



CONSTRUCTION MANAGEMENT

Construction Impact Mitigation Plan – 1899 Brock Road Phase 1

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Submitted by:

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1.0 INTRODUCTION

The following Construction Impact Mitigation Plan has been prepared by SmartCentres for the proposed phase 1 redevelopment of municipal address 1899 Brock Road (the “subject site”), which is bounded by Kingston Rd. to the North, Bainbridge Drive to the East, Pickering Parkway to the South, and Brock Road to the West (“the subject lands”), in the City of Pickering. The Construction Impact Mitigation Plan is a document that’s main purpose is to assist the project management team to mitigate impacts that may occur during the construction process and alleviate any unforeseen activities that can occur.

The following Construction Impact Mitigation Plan is in preparation for the following development: 1899 Brock Road, Pickering, ON.

1.1 PROJECT DESCRIPTION

The development consists of three (3) residential towers (Towers A, B, and C) to accommodate 922 residential units and 1,920 m² GFA of retail uses located on the ground floor. A total of 692 onsite vehicle parking spaces and 136 off-site vehicle parking spaces are proposed to serve the development in addition to 460 bicycle parking spaces. Resident and visitor parking will be on underground level P1 and level 2 and 3 above ground.

1.2 PROJECT TEAM

Developer

Smart Centres
3200 Highway 7
Vaughan, ON, L4K 5Z5

Architect

Turner Fleischer
67 Lesmill Road
Vaughan, Ontario L4K 4R3

1.3 PROJECT SCHEDULE

Anticipated Construction Start Date: September 2022

Anticipated Construction Completion Date: January 2026

1.4 STAKEHOLDERS

For development of 1899 Brock Road, Pickering, ON within the Construction Impact Mitigation Plan include the following stakeholders:

- Developer
- Consultant Team
- Health & Safety Consultant
- Residents within the community
- General Contractor
- City of Pickering
- Region of Durham

- Public Utilities
- Canada Post
- Emergency Services (Fire, Police, Ambulance, etc.)
- Transit Services
- Tenants at SmartCentres Pickering Retail Units
- Customers of SmartCentres Plaza

1.5 OBJECTIVES

The objective of this Construction Impact Mitigation Plan is to provide a set of procedures that will be scheduled to ensure all necessary measurements are taken to safely undergo construction.

This report is to be interpreted with the site logistics plan submitted with this report. Drawing #01 is the construction management plan for the excavation phase and drawing #02 is the construction management plan for above-grade activities. The drawings are proposing construction access locations, sidewalk closure along Brock Road, and an overhead hoarding sidewalk for pedestrians on Pickering Parkway.

Moreover, marketing hoarding will be along Brock Road and Pickering Parkway. SmartCentres will ensure all project's stakeholders act for the public's best interest and displays public relation support about the proposed project. Along with signage regarding the development, the team at SmartCentre will be answering any questions/concerns raised by the general public.

2.0 CONSTRUCTION IMPACT MITIGATION PLAN

2.1 CONSTRUCTION HOURS

The construction hours will be limited to permitted hours. Noise exemption permit shall be applied for if any work is to be completed within the prohibition hours specified in Pickering's Noise By-law No. 6834/08, at the following times:

- 7:00pm to 7:00 am Mondays to Saturdays; and
- All day on Sundays and Statutory Holidays

2.2 PRE & POST CONSTRUCTION CONDITION INSPECTIONS

SmartCentres will conduct pre-construction and post-construction condition surveys of the neighboring properties.

2.3 EXISTING TRANSPORTATION AND TRAFFIC ACCESS

We have incorporated access points onsite to maximize connectivity of the existing transportation and traffic access pathway.

The existing pedestrian pathway surrounding the subject land on Brock Road, will be closed for the duration of construction.

Other strategies to limit the impacts include, but not limited to:

1. Limiting construction traffic to permitted hours (City of Pickering By-law)
2. Maintain pedestrian walkway as much as possible and provide safe alternate access if required
3. Arranging signage and flagmen as needed

Moreover, the following have been identified on the construction management plan:

- i. The construction access points into the subject land
- ii. The sidewalk closure & hoarding location on Brock Road
- iii. The overhead hoarding sidewalk on Pickering Parkway

2.4 TEMPORARY ROAD CLOSURES

As of now, there are no projections of lane closures for the duration of construction.

2.5 FENCING

The construction area will be secured by temporary fencing at the boundary. Silt fences will be installed in combination. Please see the construction management plan for the locations.

2.6 VIBRATION MONITORING

In addition to implementing a vibration monitoring program, a mitigation strategy will be prepared and implemented with the intent of satisfying the requirements of MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1 for noise ground vibrations per the Noise Assessment conducted by GradientWind.

2.7 UTILITY SERVICE DISRUPTIONS

Advanced notice will be provided for any utility service disruptions to all parties involved. For instance, prior to the demolition phase, SmartCentres will notify their tenant of no-power during the phase of relocating the existing transformer. SmartCentres will continuously provide all parties involved of the activities that will be encompassed during the process of refeeding the existing buildings in the plaza (Buildings K, E, L, H and P).

2.8 DUST CONTROL

The following measures for dust control will be implemented during the phase of demolition and construction:

- a. Coordinate with the consultant and the contractor to review the earthwork logistics to minimize wind blowing dusts
- b. Arrange water and water trucks on site to limit dust and mud travelling.

- c. Install wind fencing to reduce the amount of windblown material leaving the site
- d. Limit speeds of heavy vehicles within and approaching the site
- e. Provide compacted smooth surfaces, avoiding abrupt steps and ditches
- f. Avoid moving earth or running dust-producing work during high wind event
- g. Install dust trapping mats at site entrances / exits

2.9 DEWATERING PLAN FOR CONSTRUCTION

There will be a part of the excavation for the development in the silty sand deposit, so a dewatering plan is needed for construction. A professional dewatering contractor will be consulted to review the subsurface conditions and to design a site-specific dewatering system. The dewatering contractor will assess the factual data and provide recommendations on the dewatering systems requirements.

2.10 SHORING EXCAVATION PLAN

Earth-Retention Shoring System will be implemented to ensure a fully continuous temporary groundwater cut-off barrier is installed. The site will be dewatered during construction without inducing more flow into the excavation. The shoring system will be a continuous interlocking caisson wall, soldier piles and lagging, or possibly a diaphragm wall. Rigid shoring will preserve and provide supporting capabilities and integrity of the soil beneath existing foundations of adjacent buildings, in a state akin to the at-rest condition.

Please see the Geotechnical Report and the Civil Detail Plan.

2.11 EXTERNAL LIGHTING PLAN

Construction lighting levels will be coordinated to ensure unnecessary light pollution is minimized. Exterior light fixtures will be shielded to minimize light pollution and prevent glaring around neighboring sites. Moreover, all necessary actions will be executed to minimize the ecological impact of artificial lighting. The following will be adhered to: “Any outdoor floodlighting associated with the use of any lot in any zone shall be directed inward and downward or in such a manner as to not illuminate any part of any adjacent lot.”

Please see the External Lighting Plan.

2.12 CONSTRUCTION LOGISTICS PLAN

At this stage of development, the logistics plan has been developed for the sole purpose of clarifying the construction traffic design, staging area, and signage installation.

2.12.1 Traffic Design

Gate 1 allows for one-way traffic only for entrance to the construction site. All construction vehicles entering from Gate 1 will be exiting towards Gate 2 on to Brock Road. The access road (as shown on the logistic plan) will explicitly act as an area for trucks coming in with materials and for concrete and pump trucks. There will be traffic control persons in attendance during working hours at all gates.

2.12.2 Staging Area

There are 2 material staging areas shown on the logistics plan that will be serving the whole project.

2.12.3 Signage Installation

The signage installation on site includes and are not limited to the following:

1. 1' x 2' – 24 Hour Emergency Phone – At all Gates
2. 2' X 2' – PPE Required (Hardhat, Safety Boots, Safety Glasses) – At all Gates
3. 2' X 2' – All visitors must sign-in – At all Gates
4. 4' X 4' – All vehicles backing in must be accompanied by a flag person - At Gates 2 and 3.
5. 2' X 2' – Watch for pedestrians when entering and exiting, at Gates 1 and 2, respectively.

Please see the construction logistics plan.

2.13 Demolition Impact

There are 2 existing buildings to be demolished for phase 1 redevelopment of the land. The same dust control and sedimentation plan mentioned in this report will be used to minimize the impact of demolishing the structure. The work includes the demolition of interior and exterior structure, footings, and the removal of the materials. The demolition contractor will have a complete waste management plan and truck scheduled to deal with the solid waste generated along with the demolition work. Professionals will be hired to execute all necessary testing to provide a complete designated substance report. Hazardous material removal and demolition will be in accordance with the federal, provincial, regional, and city regulations.

3.0 IMPLEMENTATION

3.1 CONSTRUCTION CONTRACTOR

The Construction Contractor will be responsible for procuring and installing all signage and pavement markings as needed for notifying the public along with ensuring all proper signage is installed for traffic control purposes as per the requirements in the Ontario Traffic Manual Book 7. The Construction Contractor will coordinate any schedule changes that may impact the Construction Impact Mitigation Plan with all necessary key stakeholders.

3.2 CONSULTANT

Turner Fleischer Architects Inc. will be the City of Pickering and the public's main point of contact. The Consultant and the General Contractor will be responsible to ensure the Construction Impact Mitigation Plan is executed with the public's best interest in mind.

3.3 SCHOOL BOARD AND SCHOOL BUS SERVICES

Within the surrounding subject lands, there are no elementary schools located within the surrounding areas, therefore, the school board and the school bus services are not expected to be interrupted.

3.4 CANADA POST

The community mailboxes are not expected to be interrupted. Nevertheless,

SmartCentres will ensure that all community mailboxes remain accessible to the public within the surrounding areas.

3.5 PUBLIC UTILITIES

SmartCentres' construction contractors and consultant will ensure there are limited disruption to public utilities.

3.6 WASTE MANAGEMENT COLLECTION

Waste management collection is not an item of disruption for this stage of construction.

3.7 TRANSIT

No temporary road closures are expected to impact public transit during the duration of construction.

3.8 EMERGENCY SERVICES (FIRE, POLICE, AMBULANCE, ETC.)

No temporary emergency services are expected to be disrupted.

4.0 COMMUNICATION

4.1 METHODS

To ensure a healthy and effective communication, the following methods are proposed:

1. Public Notices - Distributing or displaying notices of the project to the neighboring residents and businesses.
2. Newspaper Advertising – Posting advertisement on local newspapers in advance notifying the start of the construction.
3. Construction Signs - Installing proper traffic control signages prior to any temporary road closure and updating the City of any changes to the schedule.
4. Pre-Construction Coordination Meeting – holding coordination meeting to first confirm the agreement and execution of the Construction Mitigation Plan. It is also to collaboratively harness the talents and insights of the developer, consultants and the contractors to minimize construction impact and optimize project result.

4.2 FIELD CONTACT AND EMERGENCY CONTACT INFORMATION

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<i>Contact Name</i>	<i>General Contractor (TBD)</i>
<i>Company</i>	
<i>Address</i>	
<i>Tel:</i>	
<i>Cell:</i>	
<i>Email:</i>	