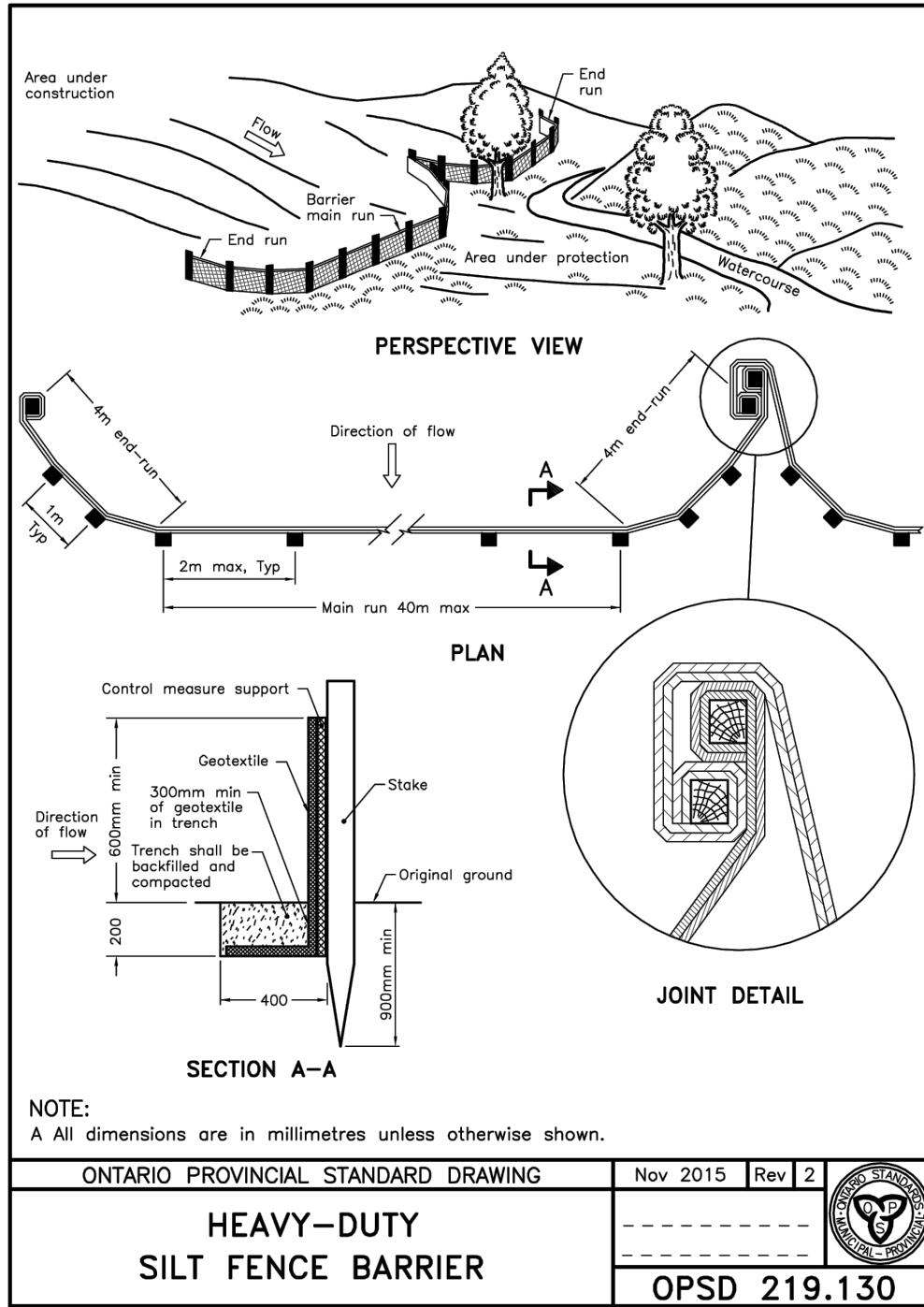
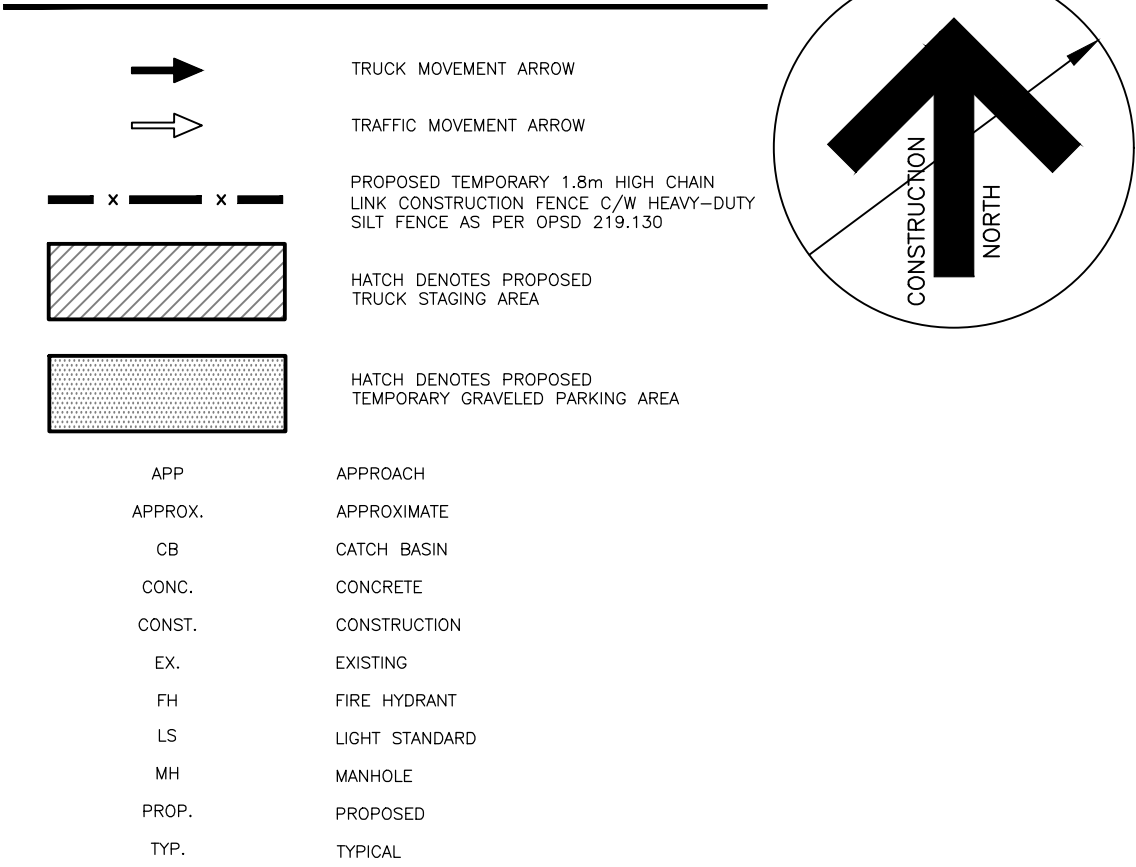
CONSTRUCTION SEQUENCE NOTES:

- CONTRACTOR TO INSTALL ALL CONSTRUCTION SIGNAGE PER THE ONTARIO TRAFFIC MANUAL - TEMPORARY CONDITIONS - BOOK 7.
- CONTRACTOR TO INSTALL ALL CONSTRUCTION FENCE AS SHOWN ON THIS PLAN.
- DUE TO THE SIZE OF THE DEVELOPMENT, WE EXPECT:
 - 10 TRADES PERSONS DURING DEMOLITION AND EXCAVATION PHASE
 - 15 TRADES PERSONS DURING FOUNDATION AND FRAMING PHASE, AND
 - 50 TRADES PERSONS DURING FINISHING PHASE
- DEMOLITION AND EXCAVATION PHASE WILL TAKE APPROXIMATELY 36 MONTHS TO COMPLETE. TRUCKS WILL USE MUD-MAT LOCATED IN THE PLAN AT ALL TIME WHILE EXISTING FROM THE SITE. THE DISPOSAL SITE FOR THE EXCAVATION MATERIAL HAS NOT YET BEEN DETERMINED. THE CONTRACTOR WILL ADVISE THE TOWN OF DISPOSAL SITE ONCE CONFIRMED. DUMP TRUCKS TO EXIT THE SITE BY ASSISTANCE OF TRAFFIC CONTROL PERSON (BOOK 7 TRAINED).
- ALL TRUCKS, IF REQUIRED, TO BE WASHED DOWN PRIOR TO EXITING THE SITE.
- THE MAIN STRUCTURE WILL TAKE APPROXIMATELY 24 MONTHS TO CONSTRUCT. ALL DELIVERIES WILL USE STAGING AREA.
- SIDEWALK, CURBS, AND BOULEVARD RESTORATION TO BE REINSTALLED ONCE THE MAJORITY OF CONSTRUCTION HAS BEEN COMPLETED.

PUBLIC COMMUNICATION:

- ALL PROJECT INFORMATION (PHONE NUMBERS, EMAIL ADDRESS, FAX, WEBSITE, ETC.) SHALL BE INCLUDED ON ALL SIGNAGE SURROUNDING THE SITE. PUBLIC COMMUNICATIONS FOR THE JOB SITE SHALL ALSO INCLUDE:
- 48-HOUR NOTICE SHALL BE PROVIDED TO ADJACENT PROPERTIES SHOULD ANY CONSTRUCTION OPERATIONS PRODUCE IMPACTS BEYOND THE NORMAL DAY-TO-DAY OPERATIONS OF THE SITE
 - A PRE-CONSTRUCTION NOTICE SHALL BE SENT OUT TO ADJACENT PROPERTIES AND ALONG THE CONSTRUCTION ACCESS ROUTES
 - SIGNS AROUND THE SITE SHALL INCLUDE PROJECT WORKING HOURS, A PROJECT WEBSITE TO PROVIDE CONSTRUCTION UPDATES, AND EMERGENCY CONTACT INFORMATION
 - INFORM THE WARD COUNCILOR, PUBLIC TRANSIT, BUSINESS COMMUNITY AND RESIDENTS OF THE START OF THE CONSTRUCTION
- ON-SITE EMERGENCY PROTOCOLS:
- REPORTING THE EMERGENCY TO THE REQUIRED CHAIN OF COMMAND (EMERGENCY CONTACTS)
 - ESTABLISHING COMMUNICATION AND ALERTING ALL PARTIES INVOLVED
 - ORDERING EVACUATION, IF NECESSARY
 - ALERTING EXTERNAL AGENCIES, IF NECESSARY
 - ALERTING OUTSIDE POPULATION OF POSSIBLE RISK, IF NECESSARY
 - REQUESTING EXTERNAL AID, IF NECESSARY
 - PROVIDING MEDICAL AID, IF NECESSARY
 - ENSURING EMERGENCY SHUT OFFS ARE CLOSED, IF NECESSARY
 - SOUNDING THE ALL-CLAY
 - ADVISING MEDIA, IF NECESSARY
- WEBSITE REFERENCE:
<https://www.ccohs.ca/oshanswergs/hsp/programs/planning.html>
- THESE ON-SITE EMERGENCY PROTOCOLS ARE NEEDED FOR HANDLING UNEXPECTED SITUATIONS. THE OBJECTIVE IS TO BE PREPARED TO PREVENT FACILITIES AND INJURIES, REDUCE DAMAGE TO BUILDINGS AND EQUIPMENT, PROTECT THE ENVIRONMENT AND THE COMMUNITY, AND ACCELERATE THE RESUMPTION OF NORMAL OPERATIONS.

LEGEND

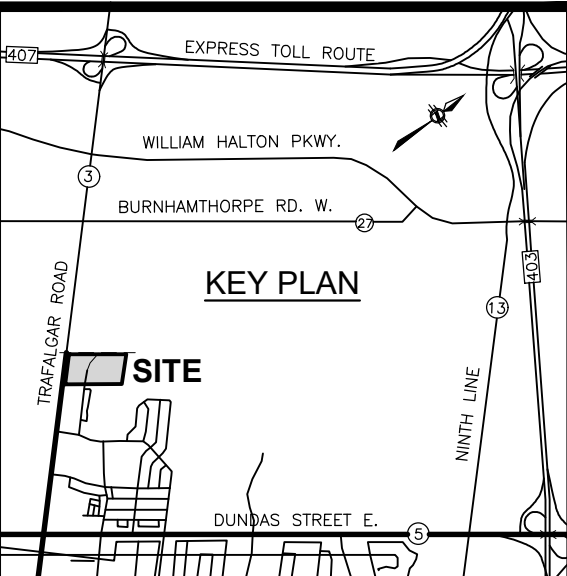
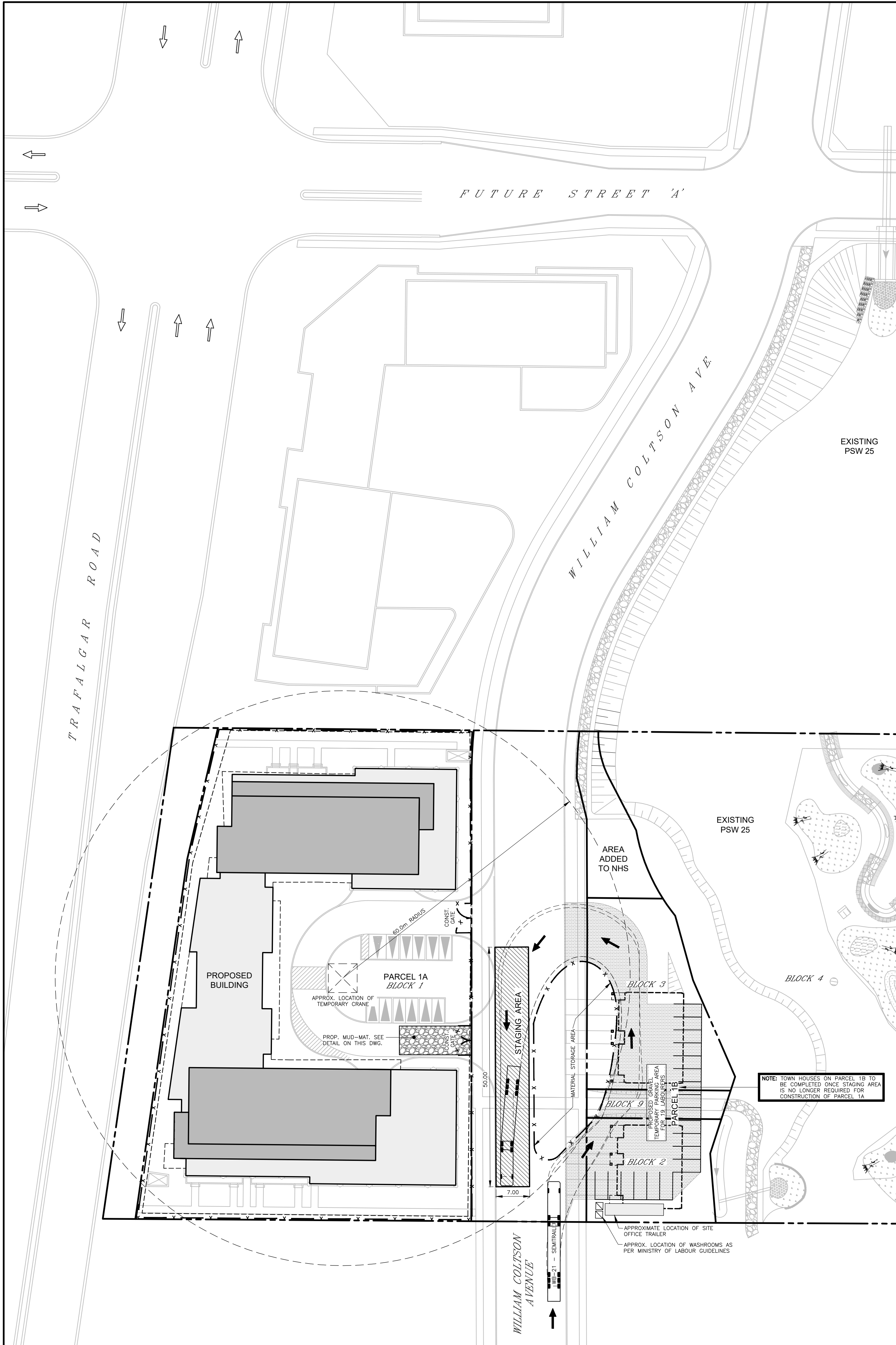


2 Mud Mat Tracking Control Detail

N.T.S.

1 Construction and Traffic Management Plan - Phase 1

CMI-1



- CONTRACTOR MUST VERIFY ALL DIMENSIONS ON THE PROJECT SITE AND REPORT ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK.
- THIS DRAWING IS A PART OF THE CONTRACT DOCUMENTS AND IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS.
- THE CONTRACTOR/OWNER ARE IN AGREEMENT THAT THE INFORMATION ON THIS DRAWING IS NOT ABSOLUTE AND MAY BE SUBJECT TO CHANGES, REVISIONS OR ALTERATIONS, AS REQUESTED OR REQUIRED BY THE CITY/TOWN OFFICIALS HAVING JURISDICTION.
© COPYRIGHT - LANHACK CONSULTANTS INC.
ALL RIGHTS RESERVED.

SOURCE:
THE BOUNDARY SURVEY INFORMATION WAS OBTAINED FROM A.T. McLAREN LIMITED.
EXISTING TOPOGRAPHICAL INFORMATION OBTAINED FROM URBANTECH CONSULTING.

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

Revision Record

No.	Description	Date (m/d/y)
B	ISSUED FOR RE-ZONING	06/03/25
A	ISSUED FOR TOWN REVIEW	08/23/24
No.	Description	Date (m/d/y)

Issue Record

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

Proposed Residential Subdivision

3275 TRAFALGAR ROAD
OAKVILLE, ONTARIO

Date: APRIL 2024
Drawn By: CJB
Chkd By: SMP
Scale: AS NOTED

Construction and Traffic Management Plan

Project No.: 24021
Drawing No.: CMI-1
Rev.: B

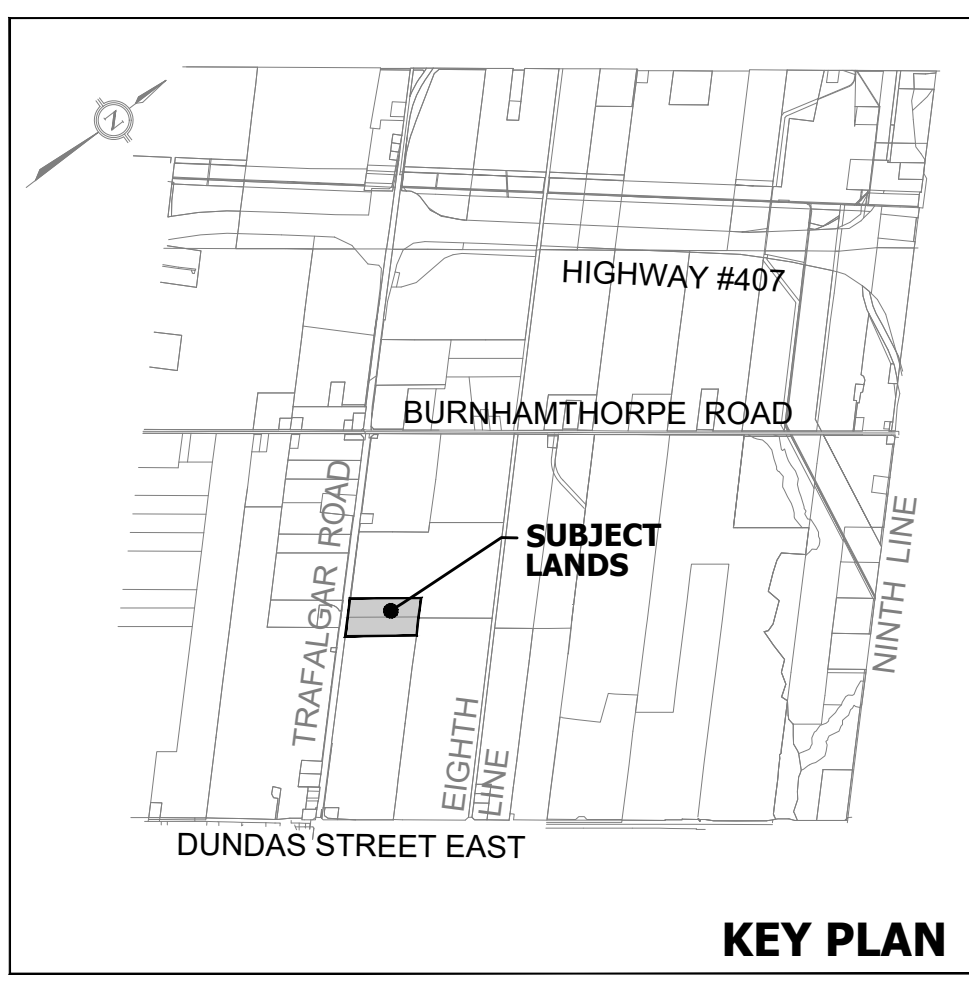
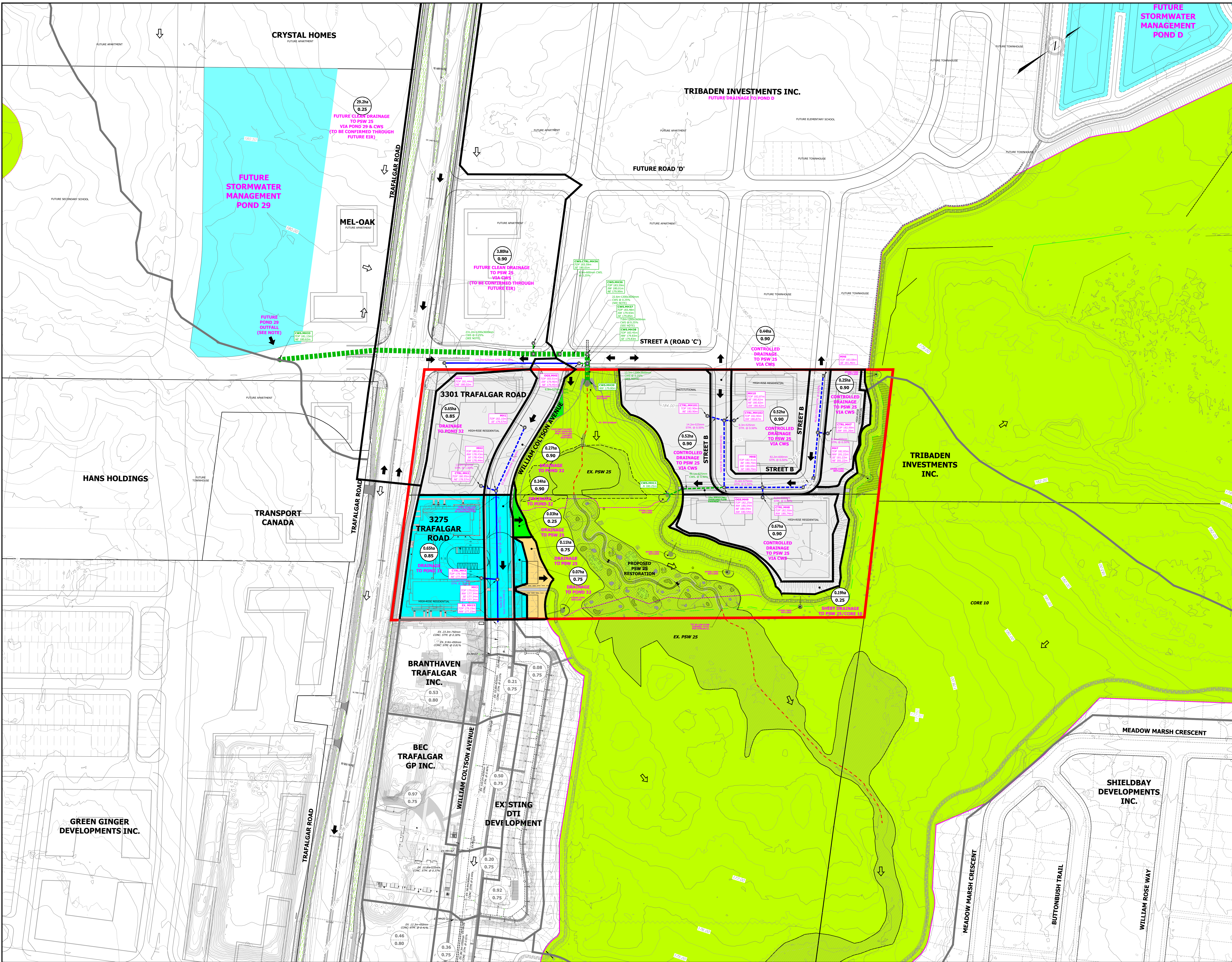
Plot Date: 06/03/25
24021-001 - Construction Management Plan

1 : 500



File No. 24047
Construction and Traffic Management Plan

Appendix B: Civil Drawing(s) Prepared by Urbantech Consulting



NOTES:
1. SIZING OF PROPOSED 1200x3600mm CWS ON STREET A (ROAD 'C') TO BE REFINED IN THE FUTURE IN COORDINATION WITH UPCOMING EM4 ADDENDUM BY RAND ENGINEERING.
2. SWM CONCEPTS FOR FUTURE PHASES SHALL BE REFINED THROUGH FUTURE / SEPARATE EIR-FSS.

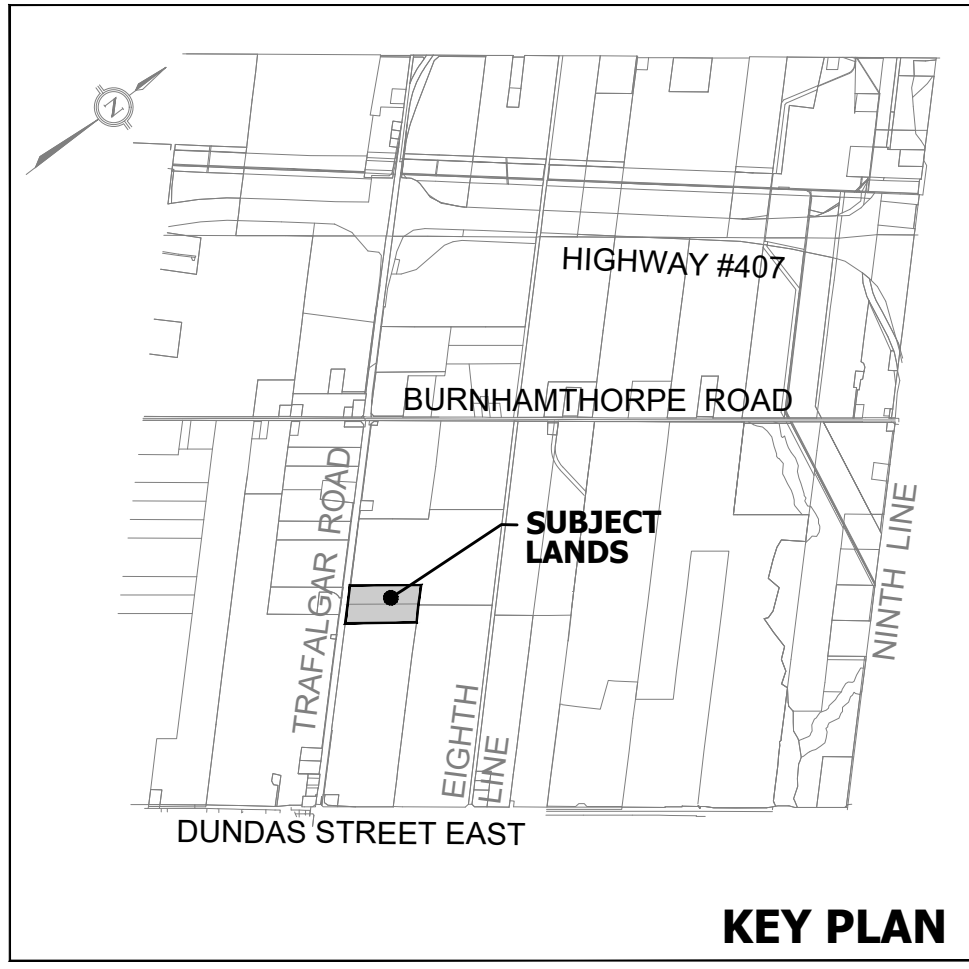
Jennifer Lawrence and Associates Inc.
GEO Morphix Ltd.
GEI Consultants
Landtek Limited
Urbantech Consulting

LEGEND:

- Limit of EIR/FSS Study Area
- Existing Contour and Elevation
- Existing Overland Flow Direction
- Existing High Constraint Stream
- Future Phase (Separate EIR-FSS)
- Existing Wetland
- NHS
- Area added to NHS
- Staked Dripline
- Proposed Overland Flow Direction
- Restored High Constraint Stream
- Proposed Wetland Restoration Limits
- Minor System Storm Drainage Area Boundary
- Minor System Storm Drainage Area in Hectares
- Runoff Coefficient
- Storm Sewer, Manhole and Flow Direction
- Future Storm Sewer, Manhole and Flow Direction
- Storm Manhole ID
- Proposed Ground Elevation
- Proposed Sewer Obvert
- Future Clean Water Sewer, Manhole and Flow Direction
- Clean Water Sewer Manhole ID
- Proposed Ground Elevation
- Proposed Sewer Obvert
- Existing Minor System Storm Drainage Area Boundary
- Existing Minor System Storm Drainage Area in Hectares
- Runoff Coefficient
- Existing Sewer, Manhole and Flow Direction

% IMPERVIOUSNESS

- 90%
- 50%
- 0%



SCALE: 1:1000



File No. 24047
Construction and Traffic Management Plan

Appendix C: Site Plan(s) and P1 Underground Plan(s) Prepared by G&C Architects

TRAFALGAR ROAD



THIS DRAWING, AS AN INSTRUMENT OF SERVICE, IS PROVIDED BY AND IS THE PROPERTY OF GRAZIANI + CORAZZA ARCHITECTS INC. THE CONTRACTOR MUST VERIFY AND ACCEPT RESPONSIBILITY FOR ALL DIMENSIONS AND CONDITIONS ON SITE AND MUST NOTIFY GRAZIANI + CORAZZA ARCHITECTS INC. OF ANY VARIATIONS FROM THE SUPPLIED INFORMATION. GRAZIANI + CORAZZA ARCHITECTS INC. IS NOT RESPONSIBLE FOR THE ACCURACY OF SURVEY, STRUCTURAL, MECHANICAL, ELECTRICAL, ETC., ENGINEERING INFORMATION SHOWN ON THIS DRAWING. THE RECIPIENT FIRMS MUST DETERMINE THE COMPLETENESS / APPROPRIATENESS / RELEVANCE OF THE INFORMATION IN RESPECT TO THEIR PARTICULAR RESPONSIBILITY.

THIS DRAWING IS NOT TO BE SCALED. ALL ARCHITECTURAL SYMBOLS INDICATED ON THIS DRAWING ARE GRAPHIC REPRESENTATIONS ONLY. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNTIL COUNTERSIGNED BY THE ARCHITECT.

CONDITIONS FOR ELECTRONIC INFORMATION TRANSFER:

ELECTRONIC INFORMATION IS SUPPLIED TO THE OTHER ASSOCIATED FIRMS TO ASSIST THEM IN THE EXECUTION OF THEIR WORK / REVIEW. THE RECIPIENT FIRMS MUST DETERMINE THE COMPLETENESS / APPROPRIATENESS / RELEVANCE OF THE INFORMATION IN RESPECT TO THEIR PARTICULAR RESPONSIBILITY.

GRAZIANI + CORAZZA ARCHITECTS INC. SHALL NOT BE RESPONSIBLE FOR:

1. ERRORS, OMISSIONS, INCOMPLETENESS DUE TO LOSS OF INFORMATION IN WHOLE OR PART WHEN INFORMATION IS TRANSFERRED.

2. TRANSMISSION OF ANY VIRUS OR DAMAGE TO THE RECEIVING ELECTRONIC SYSTEM WHEN INFORMATION IS TRANSFERRED.

Revisions

No.	Date	Description	Issued by
01	SEPT.30.2024	ISSUED FOR SPA	BG

No.	Date	Description	Issued by
01	SEPT.30.2024	ISSUED FOR SPA	BG

GRAZIANI + CORAZZA ARCHITECTS

8400 JANE STREET, BUILDING D SUITE 300, CONCORD, ONTARIO L4K 4L8
PHONE: 905.795.2801 FAX: 905.795.2844 WWW.GC-ARCHITECTS.COM

PROPOSED MIXED USE DEVELOPMENT

3275 TRAFALGAR RD.

OAKVILLE ONTARIO

Project Architect: B. Graziani

Assistant Designer: R.L.

Drawn By: R.L. / Gr.C.

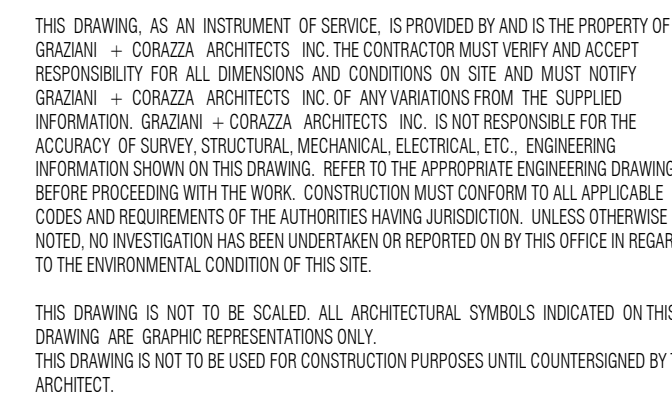
Checked By: D.B. / G.C.

Plot Date: MAY 21.2025

Job #: 1975.22

SITE PLAN (A)
ULTIMATE

1:200 A.105A



CONDITIONS FOR ELECTRONIC INFORMATION TRANSFER

ELECTRONIC INFORMATION IS SUPPLIED TO THE OTHER ASSOCIATED FIRMS TO ASSIST THEM IN THE EXECUTION OF THEIR WORK/REVIEW. THE RECIPIENT FIRMS MUST DETERMINE THE COMPLETENESS/APPROPRIATENESS/RELEVANCE OF THE INFORMATION IN RESPECT TO THE PARTICULAR RESPONSIBILITY.

GRAZIANI+CORAZZA ARCHITECTS INC. SHALL NOT BE RESPONSIBLE FOR:

- 1.ERRORS, OMISSIONS, INCOMPLETENESS DUE TO LOSS OF INFORMATION IN WHOLE OR PART WHEN INFORMATION IS TRANSFERRED.
- 2.TRANSMISSION OF ANY VIRUS OR DAMAGE TO THE RECEIVING ELECTRONIC SYSTEM WHEN INFORMATION IS TRANSFERRED.

issuances

01. SEPT.30.2024 ISSUED FOR SPA

BG

Issued for revisions



8400 JANE STREET, BUILDING D SUITE 300, CONCORD, ONTARIO L4K
PHONE: 905.795.2601 FAX: 905.795.2844 WWW.GC-ARCHITECTS.C

PROPOSED MIXED USE DEVELOPMENT

3275 TRAFALGAR RD.

OAKVILLE ONTARIO

Project Architect: B. Graziani

Assistant Designer : R.L

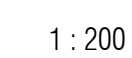
Drawn By : R.L. / Gr.C.

Checked By: D.B. / G.C.

Plot Date : MAY.21.2025

Job # 1975.22

SITE PLAN (B)



A.104B

THIS DRAWING, AS AN INSTRUMENT OF SERVICE, IS PROVIDED BY AND IS THE PROPERTY OF GRAZIANI + CORAZZA ARCHITECTS INC. THE CONTRACTOR MUST VERIFY AND ACCEPT RESPONSIBILITY FOR ALL DIMENSIONS AND CONDITIONS ON SITE AND MUST NOTIFY GRAZIANI + CORAZZA ARCHITECTS INC. OF ANY VARIATIONS FROM THE SUPPLIED INFORMATION. GRAZIANI + CORAZZA ARCHITECTS INC. IS NOT RESPONSIBLE FOR THE ACCURACY OF SURVEY, STRUCTURAL, MECHANICAL, ELECTRICAL, ETC., ENGINEERING INFORMATION SHOWN ON THIS DRAWING. REFER TO THE APPROPRIATE ENGINEERING DRAWINGS BEFORE PROCEEDING WITH THE WORK. CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION, UNLESS OTHERWISE NOTED. NO INVESTIGATION HAS BEEN UNDERTAKEN OR REPORTED ON BY THIS OFFICE IN REGARDS TO THE ENVIRONMENTAL CONDITION OF THIS SITE.

THIS DRAWING IS NOT TO BE SCALED. ALL ARCHITECTURAL SYMBOLS INDICATED ON THIS DRAWING ARE GRAPHIC REPRESENTATIONS ONLY.

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNTIL COUNTERSIGNED BY THE ARCHITECT.

CONDITIONS FOR ELECTRONIC INFORMATION TRANSFER:

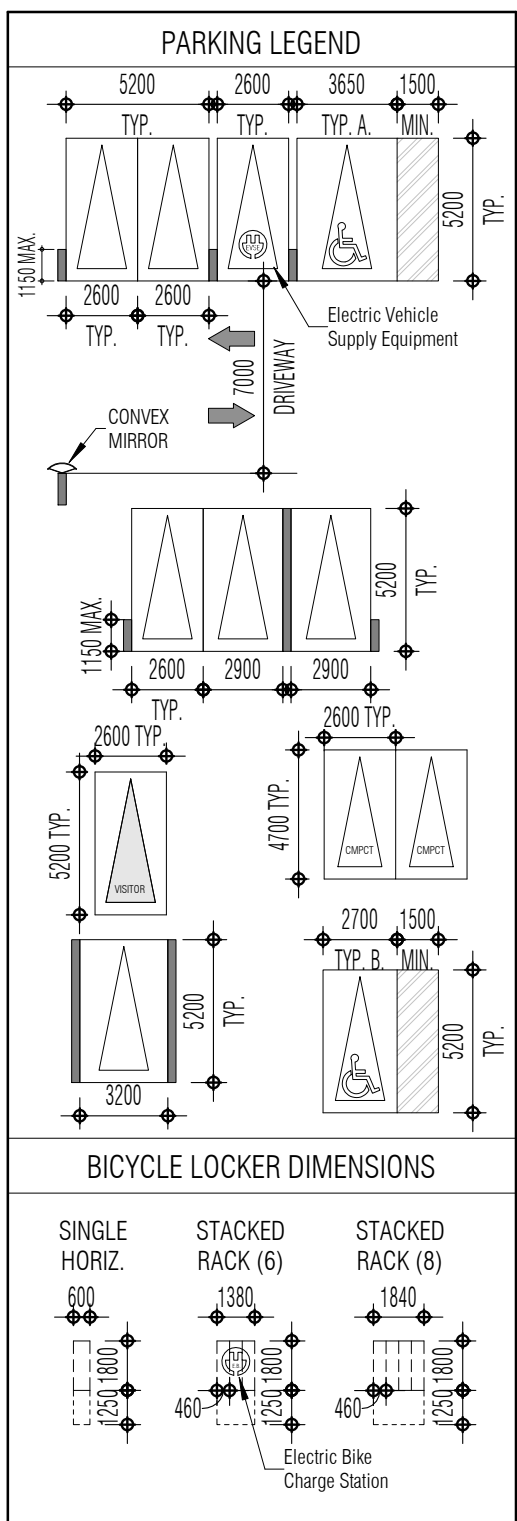
ELECTRONIC INFORMATION IS SUPPLIED TO THE OTHER ASSOCIATED FIRMS TO ASSIST THEM IN THE EXECUTION OF THEIR WORK/REVIEW. THE RECIPIENT FIRMS MUST DETERMINE THE COMPLETENESS / APPROPRIATENESS / RELEVANCE OF THE INFORMATION IN RESPECT TO THEIR PARTICULAR RESPONSIBILITY.

GRAZIANI + CORAZZA ARCHITECTS INC. SHALL NOT BE RESPONSIBLE FOR:
1. ERRORS, OMISSIONS, INCOMPLETENESS DUE TO LOSS OF INFORMATION IN WHOLE OR PART WHEN INFORMATION IS TRANSFERRED.
2. TRANSMISSION OF ANY VIRUS OR DAMAGE TO THE RECEIVING ELECTRONIC SYSTEM WHEN INFORMATION IS TRANSFERRED.

ISSUANCES

01. SEPT.30.2024 ISSUED FOR SPA

BG



No.	Date	Description	Issued by
-----	------	-------------	-----------

Issued for revisions



**GRAZIANI
CORAZZA
ARCHITECTS**

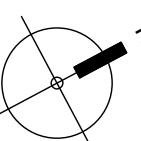
8400 JANE STREET, BUILDING D SUITE 300, CONCORD, ONTARIO L4K 4L8
PHONE: 905.795.2801 FAX: 905.795.2844 WWW.GC-ARCHITECTS.COM

PROPOSED MIXED USE DEVELOPMENT

3275 TRAFALGAR RD.

OAKVILLE	ONTARIO
Project Architect :	B. Graziani
Assistant Designer :	R.L.
Drawn By :	R.L. / Gr.C.
Checked By :	D.B. / G.C.
Plot Date :	MAY.21.2025
Job #	1975.22

P1 UNDERGROUND PLAN



1:200

A.203B