

VELO DEVELOPMENT

2220 GOTTINGEN STREET

Construction Management Plan

New Piper Consulting & Engineering Inc.

Rev 6 – March 25 2024



This report has been prepared by **Logan McDowell, P.Eng., PMP** in consultation with the developer, project team, and HRM.

TABLE OF CONTENTS

Page

1.0 PROJECT DESCRIPTION	4
2.0 PROJECT CONTACT INFORMATION	4
3.0 CONSTRUCTION SCHEDULE AND LOGISTICS.....	5
3.1 Construction Schedule	5
3.2 Hours	5
3.3 Occupational Health and Safety Requirements	5
3.4 Municipal Regulations and Guidelines	5
3.5 Encroachments	5
3.6 Maintenance of CMP Elements.....	6
4.0 VEHICULAR AND PEDESTRIAN MANAGEMENT	6
4.1 Vehicular Traffic Control.....	6
4.1.1 TAC MUTCDC, NSTCM, and HRM TCM Supplement.....	7
4.1.2 Parking	7
4.1.3 Bus Stops	8
4.1.4 Emergency Access	8
4.1.5 Haul Route.....	8
4.2 Pedestrian Management	8
4.2.1 Passageway Safety and Clarity	8
4.2.2 Visually Impaired Persons	9
4.2.3 Accessibility.....	9
5.0 CONSTRUCTION SITE PROTECTION AND HOARDING	9
5.1 Site Protection and Hoarding Materials	9
5.2 Site Protection Aesthetics	10
5.3 Signage	10

5.3.1 Project Information and Contacts	10
5.3.2 Pedestrian Detour Wayfinding.....	10
6.0 LISTING, HOISTING, AND CRANE OPERATIONS.....	10
6.1 Navigation Canada and Transport Canada Regulatory Approvals.....	10
6.2 Operations Above the Public Realm	10
7.0 ON-SITE CONDITIONS.....	11
7.1 Site Safety and Security.....	11
7.2 Material Handling, Loading/Unloading, Delivery, and Vehicle Storage	11
7.3 Environmental Conditions	12
7.3.1 Street and ROW Cleaning.....	12
7.3.2 Stormwater Management and Runoff Pollution.....	12
7.3.3 Noise and Dust Pollution	12
7.3.4 Emissions Control	13
7.3.5 Snow and Ice Removal	13
7.4 Repairs to HRM Infrastructure	13
7.5 Trees	13
8.0 PRE-CONSTRUCTION CONSULTATION AND MEETING.....	13
9.0 SUMMARY	14

TABLES

TABLE A: PROJECT TEAM DETAILS..... 4

APPENDICES

Appendix A: CMP Drawings
Appendix B: Sample Notification Letter
Appendix C: Community Consultation Records
Appendix D: Sample Construction Signage
Appendix E: Project Information Board
Appendix F: Vehicular And Pedestrian Hazard Assessment
Appendix G: Pedestrian Detour Wayfinding Signage
Appendix H: Navigation Canada Approval
Appendix I: Installation Details

1.0 PROJECT DESCRIPTION

2300 Gottingen Street Limited is developing a 12-unit addition to the existing 171-unit complex known as “VELO.” VELO1 included 103 units plus ground floor retail space and was completed in 2018. When the Owner originally submitted the Construction Management Plan (CMP) for VELO2, a small parcel of land for VELO3 was left as a reserve and lay down area. As such, the VELO3 site remained empty to allow for the VELO2 deliveries and as a staging yard to erect and dismantle the crane also used for that phase. The original intent was to construct the VELO2 structure, dismantle the crane, and then erect the structure for VELO3 so that both phases could be completed simultaneously. Unfortunately, the phasing could not be achieved as VELO2 was delayed due to COVID and trade shortages. Additionally, once the crane was disassembled on site, the development team realized that Nova Scotia Power (NSP) required to relocate Phase 3 power lines in the area; this process took approximately 18 months to complete. Once VELO2 was completed, in order to reinstate Cunard Street, the hoarding system used as part of the VELO2 CMP was removed. For VELO3 work, the final section of the former hoarding area will be reinstated within Cunard Street. This is an amendment to accommodate VELO3 work. New Piper Consulting & Engineering Inc. (New Piper), together with the Owner/Contractor, has revised this CMP, originally prepared by Strum Consulting, to reduce potential negative impacts on the surrounding community due to 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 any unforeseen issues. This CMP is for the above-noted phase only; previous CMPs were prepared and approved for earlier phases. Prior to development, the overall project site was zoned as a combination of RC-3 and C-2. It is further noted that this area was previously zoned C-2 but has since been redefined as a “Corridor” area. See subsequent sections of this report for further information.

Should any changes to this CMP be required, approval for such changes will be requested from HRM five (5) days (minimum) in advance & approval received prior to implementation. HRM reserves the right to change this CMP document throughout construction in which case such changes will be made immediately. A copy of the latest approved CMP documents will be kept on the site throughout construction and will be made available to HRM upon request. Should the property change ownership, contracting services, or traffic control services throughout the course of the work, HRM will be notified immediately.

2.0 PROJECT CONTACT INFORMATION

Table A: Project Team Details

Project Role	Owner	Construction Manager	Traffic Control Company
Name	2300 Gottingen Street Limited	ROMA Developments	Frontline Traffic Services
Contact Person	Ross Cantwell	Jack Merchant	Phil Pruneau
Phone	1- 902-497-7338	1-902-483-4302 (24 Hour Emergency)	1-902-818-5548
Address	5845 Point Pleasant Drive Halifax, NS B3H 1B7	60 Heartwood Crescent Halifax, NS B3P 0G5	78 Belmont Avenue Dartmouth, NS B2W 1E5

3.0 CONSTRUCTION SCHEDULE AND LOGISTICS

3.1 Construction Schedule

The following is the anticipated schedule for this work:

VELO3 Construction

Jan. 15, 2023 - Mar. 31, 2025

It is expected that the work will be completed by March 31, 2025. No water, sewer, or power disruptions are anticipated to be required as a result of this project as all utility rooms already exist in the portions of the development already construction.

3.2 Hours

Timing of work will take place in accordance with all applicable bylaws, including the HRM Noise Bylaw (N-200) and HRM Traffic Control Manual Supplement (TCMS). Anticipated hours of operation are as follows:

Monday – Friday	8:00 a.m.	-	7:00 p.m.
Saturdays	8:00 a.m.	-	7:00 p.m.
Sundays and Statutory Holidays	9:00 a.m.	-	7:00 p.m.

Should work be required outside of hours listed above, the Owner/Contractor shall notify HRM a minimum of five (5) days in advance of the anticipated work and obtain approval prior to proceeding. Deliveries to & from the project site will take place during times noted above.

3.3 Occupational Health and Safety Requirements

Work shall be completed in accordance with all applicable provincial Occupational Health and Safety requirements. See subsequent sections for additional safety information.

3.4 Municipal Regulations and Guidelines

Work will be completed in accordance with all applicable municipal regulations & guidelines.

3.5 Encroachments

A short encroachment will be required along Cunard Street to accommodate a lay-by area within the road travel way during construction. This lay-by area will be used for material deliveries, loading, and staging operations.

Please see the Encroachment Plan provided in Appendix A for additional information.

No fixed crane will be required for this project. However, mobile cranes will be used at times within the encroachment area or project site at various points during construction.

Should any additional service disruptions be required further to those identified above, affected properties will be notified at a minimum of five (5) days in advance of such activities. A sample notification letter is provided in Appendix B.

It is noted that this project has been divided into phases such that encroachments within public rights-of-way (ROWs) are minimized. As previously mentioned, this CMP document is for VELO3 project phase only; CMP documents for prior phases were previously provided, approved, and implemented.

It is noted that the above encroachments will maintain sight lines and pedestrian visibility. See the Site Plan in Appendix A for additional information. The Owner acknowledges that HRM reserves the right to direct changes to an encroachment setup as required for public safety and will do so immediately upon HRM's direction.

3.6 Maintenance of CMP Elements

Any CMP elements used throughout the course of the work will be inspected daily, or more regularly as required, to ensure continued functionality. Any required maintenance will be recorded in a maintenance log which will be made available to HRM upon request.

4.0 VEHICULAR AND PEDESTRIAN MANAGEMENT

Prior to any construction activity on site, temporary workplace traffic control devices and signage will be erected in accordance with the latest NSTIR Temporary Workplace Traffic Control Manual (TCM) & HRM Traffic Control Manual Supplement (see Appendix A for additional information). All traffic control plans are in accordance with the TCM.

It is noted that the Traffic Control Company and a certified Temporary Workplace Signer (TWS) will be on site to confirm the appropriate setup and tear-down of barriers within the ROW as per provincial requirements.

It is noted that temporary workplace signage, in accordance with the TCM will be utilized during the setup and teardown of barriers, fencing, and hoarding in advance of the work, as used during the encroachments & shown in Appendix A.

4.1 Vehicular Traffic Control

An encroachment will be required within Cunard Street throughout the duration of the work. This project will not impact vehicular traffic on Gottingen Street.

Throughout general construction works, Cunard Street vehicular traffic will be maintained in both directions with lane widths reduced to 3.9 m. During this time, a section of the existing "no stopping" lane and "15-minute parking" lane along the northwest side of Cunard Street will be closed to accommodate a construction lay-by area and temporary vehicular traffic movement. On the southeast side of Cunard Street, existing no stopping" areas will be maintained for the northeast bound vehicular travel lane. Additional information related to parking and loading considerations is provided in subsequent sections.

Please see the Traffic Control Plan provided in Appendix A for additional information.

During all phases of the work, the site will be accessed through two (2) gates located on either end of the proposed lay-by area in Cunard Street (see Site Plan in Appendix A). These gates will be clearly marked for function, complete with “Entry” and “Exit” indicators; the northeast gate will be labelled “Entry” and the southwest gate will be labelled “Exit”. Delivery and construction vehicles will be able to enter and exit project site via the lay-by area. Some vehicle movements may be permitted in the underground parking garage in this area if required. Please see the Site Plan in Appendix A for additional information.

It is noted that access to neighbouring properties will be maintained throughout construction. The one exception to this is for the property at Civic 2307, Gottingen Street; in this case, the Owner has received permission to temporarily utilize some of their driveway to accommodate construction activities. The Developer has agreed to provide temporary parking for this neighbouring property within the VELO underground parking garage and to reinstate and improve the neighbour’s driveway upon the completion of VELO3 construction.

It is also noted that no blunt ends will be permitted to be presented to oncoming traffic; instead, tapers & angled barriers will be used as indicated in the CMP plans in Appendix A.

4.1.1 TAC MUTCDC, NSTCM, and HRM TCM Supplement

Construction will be completed in accordance with all appropriate regulations. Lane closures are not required, and no signalized intersections exist in the vicinity of the proposed work.

4.1.2 Parking

No metered parking spaces exist in the vicinity of the proposed work. As such, the net metered parking loss for this work is zero (0).

See the Signage and Parking Plan in Appendix A for additional information.

During general work, no unmetered parking spaces along the southeast side of Cunard Street and three (3) unmetered “15 Minute Parking” spots along the northwest side of Cunard Street will be occupied. Additional information related to parking elements is provided in the Site Plan and Parking & Signage Plan in Appendix A. Existing “No Parking”, “1 Hour Parking”, and “Loading Zone” signs, on the southeast side of Cunard Street, will be covered and replaced with “No Stopping” signs for the duration of construction, which will be mounted on existing poles and posts on the southeast side of Cunard Street. Additional “No Stopping” signs will be installed on the solid (opaque) hoarding on the northwest side of Cunard Street. See the Signage and Parking Plan in Appendix A for additional information.

Due to construction space limitations, no alternate parking is possible in the Owner’s property. Likewise, no alternate parking is available in surrounding neighbourhoods while maintaining sightline and hydrant parking distance standards.

Information related to construction vehicle parking is provided in subsequent report sections.

4.1.3 Bus Stops

No bus stops exist in the vicinity of the proposed work.

4.1.4 Emergency Access

The project site will remain accessible to emergency vehicles at all times during regular work hours. Should emergency access be required outside of work hours, 24-hour emergency access will be granted (see above for 24-hour emergency contact information).

4.1.5 Haul Route

No excavation work for underground parking will be required for this project phase. As such, minimal trucking will be required during site preparation. Depending on the construction activities underway, trucking activity will vary both in size and frequency of vehicles entering and leaving the site. The most significant activities will include the hauling of construction and waste materials to and from the site. Loading and unloading, deliveries, vehicles staging, and other works will be maintained within the encroachment areas and vehicles will not be permitted to queue outside of the lay-by area on Cunard Street. See the Site Plan in Appendix A for additional information. It is noted that notifications of work activities have been sent to neighbouring properties (see Community Consultation Records in Appendix C).

It is noted that six (6) parking spaces within the existing VELO parkade will be allocated for use by construction trades and other project requirements thus minimizing the impact of construction vehicles on nearby streets.

A Haul Route Plan is included in Appendix A. This haul route has been established to minimize the effects of construction on neighbouring communities and utilizes trucking routes as identified in the HRM Truck Routes Bylaw (T-400).

4.2 Pedestrian Management

The project site borders Cunard Street. During general work, to protect pedestrians from construction-related hazards, a portion of the pedestrian path on the northwest side of Cunard Street will be closed & pedestrians will be redirected to an existing walkway on the opposite side of Cunard Street. See the Pedestrian Management Plan in Appendix A and subsequent sections of this report for additional information.

Should any additional pedestrian disruptions be required, notice to nearby properties shall be provided a minimum of five (5) days in advance of such disruptions.

4.2.1 Passageway Safety and Clarity

During general work activities, pedestrians along Cunard Street will be separated from construction activities by being directed to an existing sidewalk across the street from the project site. Separations at the extents of the encroachments will be closed off from pedestrians using fencing, rigidly fixed to F-type concrete barriers, complete with solid

(opaque) hoarding adjacent to construction activities. See Appendix A and subsequent sections for additional information.

4.2.2 Visually Impaired Persons

In keeping with Canadian National Institute for the Blind (CNIB) recommendations, changes to existing pedestrian movements will be delineated using pedestrian signage complete with bold-font letters and reflective tape. Ends of fencing and hoarding along the Cunard Street encroachment will also be installed complete with reflective tape with contrasting colours.

When existing pedestrian routes are closed, bright orange sawhorse barricades with bold-font signage and reflective tape shall be used to notify pedestrians of sidewalk terminations.

4.2.3 Accessibility

Existing walkways will generally remain accessible to those with mobility issues. Work activities will be coordinated such that they do not interfere with pedestrian mobility.

During general work, pedestrians will be redirected to an existing sidewalk on the southeast side of Cunard Street. This existing pedestrian route is accessible and will remain accessible throughout the course of the work.

5.0 CONSTRUCTION SITE PROTECTION AND HOARDING

5.1 Site Protection and Hoarding Materials

In an effort to keep unauthorized personnel and vehicles from entering the site, the work area will be delineated through the use of F-type concrete barriers, rigid fencing, solid (opaque) hoarding (or dust control mesh), and transparent hoarding as outlined in the Site Plan in Appendix A.

All concrete barriers will be F-type barriers in accordance with provincial requirements and the Temporary Workplace Traffic Control Manual.

Payments for the occupation of encroachment areas will be made regularly by the Owner as required by HRM in accordance with HRM standards.

Site protection materials will be securely fixed and able to sustain loads such as wind, snow, and falling debris.

This is a pre-blasted site. As such, no blasting work will be required for this project phase.

All hoarding and fencing will be a minimum of 2.4 m tall (F-type barriers with hoarding on top to a minimum total height of 2.4 m). In areas of the site which border private property with existing rigid wooden fencing, this wooden fencing will be protected to maintain functionality.

Hoarding will be set back from vehicular travel ways (see the Site Plan in Appendix A). The Owner acknowledges that HRM reserves the right to direct changes to an encroachment as required for public safety & will do so immediately upon HRM's direction.

5.2 Site Protection Aesthetics

The Owner will ensure that all hoarding be painted to improve site protection aesthetics.

5.3 Signage

Signage will be erected at entry and exit locations at either end of the Cunard Street lay-by area to notify potential users that of construction vehicles entering the site for construction purposes. See the Signage & Parking Plan (Appendix A) for additional information.

All required signage will be installed out of sightlines such that they do not impede vehicle or pedestrian views. In areas where signage is installed along pedestrian travel routes, signs will be angled and installed at heights such that they do not pose hazards to pedestrians.

5.3.1 Project Information and Contacts

Project information boards will be posted in locations as identified on the Signage & Parking Plan in Appendix A and will have minimum dimensions of 600 mm wide x 600 mm high (see Appendix E for additional information).

5.3.2 Pedestrian Detour Wayfinding

Pedestrian Detour Wayfinding signs will be prominently posted in advance of any changes to regular pedestrian routes. See the Signage & Parking Plan in Appendix A and the Pedestrian Detour Wayfinding Sign in Appendix G for additional information.

6.0 LISTING, HOISTING, AND CRANE OPERATIONS

6.1 Navigation Canada and Transport Canada Regulatory Approvals

Two registered aerodromes exist within the HRM (Halifax Stanfield International Airport and Canadian Forces Base Shearwater). In addition, flight paths exist for various hospitals within the region. The work is outside of the areas to which these restrictions apply.

Navigation Canada and Transport Canada have both been notified of work activities associated with this project, including crane heights, and have expressed no concerns. Navigation Canada confirmation is provided in Appendix H.

It is noted that this project phase requires no fixed crane. As such, mobile cranes will be used on site as required and will be no more than 40' (12 m) to 50' 15 m) in height.

6.2 Operations Above the Public Realm

A tower crane will not be required for this phase of the project. be used for this project.

With the exception of areas within the proposed encroachments, no additional operations are expected to be required above the public realm for this work. Should any such operations be required, the area in the vicinity of the work will be closed off in accordance with short duration traffic control protocols as specified by the TCM.

In all cases, loads shall not be suspended over the public or on-site workers and, when suspended loads are handled in their vicinity, extreme care shall be exercised.

7.0 ON-SITE CONDITIONS

7.1 Site Safety and Security

In addition to ensuring strict compliance with all applicable safety codes and regulations, the following safety protocols will be implemented to further enhance site safety and security:

- a) Contractor and sub-trade workers will be required to attend a mandatory site safety orientation training session;
- b) Personal protective equipment (PPE) will be required for all personnel on site;
- c) Adequate signage will be placed outside hoarding, which warns of all hazards that may exist (see Appendix D);
- d) The gates will be locked and the perimeter fencing secured during off works hours and monitored in high traffic areas during operation;
- e) Hoarding will be clearly marked “No Trespassing – Construction Personnel Only”, and personal protective equipment requirements will be clearly marked (e.g. “Hard Hats and Safety Footwear Must be Worn Beyond This Point”);
- f) Regular safety inspections will be conducted to ensure suitability of hoarding and other safety devices; and
- g) Emergency contact information will be prominently posted.

It is noted that 2300 Gottingen Street Limited has retained HSE Safety to monitor safety conditions on the construction site for all phases of this project.

As indicated above, gates will be clearly marked as per the CMP Drawings in Appendix A.

7.2 Material Handling, Loading/Unloading, Delivery, and Vehicle Storage

Vehicle staging, loading, and unloading will take place within the protected site and deliveries will be made by way of the entry and exit gates on either end of the Cunard Street lay-by area as identified above and in the Site Plan in Appendix A.

On-site workers will be required to attend a site safety orientation prior to being permitted to enter the project site. In addition, all on-site workers and visitors will be encouraged to identify additional potential hazards and mitigation techniques. See the Vehicular and Pedestrian Hazard Assessment in Appendix F for additional information.

Over the course of the work, on-site workers will be encouraged to carpool to the project site from the Scotia Square bus terminal or Dartmouth/Bridge terminal.

Stockpiled materials, if required, shall be stored separately from other materials such that no mixing occurs. They shall also be stockpiled safely with appropriate heights and angles of pile where applicable. All materials shall be secured and protected against environmental factors such as rain causing contaminated runoff, and wind blowing around loose objects.

7.3 Environmental Conditions

7.3.1 Street and ROW Cleaning

The public ROW adjacent to the project site will be kept free and clear of dirt, debris, snow, and ice due to construction activities at all times during construction. Snow buildup on the outside of barriers is the responsibility of the Developer.

The site entry and exit locations and staging areas shall be monitored on a continual basis and cleaned with street sweepers, brooms, or by any other means necessary to ensure the public right-of-way is clean & safe.

Construction debris will be cleaned up and removed regularly. Construction materials on site will be tied down or otherwise secured, particularly in advance of high-intensity weather events, such that they do not become projectiles.

The Contractor shall immediately act upon orders from HRM to clean the public right-of-way.

7.3.2 Stormwater Management and Runoff Pollution

Soil-laden runoff will be prevented from leaving the project site in accordance with the Nova Scotia Environment Erosion and Sedimentation Control Handbook. Nearby catch basins shall be fitted with sediment traps which shall be maintained throughout the work. If required, stormwater runoff will be collected into settling ponds and pumped into the public stormwater system in accordance with the HRM Bylaw Respecting Discharge into Public Sewers (W-101).

It is noted that existing drainage patterns along Cunard Street will be maintained throughout the course of the work.

7.3.3 Noise and Dust Pollution

Work shall adhere to the HRM Noise Bylaw (N-200) as indicated above. Any portable loud equipment shall be located away from adjacent properties. It is noted that this project site is not in close proximity to schools or hospitals.

The Contractor will provide a watering truck to proactively control dust during dry conditions. HRM reserves the right to direct the Contractor to water the project site or to use water for cleaning the right-of-way as necessary, in which case the Contractor will immediately act

upon the HRM's direction. Vehicle tires will be checked for & cleaned, if required, prior to exiting the site and areas adjacent to the public realm will be regularly swept. In all cases, dust will be prevented from leaving the construction site and, as mentioned above, nearby catch basins will be fitted with sediment traps which will be maintained throughout the work.

7.3.4 Emissions Control

Emissions from combustion engines shall meet all applicable regulations and manufacturer specifications. All vehicles and equipment used on site shall be properly maintained such that engines function according to manufacturers' specifications.

Vehicles and equipment will be staged such that vehicles are not permitted to idle outside of the project site/loading area for greater than 25 minutes. Vehicles will generally be staged within the Cunard Street encroachment such that exhaust is kept a safe distance from the public and on-site workers and may be quickly dissipated.

7.3.5 Snow and Ice Removal

Snow and ice removal within the encroachment area will be the responsibility of the Contractor. The Owner will not allow snow or ice from the project site to be directed into the public right-of-way and will remove such materials immediately if found so to be.

7.4 Repairs to HRM Infrastructure

While efforts will be made to prevent damage to HRM infrastructure, it is expected that some damage to curbs, sidewalks, and other infrastructure may occur during the course of the work. Subject to review with HRM staff prior to and after construction, any damage caused by construction activities will be replaced at the Owner's expense.

Reinstatement of disturbed public streets, curbs, and sidewalks will be completed immediately following disturbance and completion of related work. If this work is completed outside of the asphalt or concrete season, disturbed areas will be immediately reinstated with temporary asphalt and permanently reinstated before the end of the following month of June. In all cases, HRM reinstatement specifications will be met. See the Reinstatement and Landscaping Plans in Appendix I for additional information.

7.5 Trees

No public trees exist in the vicinity of the work site. As such, no trees will be required to be protected from damage during the execution of the work and work will be completed in accordance with the HRM Tree By-Law (T-600).

8.0 PRE-CONSTRUCTION CONSULTATION AND MEETING

The Owner is committed to positive public engagement throughout the construction process.

Notifications have been sent to adjacent property owners as part of the community consultation process. Scheduled community consultations will not be conducted for this work

as face-to-face meetings have been held with community members. Records of community consultations are provided in Appendix C.

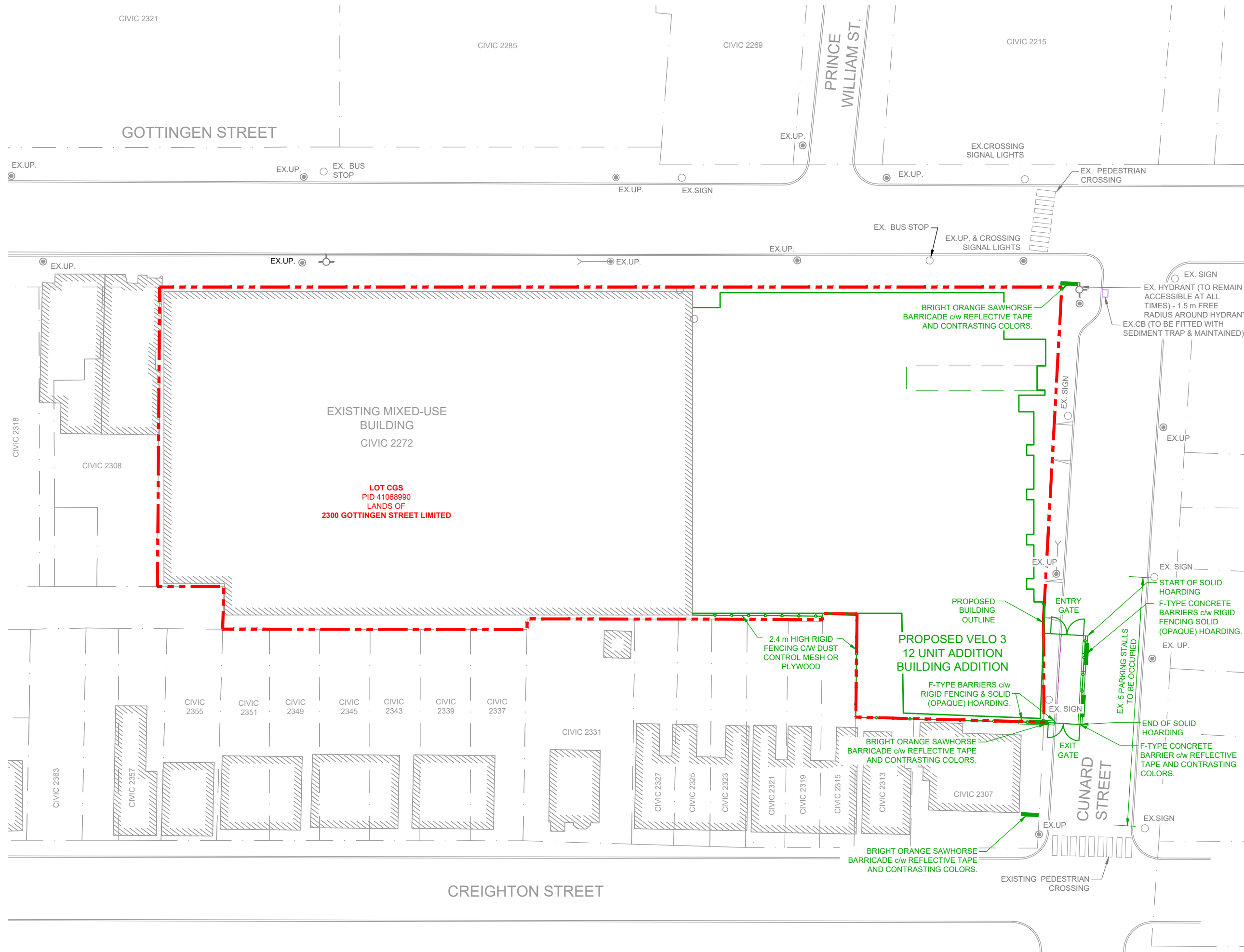
A pre-construction meeting will be held on site with HRM prior to work commencement.

The Owner will promptly respond to all questions and concerns raised during the work.

9.0 SUMMARY

This CMP has been prepared in an effort to minimize potential negative impacts of construction on neighbouring communities.

APPENDIX A
CMP DRAWINGS

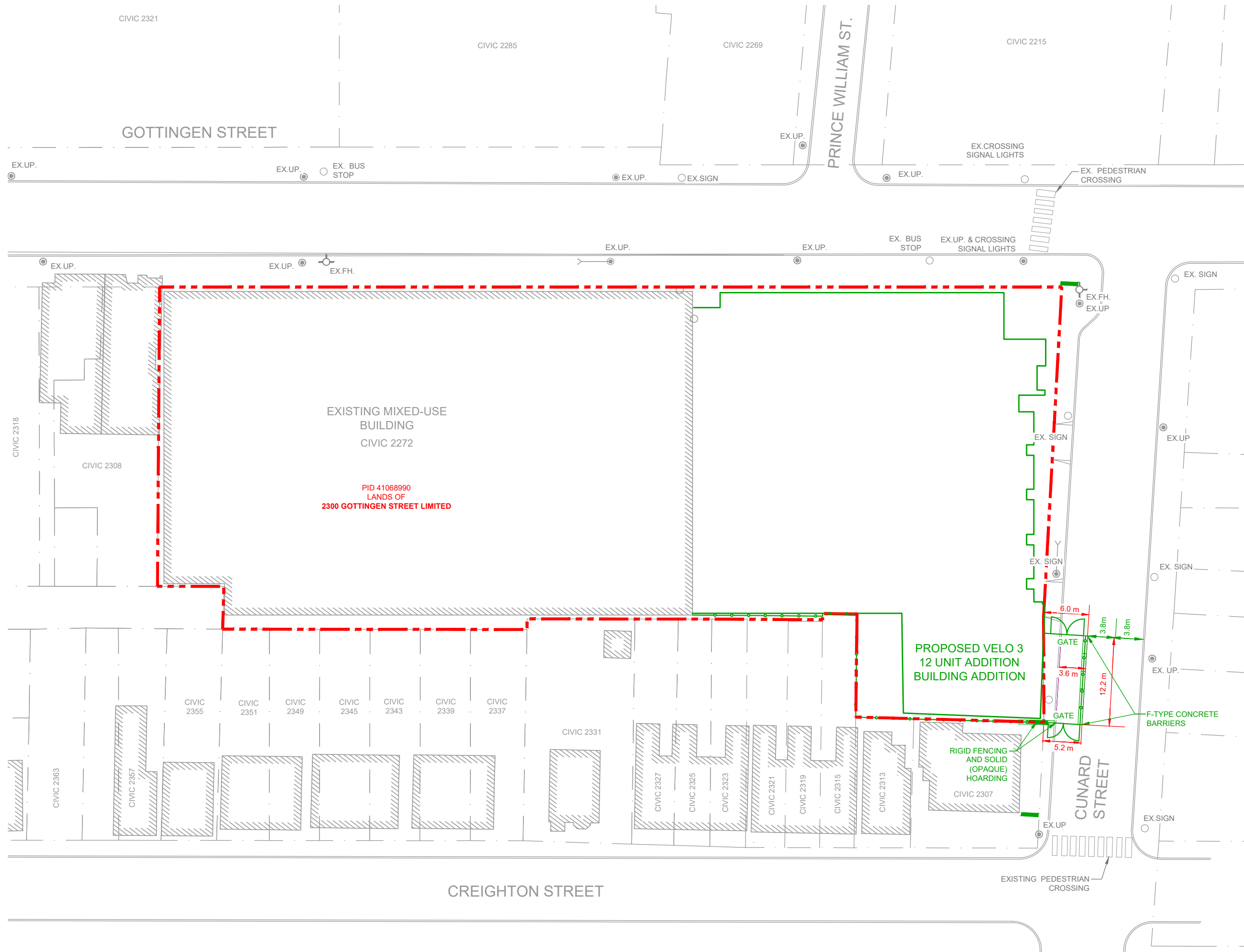


- GENERAL:**
1. THIS PLAN IS FOR APPROVAL PURPOSES ONLY (NOT FOR CONSTRUCTION OR ANY OTHER PURPOSES NOT EXPRESSLY INDICATED HEREIN). CONTACT NEW PIPER FOR ANY DISCUSSION RELATED TO ITEMS SHOWN HEREIN.
 2. NEW PIPER SHALL NOT BE RESPONSIBLE FOR SURVEY LAYOUT, CONSTRUCTION ADMINISTRATION, AS-BUILT SURVEYS, OR RECORD DRAWINGS FOR THIS PROJECT.
 3. PROPERTY BOUNDARIES & SURVEY INFORMATION SHOWN ARE BASED ON INFORMATION PROVIDED BY OTHERS. NEW PIPER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THESE OR OTHER ITEMS COLLECTED AND PROVIDED BY OTHERS.
 4. LOCATIONS OF FEATURES (SERVICES, SITE FINISHES, ETC.) NOTED ARE FOR INFORMATION PURPOSES ONLY AND ARE SUBJECT TO FINAL DESIGN AND APPROVAL AS WELL AS CONFIRMATION IN THE FIELD DURING CONSTRUCTION.
 5. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH ALL RELEVANT LOCAL STANDARDS. SHOULD THE CONTRACTOR OR OTHERS FIND ANY DISCREPANCIES BETWEEN THIS DRAWING AND RELEVANT REGULATIONS, THEY MUST NOTIFY NEW PIPER IMMEDIATELY AND OBTAIN DIRECTION PRIOR TO PROCEEDING. NEW PIPER IS NOT RESPONSIBLE FOR ANY REWORK, WORK RELATED TO REVISIONS REQUIRED TO THIS DRAWING, OR ANY OTHER COST INCREASES THAT MAY ARISE FROM CONDITIONS BEING DISCOVERED WHICH VARY FROM THOSE IDENTIFIED DURING THE PROJECT PLANNING PROCESS.
 7. ALL UNITS SHOWN ARE IN METRIC.
 8. SEE THE RELATED CMP REPORT FOR ADDITIONAL INFORMATION RELATED TO CONSTRUCTION MANAGEMENT REQUIREMENTS.
 9. **ENCROACHMENT SUMMARY:**
SIDEWALK ENCROACHMENT:
25 m² TOTAL
ROAD ENCROACHMENT:
44 m² TOTAL
 10. **DRAWING REFERENCES:**
10.1. NOVA SCOTIA PROPERTY RECORDS
10.2. NOVA SCOTIA GROUNDWATER ATLAS
10.3. SITE PLAN PROVIDED BY ABLE ENGINEERING
10.4. ALL SITE FEATURES ARE APPROXIMATE AND SUBJECT TO LEGAL SURVEY
 11. RIGID FENCING TO BE CONSTRUCTED USING CHAIN LINK FENCE SECURELY FIXED TO ALUMINUM POSTS.
 12. SOLID (OPAQUE) HOARDING TO BE CONSTRUCTED OF 3/4" PLYWOOD AND PAINTED WITH A SOLID COLOUR.
 13. DUST CONTROL MESH TO BE WEATHERSOLVE STRUCTURES SEMI-TRANSLUCENT OR APPROVED EQUIVALENT WITH NO PROJECT GRAPHICS.
 14. ENTRY AND EXIT GATES TO BE ALUMINUM POST COMPLETE WITH CHAIN LINK FENCING.

1	REDUCED ENCROACHMENT	JAN.3/24
REV.	DESCRIPTION	DATE

NEW PIPER

VELO	CMP1
AUGUST 12, 2022	
SCALE: 1:500	

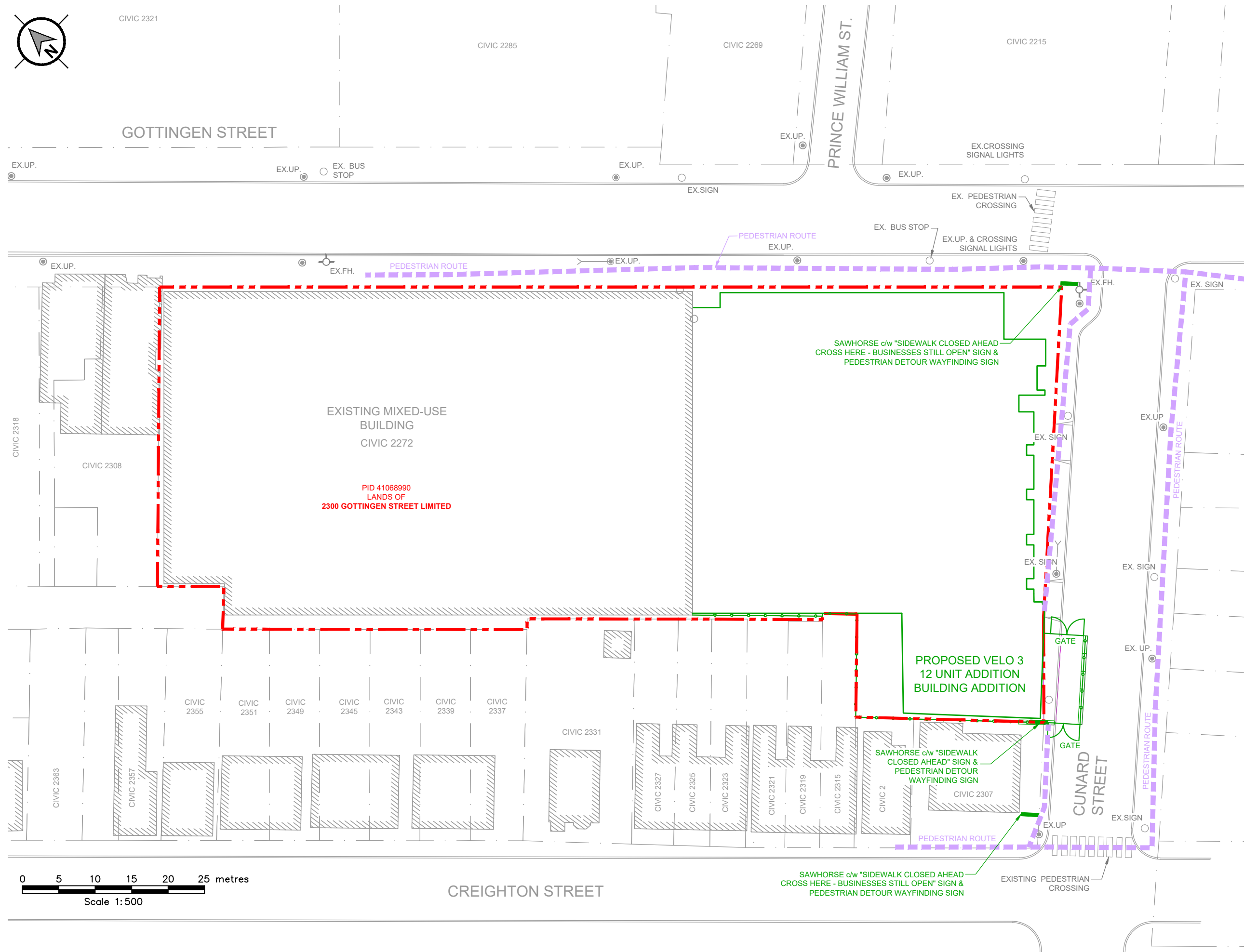
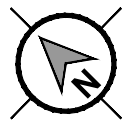


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 5. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH ALL RELEVANT LOCAL STANDARDS. SHOULD THE CONTRACTOR OR OTHERS FIND ANY DISCREPANCIES BETWEEN THIS DRAWING AND RELEVANT REGULATIONS, THEY MUST NOTIFY NEW PIPER IMMEDIATELY AND OBTAIN DIRECTION PRIOR TO PROCEEDING.
 6. NEW PIPER IS NOT RESPONSIBLE FOR ANY REWORK, WORK RELATED TO REVISIONS REQUIRED TO THIS DRAWING, OR ANY OTHER COST INCREASES THAT MAY ARISE FROM CONDITIONS BEING DISCOVERED WHICH VARY FROM THOSE IDENTIFIED DURING THE PROJECT PLANNING PROCESS.
 7. ALL UNITS SHOWN ARE IN METRIC.
 8. SEE THE RELATED CMP REPORT FOR ADDITIONAL INFORMATION RELATED TO CONSTRUCTION MANAGEMENT REQUIREMENTS.
 9. **ENCROACHMENT SUMMARY:**
SIDEWALK ENCROACHMENT:
25 m² TOTAL
ROAD ENCROACHMENT:
44 m² TOTAL
 10. **DRAWING REFERENCES:**
10.1. NOVA SCOTIA PROPERTY RECORDS
10.2. NOVA SCOTIA GROUNDWATER ATLAS
10.3. SITE PLAN PROVIDED BY ABLE ENGINEERING
10.4. ALL SITE FEATURES ARE APPROXIMATE AND SUBJECT TO LEGAL SURVEY
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 13. DUST CONTROL MESH TO BE WEATHERSOLVE STRUCTURES SEMI-TRANSLUCENT OR APPROVED EQUIVALENT WITH NO PROJECT GRAPHICS.
 14. ENTRY AND EXIT GATES TO BE ALUMINUM POST COMPLETE WITH CHAIN LINK FENCING.

1	REDUCED ENCROACHMENT	JAN.3/24
REV.	DESCRIPTION	DATE

NEW PIPER

VELO	CMP2
AUGUST 12, 2022	
SCALE: 1:500	



EXISTING MIXED-USE BUILDING
CIVIC 2272

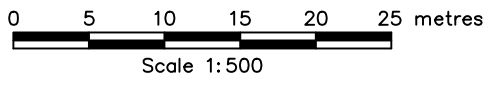
PID 41068990
LANDS OF
2300 GOTTINGEN STREET LIMITED

PROPOSED VELO 3
12 UNIT ADDITION
BUILDING ADDITION

SAWHORSE c/w "SIDEWALK CLOSED AHEAD
CROSS HERE - BUSINESSES STILL OPEN" SIGN &
PEDESTRIAN DETOUR WAYFINDING SIGN

SAWHORSE c/w "SIDEWALK CLOSED AHEAD" SIGN &
PEDESTRIAN DETOUR WAYFINDING SIGN

SAWHORSE c/w "SIDEWALK CLOSED AHEAD
CROSS HERE - BUSINESSES STILL OPEN" SIGN &
PEDESTRIAN DETOUR WAYFINDING SIGN



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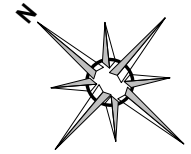
1	REDUCED ENCROACHMENT	JAN.3/24
REV.	DESCRIPTION	DATE

NEW PIPER

VELO	CMP3
AUGUST 12, 2022	
SCALE: 1:500	

TRAFFIC CONTROL PLAN

Signage Map for VELO 2



Date: 11/15/2018 Author: Norman Bussmann Project: Velo 2
Contractor: Strum Contact: Logan McDowell, 902-863-1465, ext. 229 TWS: Jesse Leightizer, 902-809-1256

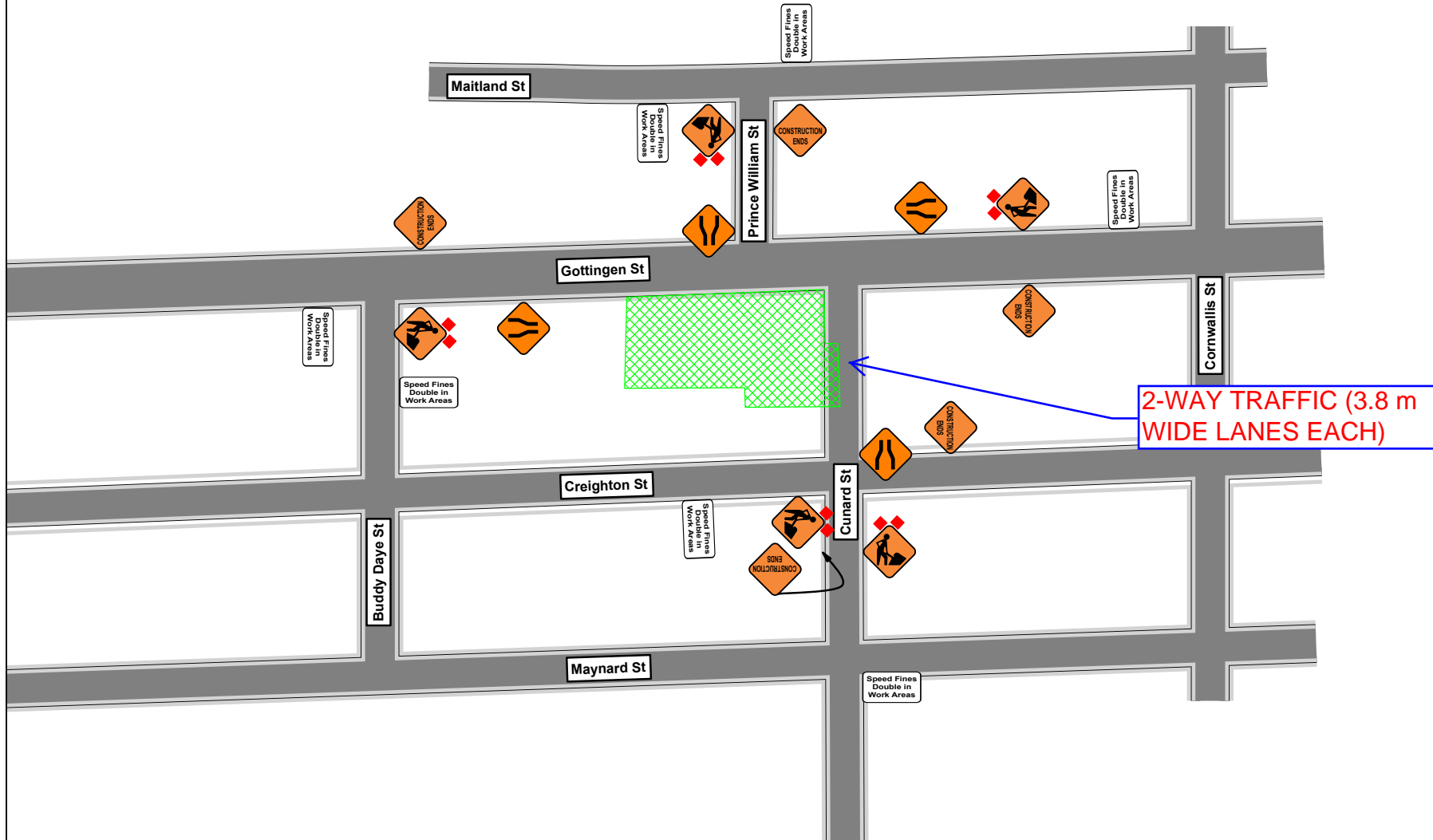
Comments:

Not to Scale

Sign Spacing 50 meters as per NSTWTCM.

Exact locations for signage to be determined in the field

See Encroachment Plan for details

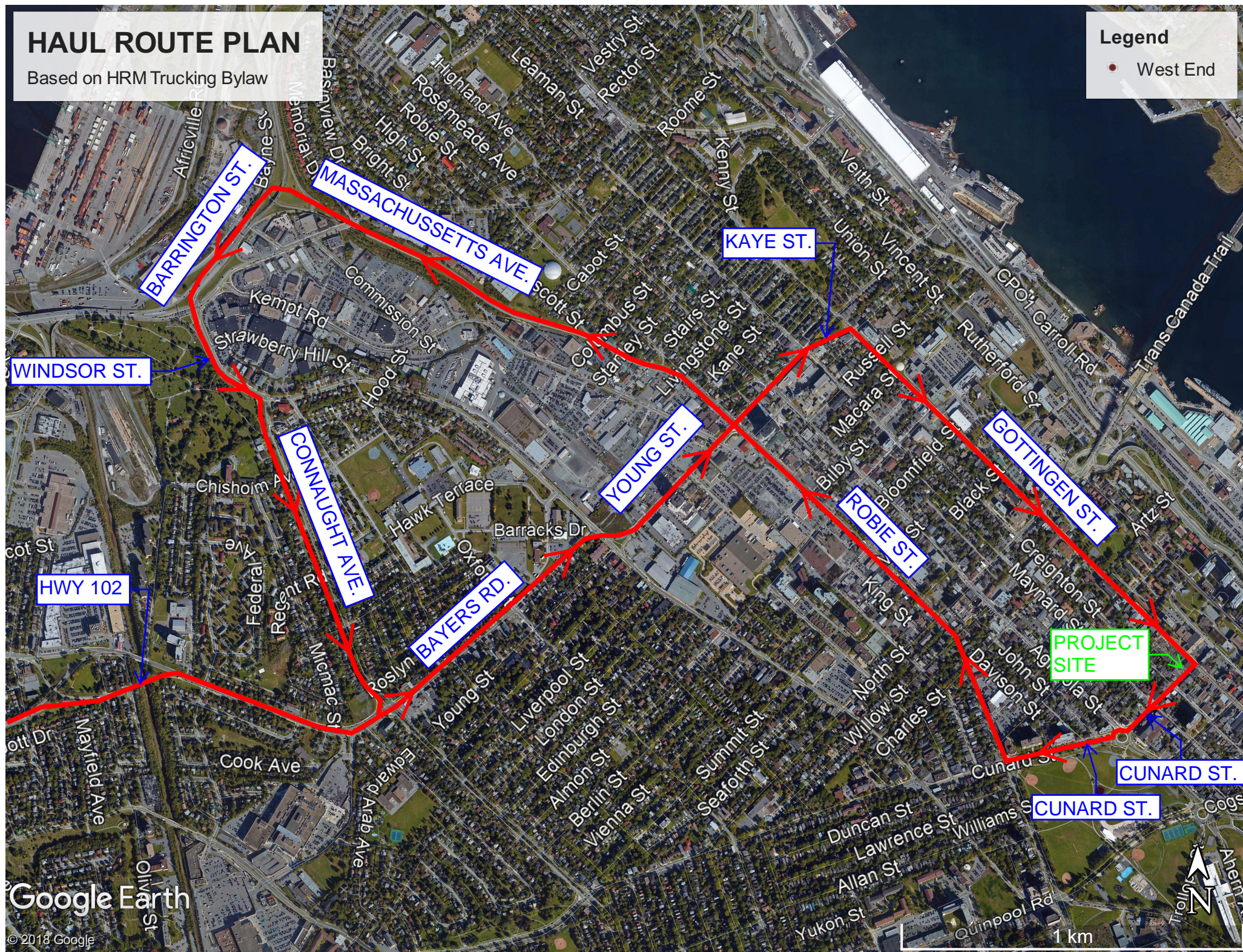


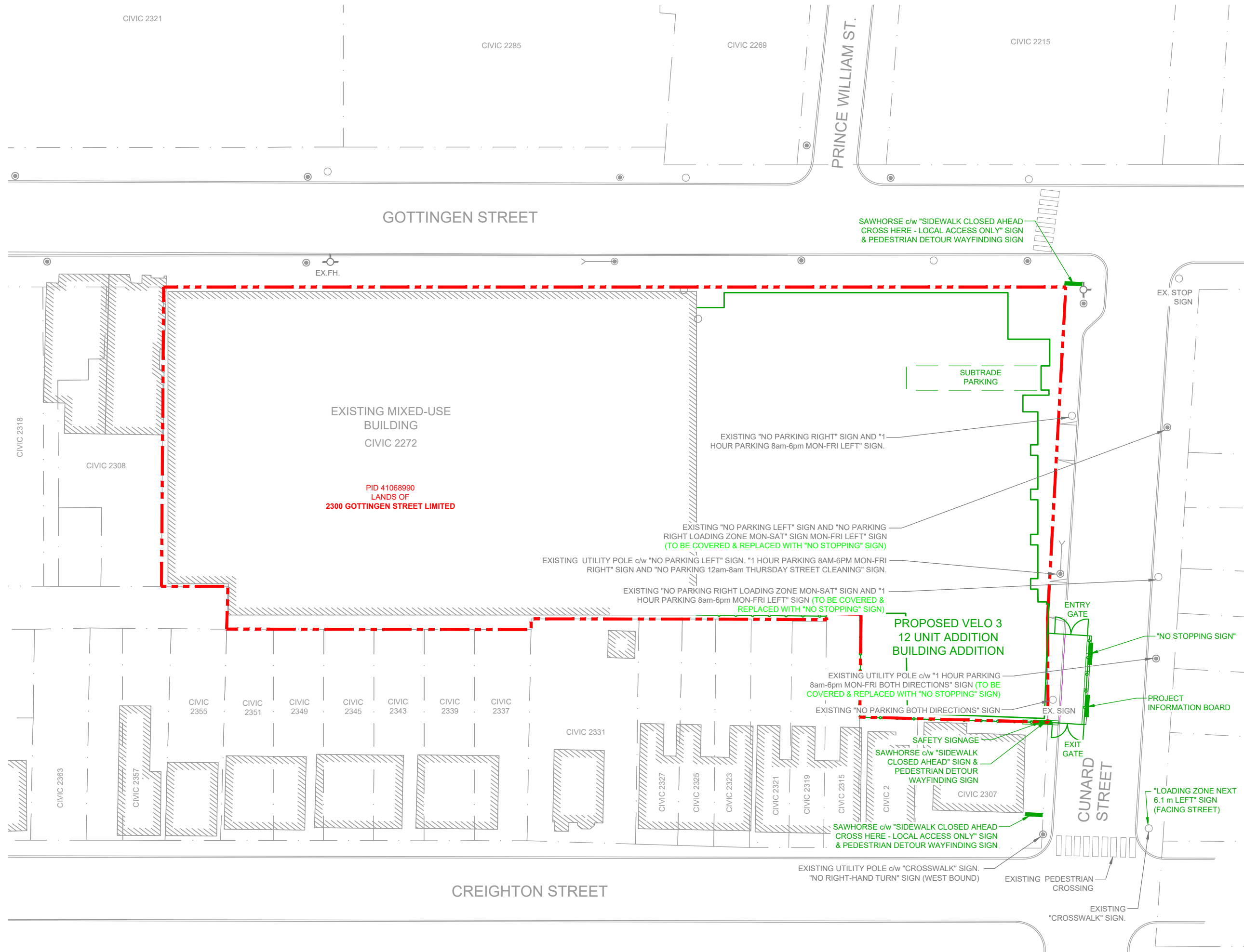
HAUL ROUTE PLAN

Based on HRM Trucking Bylaw

Legend

● West End





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REV.	DESCRIPTION	DATE
1	REDUCED ENCROACHMENT	JAN.3/24

NEW PIPER

VELO	CMP7
AUGUST 12, 2022	
SCALE: 1:500	



General Notes

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No.	Revision/Issue	Date
1	REDUCED ENCROACHMENT	JAN. 3, 2024

NEW PIPER

VELO Original Signed

Project	VELO	Sheet	CMP8
Date	03.01.2024		
Scale	1:250		

APPENDIX B
SAMPLE NOTIFICATION LETTER

Date

Addressee

Company Name

Street address

City, Province Postal code



Dear Mr./Ms. XXX,

Re: NOTIFICATION OF UTILITY DISRUPTION – 5501 CUNARD STREET

This is to inform you that to facilitate construction operations in your area, water service will be temporarily disruption on **DATE from approximately START TIME to END TIME.**

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

CONTACT INFORMATION

Owner: Ross Cantwell – 2300 Gottingen Street Limited – 902-497-7338

Contractor: Roland Hage – ROMA Developments – 902-830-9595

Should any questions arise throughout construction, please feel free to contact the undersigned.

Thank you,

Yours Truly,

2300 Gottingen Street Limited

Ross Cantwell
President

APPENDIX C
COMMUNITY CONSULTATION RECORDS

2300 Gottingen and 5501 Cunard Street

The VELO Apartments

List of Neighbours and Concerns

2300 Gottingen Street.

The following pages provide a summary of the community consultation process associated with the development of the existing building at 2300 Gottingen Street as well as the proposed addition at 5501 Cunard Street.

VELO Phase 1 2016 - 2018

Open House. On August 31, 2016, an open house was held at the North End Library. About 50 people attended. The owner presented the proposed development plans and then the floor was opened up for comments and questions. Most attendees were positive about the development. Concerns expressed mostly related to the need for affordable housing, issues related to gentrification, and the need for more parking in the neighbourhood. Some participants were curious about the proposed retail tenants being proposed. The developer provided contact information for participants to use should they have further concerns.

2308 Gottingen Street – Geordie Ochtoloney (he is a carpenter/tradesman) 902-489-9230.

This is the House immediately north of the property on Gottingen Street. It was noted that this property had electrical meters that encroached on the adjacent property owned by 2300 Gottingen Street Limited. The developer relocated these meters inside the property at 2308 Gottingen at their cost (\$14,000). The sewer pipe for this building also ran over the VELO lands, so this pipe was redirected to a new sewer at the Developers cost, and an easement provided for future clean-out work.

In return, Mr. Ochtoloney provided the developer with permission to dig up to 3-4 feet into his back yard. In return, the developer removed surplus debris that previously existed in this backyard, regraded his property, brought in soil/grass and gravel, and paid for a small retaining wall to clean up his parking area off Gerrish Lane. When the project was completed, the developer also clad the retaining wall facing this property (the north elevation of VELO Phase 1) with a wooden fence to improve the aesthetics of this wall. The developer also spoke with the owners tenants. Issues included:

- **Down Home Dog (now Prim and Pupper)** (Jennifer Sinclair 902-422-9364) is the dog grooming parlour on the ground floor. They want advance warning of any loss of power or sewer/water. They just need to anticipate how this will impact their business.
- Upstairs residential tenants were not happy about the disruption from construction, but were OK as long as the developer followed the noise bylaw.

2355 & 2357 Creighton Street. – Kita McRory lives at 2355 Creighton 902-817-7331 phone/text

These homes front on Creighton Street but also had parking access from Gerrish Lane. The tenants rent from the owner. They didnt have a problem if we had to cut off access to their backyards (they park in their back yards, which is more of an issue in the winter than in summer). **THE ONLY CONCERN IS ADEQUATE NOTIFICATION.** They just needed to know that if they are going to work, they can get their car out of Gerrish Lane. There was a fair amount of communication over the course of the development and things were fairly positive.

THE SIX TOWNHOMES ON CREIGHTON STREET.

2351 Creighton Street – Brandy MacDonald (Carl is partner)

They are OK with the proposed work, but park their car in the backyard. Developer needs to make sure that these owners have adequate notice if they are going to lose access to their backyard for a while.

NOTE. In order to accommodate access to their rear yard, the Developer pulled back the concrete podium from Gerrish Lane; this allows access to the backyard of 2351 Creighton.

2349 Creighton Street – Shawn Carvery

Shawn is an HRM police constable. His fence and shed are originally installed on the Owner's property. He provided permission to move it back on to his property and that work was completed. The developer moved his fence and shed and he was fine with that.

2347 Creighton Street – Bernadine LaPoint

She is very concerned with the exact location of property lines. She has a fence on the property line AND a cherry tree that she is very fond of. If the tree has to be moved, be very careful with it. There was no need to move the tree and all work was accommodated without significant disruption to her property.

2343 Creighton Street – Dawn Sloane. downtowndawn@gmail.com 902-488-4812 phone/text

Ms. Sloan's concerns focused on the potential for balconies to face her back yard (she wanted to minimize this) and making sure that patio lights weren't too bright.

2339 Creighton Street – Glendora Small. smallglendora@gmail.com 902-717-7756.

There were some old trees at the back of her yard that were on the developers property. While she wanted these trees to be preserved, the existence of soil contamination required them all to be removed in order to clean the site to NSDOE standards. Once this was known, Glendora made it known that she would rather have them all gone than 1 or 2 left that get blown over. She did express a concern about an existing clothesline (that was replaced on the development was complete) and wanted some trees planted to replace the trees taken down (which was done).

2335 Creighton Street – Anna Bottomley. anna.bottomley12@gmail.com

Also wanted the trees saved. She also had a clothesline that was anchored to a tree branch. Once the development was complete, the developer installed a new clothesline and planted new trees at the rear of her property (to hide the new fence that the developer built).

2331 Creighton (larger property) Sean Gallagher. (902) 412-1717 phone / text

There was some conversation about permission to temporarily dig into a bit of his back yard. He was fine with this as long as we re-build and improved his fence when we are done. There was also a large oak tree at the rear of his property that he wanted us to be very careful with. The tree wasn't harmed and a new fence was built with fresh soil for plant material brought in.

2323-2327 Creighton. Andrew Morrissey andrew.morrissey@c-levelexecs.com (902) 403-0868 phone. He owns all three units (triplex)

This is the last property to the south that will be impacted by construction. He is OK with what we are doing, and knows we have to dig into the bank. I have promised to build a wooden fence (he does not have one now) after the project is done.

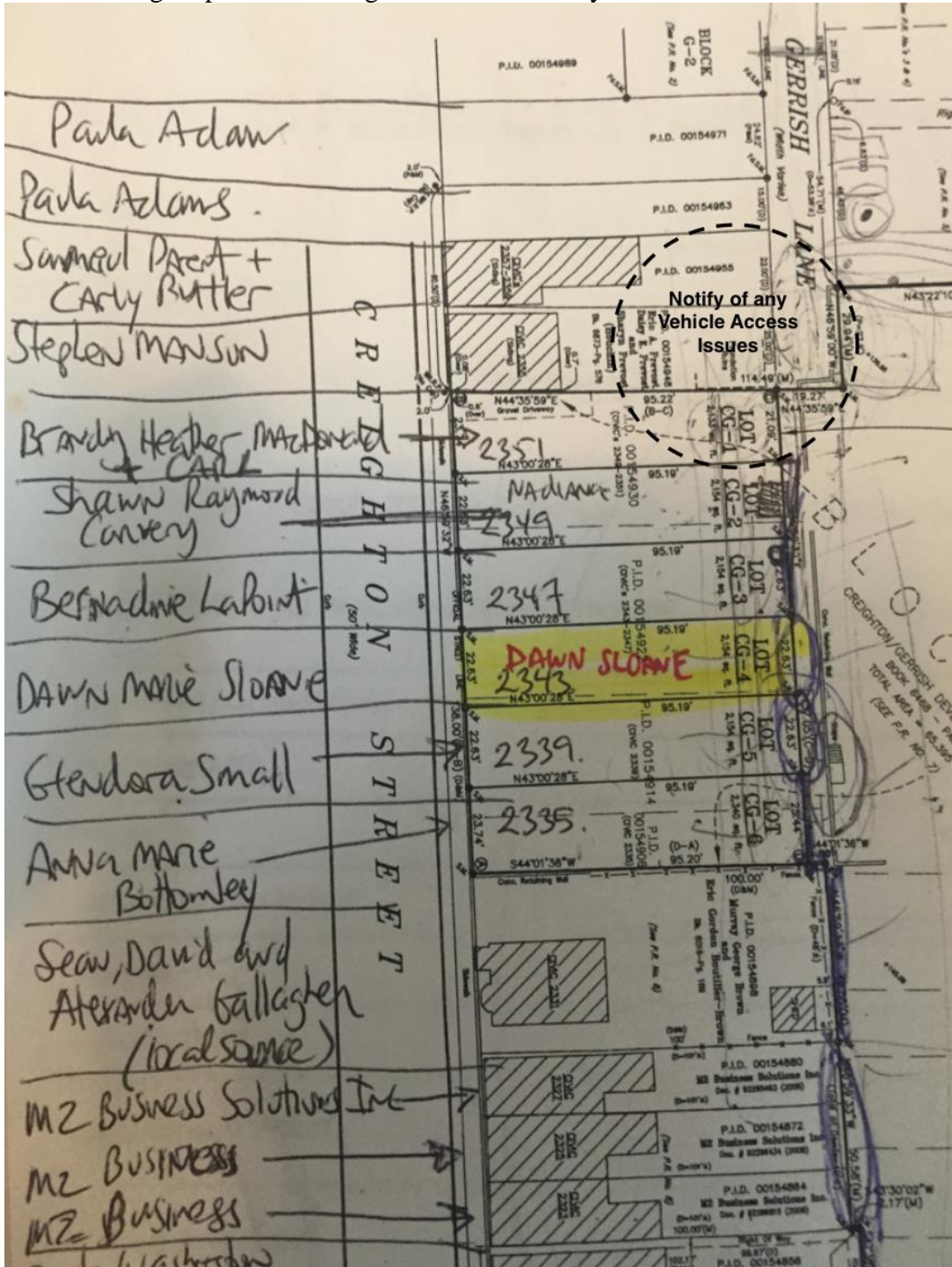
2315 Creighton Street. Ron Renz and Janet Whalen. 902-452-3606

whelan_janet@hotmail.com

ronaldrenz@gmail.com

They realize that their fence might get damaged, but as long as we repair it they are fine. Interested in hosting a community meeting. Just want a heads up before anything occurs.

The following map was used to guide the community consultation in Phase 1.



PHASE 2 PROPERTIES – 2018 +

As part of the consultation for VELO2 (5501 Cunard Street) the consultant went door to door around the perimeter of the proposed 68 unit building. Where possible, he had one on one conversations with the current tenants or owners, and in other cases left a 2 page flyer which is attached to this submission. In addition, neighbours with whom the owner had previous correspondence with were emailed the information package, and asked to provide comments. A summary of this consultation is included below.

2351 Creighton Street – Brandy MacDonald (Carl is partner)

2349 Creighton Street – Shawn Carvery

2347 Creighton Street – Bernadine LaPoint

2343 Creighton Street – Dawn Sloane.

2339 Creighton Street – Glendora Small.

2335 Creighton Street – Anna Bottomley.

These six townhomes were all developed by the Creighton Gerrish Development Association in the early 1990's. As part of the development of Phase 1 of the VELO, the developer had an extensive amount of interaction with these residents, including: kitchen meetings, backyard meetings, phone calls, emails, etc.

To mitigate their concerns in Phase 1, the developer dropped the parking slab down to allow driveway access over the north portion of the parking podium at Gerrish Lane. We also built 3 of them a new fence (where none existed before the development), imported top soil for gardens, installed two new clotheslines (new post in concrete, clothesline, etc) and planted new trees as a hedge to hide the fence. Lighting at the rear of the property was also changed in order to limit the visual impact on their backyards.

As part of the consultation for this phase of work, each property owner was emailed a copy of the Phase 2 project summary.

2331 Creighton. Mr. Sean and David Gallagher. Similar to the 6 townhomes to the north, the Developer had a large amount of contact with Sean and David during the construction of Phase 1. This included one on one meetings at Sean's place of employment, and walk-about's in their backyard. In order to appease their concerns about the quality of a new retaining wall, the developer installed a wood fence on top of the wall to improve its appearance, and brought in soil to re-establish grass along the property line.

2323-2327 Creighton. Mr Andrew Morrissey owns a triplex on Creighton street that backs up to the edge of Phase 1 of the VELO. During phase 1, the Developer installed a chain link fence in his backyard, as there wasn't one. The developer did have some conversation with Mr. Morrissey about his tenants, as they were lighting bonfires during the summer of 2017 that were 6 to 8 feet high, within 75 feet of a wood structure under construction. HRM Fire was also contacted but declined to do anything about it, or even issue a warning.

On Dec 10th the developer contacted Mr. Morrissey and provided him with a project sheet. Mr. Morrissey is concerned about potential damage to his foundation based on rock blasting and wants a guarantee that if anything is damaged, that the developer will fix it. The developer will be providing

Mr. Morrissey with a copy of the HRM blasting bylaw and a copy of the insurance policy from their site work contractor AllTerrain Contracting.

2315 Creighton Street. Ron Renz and Janet Whalen.

They realize that their fence might get damaged, but as long as we repair it they are fine. Interested in hosting a community meeting. Just want a heads up before anything occurs.

2321 Creighton Street. Peter MacLellan. The developer spoke to Peter and his roommate Ben. They also renovate houses and were generally supportive of what is being proposed. They liked the retail that has been going into the neighbourhood and were support of more things that provided places to eat and drink. I left them with a flyer and asked them to call if they had any issues.

2319 Creighton Street. James (Jim and Theresa) Cameron. The developer hand delivered an information flyer to this couple on December 10th. They listened to my verbal update and had very few questions at that time. I indicated they could call or email me if they had any further thoughts.

2315 Creighton Street. Ron Renz and Janet Whalen. 902-452-3606

The developer has had several conversations with Mr. Renz in the past couple of years. Mr. Renz had previously suggested that the NS Tattoo building (2250 Gottingen Street) be redeveloped as a theatre space for live performance. During site work in 2017 Mr. Renz did have some concerns about noise from the site as workers removed excess snow from the property. This was a short lived event, and all work was undertaken during the hours allowed by the noise bylaw. Mr. Renz realized that his fence might get damaged during construction, but as long as we repaired it, they would be fine. Interested in hosting a community meeting. Just want a heads up before anything occurs.

Update. It appears that Mr. Renz no longer lives at the property, but has rented it to a young family. I stopped by and gave this tenant a flyer and asked them to contact me if they had any questions or concerns. I also emailed Mr. Renz a flyer with project information and asked him to contact me if he had questions as well.

5531 Cunard Street (corner of Cunard and Creighton Street)

There are 3 or 4 units in this building, which are all managed by Jordon (Harry) Lipson of Over Sea Real Estate Management. Flyers were provided to the tenants and a conversation had with Mr. Lipson. He had no concerns about the proposed development, although he was concerned he might gain weight from all the new food retailers. I subsequently got a call from Heather Jackson, the owner of the property. She is very supportive of the VELO 2, but is very concerned about the loss of parking in the neighbourhood over the past 6 months.

5540 Cunard Street. We have been unable to track down Elizabeth Power, the owner of this building. We have emailed the previous owner of this building (Evolve Fitness) to obtain some new contact information. We left a flyer in the mailbox of the building to provide her with information about the proposed development.

5530 A&B Cunard Street. Flyers were left on both mailboxes. We did have a conversation with the occupant in 5530A who had no major comments about the proposed development.

5522 Cunard Street, a fourplex owned by Metro Nonprofit Housing. We know several of the tenants in this building on a first name basis (Amy Moonshadow and Paul ???) and have regular conversations

with this. A flyer was sent to Carol Charlobois, the GM of Metro Nonprofit Housing, to give her an update on our efforts and to let her know to contact us if she has any issues or concerns.

5514 Cunard Street, the Robertson Business Equipment. The developer has had several previous conversations with Jonathan Robertson, one of the owners of this business. They are generally very supportive of the development that is occurring in the neighbourhood. A flyer was emailed but no response back as of yet.

5506 Cunard Street, the Re-Building. A flyer was sent to the office manager and Colleen Ritchie, a staff person. Ms. Ritchie was interested to hear about the proposed development. While she didn't have any concerns, she was curious about the old safe in the former BMO building at 2250 Gottingen Street.

2209 Gottingen Street. Dalhousie Legal Aid. We sent them a a summary sheet and had a conversation with Lynette Colley about the proposed development, start dates, type of housing, etc.. We did receive an email from Claire McNeil on Dec 11th inquiring if there would be any affordable units. We replied that there are no government subsidized rental units in the VELO, although its modest priced rental housing.

2207 Gottingen. Halifax Condominium Corporation #349. We knocked in the door of Prana Yoga and gave the owner a flyer. She indicated that she was in the middle of a session, but would read it and get back to us if she had questions. We also put flyers in the mailboxes for residential units upstairs.

**2300 Gottingen Street Limited
PO Box 8474
Halifax, NS B3K 5M2**

Re: Construction Update for VELO Apartments, Phase 2

December 9th, 2018

Dear Neighbour

This letter provides you with an update on the construction of Phase 2 of the VELO Apartments (the apartment building completed last year at 2300 Gottingen Street - opposite the North End Library).

We have applied for a building permit for phase 2 of our project, which is located at the corner of Gottingen and Cunard Streets. This project will include the demolition of two buildings at the south end of our property (the old NS Tattoo building and the Tabernacle Revival Church on Cunard Street). The new building will be a 68 unit addition to the existing structure at 2300 Gottingen Street. As with Phase 1, this addition is being built "as of right" in accordance with the current municipal planning rules (MPS and LUB) and will follow the same format: ground floor retail with 4 floors of residential above. The rear of the property will have courtyards that face Creighton Street.

For this phase, we will be blasting bedrock and using panelized construction in order to complete the project faster and minimize disruption to the local neighbourhood. I know that blasting sounds invasive, but for our type of rock (Halifax Formation shale) this is actually a better option, as it greatly reduces the need for rock breaking (think tap, tap, tap, tap). Our contractor Allterrain Contracting does a lot of this work, and has completed a pre-blast survey of the area around the development site and will be following all rules put forth by HRM. Allterrain carries insurance for this work and is responsible for any damage to foundations, etc, which is a very rare event. Once we start, this site prep work should be done in 6 weeks. We have had rodent bait stations installed last month, and will monitor this in case there is a major disturbance when the buildings come down.

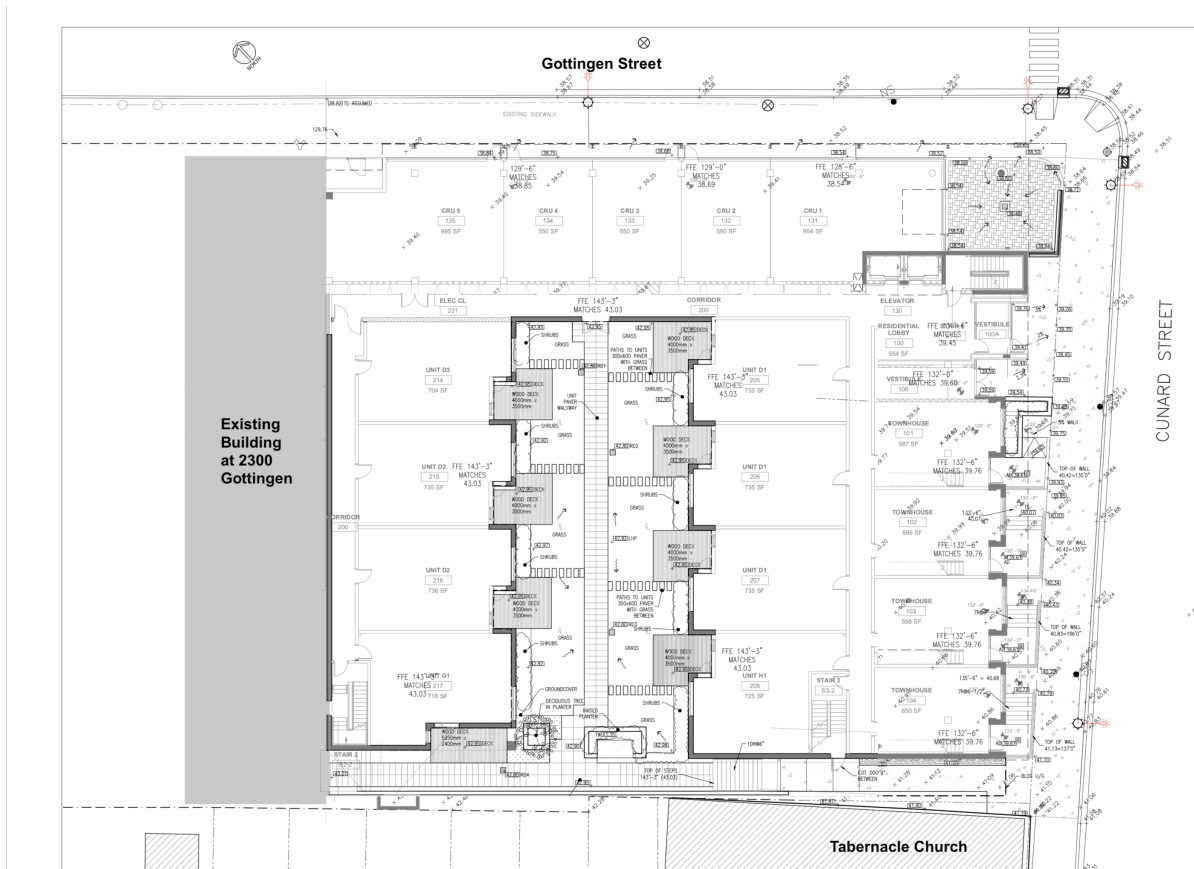
Retail Update. Phase 1 retail is now fully rented, with tenants that include: Blue Collar Barber and Geebo Device Repair (both currently open), Real Fake Meats (vegan butcher opening by mid to late December), Springhouse (plant based restaurant opening February) and Fortune Doughnuts (coffee and doughnuts opening March), and a Pizza restaurant (opening in March/April). We expect to attract a similar retail mix in Phase 2.

I have included a draft image of the second Phase. If you have any questions or concerns, please let me know

Ross Cantwell
902-497-7338
ross@hrmapartments.ca



VELO2: Corner of Gottingen and Cunard Street.



VELO2: Site Plan

MY PROPOSAL TO THE PROPERTY OWNER AT [5531 CUNARD](#). JUST WEST OF VELO3. I HAVE NOT HEARD A RESPONSE.

From: "ross@hrmapartments.ca" <ross@hrmapartments.ca>
Subject: Request for easement at [5531 Cunard Street, Halifax, NS](#)
Date: October 17, 2020 at 12:06:17 PM ADT
To: [ian@reddoorrealty.ca](#), Jordan Hipson <jordan@oversea.ca>

Jordon and Ian

I have written you both as I know you both represent the owner of the property at [5531 Cunard Street](#), and would like to have a discussion with her (or both of you as her agents) about coordinating things along the eastern property line during construction of our building (VELO2). We have just received a development permit for a 12 unit addition to VELO2 (see attached place) and would like some additional access to the west wall of this building. I note that the current driveway on the harbour side of [5531 Cunard](#) encroaches on our property by about 18" or so.

We would like to propose the following arrangement:

1. We are allowed trespass on the edge of the property at [5531 Cunard Street](#) during construction. This would be a temporary easement for a few months. Note that our underground parking is set back 10 feet or so from the property line so there won't be any deep cuts up against the property line, but the spread footings and installation of exterior cladding would be easier if we could encroach on the property at [5531 Cunard](#). Also note that we have set the foundation wall of our building several feet away from the property line.
2. Once construction was complete, we would re-instate the walkway, the small rock retaining wall (which was falling apart before we started construction) and the pavers in the driveway along the east wall of [5531 Cunard](#). As we have done on all sides of the VELO complex, we would leave the property in better condition after construction that it is currently. We would likely need to use a strip of the property for 2-3 months while the structure goes up (Winter/Spring 2020) and then again for a week as the cladding goes on. after that we re-instate. There might be a short period of time where the existing parking space is not available; during that period we would pay for parking, or provide a parking space nearby at our cost.
3. Once construction is complete we would proposed the following shared easement. We would provide an easement on our property that benefits [5531 Cunard Street](#) and allows the existing driveway to continue to encroach on our property (you can see the survey pin in the driveway by the sidewalk). In return, we would get a similar easement (18" to 24") on the property at [5531 Cunard](#). the sole use our our portion of the easement (36" to

42" would be for long term maintenance of the west facade of our new building (no windows facing 5531 but any long term issues dealing with the replacement or repair of the cladding).

Let me know if you can communicate this to your client, and any subsequent comments.

Ross

Ross Cantwell
HRM Apartments
PO Box 8474
Halifax, NS B3K 5M2
902-497-7338

APPENDIX D
SAMPLE CONSTRUCTION SIGNAGE

**NO
TRESPASSING**

**CONSTRUCTION
PERSONNEL ONLY**

**PERSONAL PROTECTIVE
EQUIPMENT REQUIRED
BEYOND THIS POINT**

- HARD HAT**
- EYE PROTECTION**
- STEEL-TOED BOOTS**
- SAFETY VEST**

NO ENTRY

**CONSTRUCTION
VEHICLES ONLY**

APPENDIX E
PROJECT INFORMATION BOARD

DEVELOPMENT INFORMATION BOARD



COMMERCIAL BUILDING
5501 CUNARD STREET
HALIFAX, NS

DEVELOPER

2300 GOTTINGEN STREET LIMITED
5845 POINT PLEASANT DRIVE
HALIFAX, NOVA SCOTIA
902-497-7338

PROJECT MANAGER:
ROSS CANTWELL - 902-497-7338

CONTRACTOR:

ROMA DEVELOPMENTS INC. 60
HEARTWOOD CRESCENT
HALIFAX, NOVA SCOTIA
902-830-9595

PROJECT MANAGER:
JACK MERCHANT - 902-483-4302

24 HOUR EMERGENCY CONTACT:

2300 GOTTINGEN STREET LIMITED - JACK MERCHANT - 902-483-4302

APPENDIX F
VEHICULAR AND PEDESTRIAN HAZARD ASSESSMENT

Prepared By: LM

Project #: 18-3372

Date: 10-Dec-18

VEHICULAR & PEDESTRIAN HAZARD ASSESSMENT						
	Activity	Phase	Vehicular Hazards	Mitigation Measures	Pedestrian Hazards	Mitigation Measures
1	General Works	2250 Gottingen Street Demolition	Heavy machinery may come into contact with and damage other vehicles.	Heavy equipment operations will take place only within the project site, therefore separating them from other vehicles.	Heavy machinery may come into contact with and injure pedestrians.	Heavy equipment operations will take place only within the project site, therefore separating them from pedestrians.
2	General Works	2250 Gottingen Street Demolition	Terrain may become uneven causing vehicles to roll over.	Work shall not obstruct vehicular travels routes. Should damage occur to travel routes, uneven terrain or other obstacles will be blocked off or clearly marked.	Terrain may become uneven causing tripping hazards to pedestrians.	Work shall not obstruct walkways. Should damage occur to walkways, uneven terrain or other obstacles will be blocked off or clearly marked.
3	General Works	2250 Gottingen Street Demolition	Construction debris may strike and damage vehicles.	The contractor will regularly clean up the project site such that debris may not become projectiles, especially during inclement weather events.	Construction debris may strike and injure pedestrians.	The contractor will regularly clean up the project site such that debris may not become projectiles, especially during inclement weather events.
4	General Works	2250 Gottingen Street Demolition	Construction activity in and adjacent to the project area may cause confusion among drivers and pedestrians.	Residents will be notified of any traffic or pedestrian disruptions 5 days (min.) in advance of such work. Proper signage will be used for any such disruptions.	Construction activity in and adjacent to the project area may cause confusion among drivers and pedestrians.	Residents will be notified of any traffic or pedestrian disruptions 5 days (min.) in advance of such work. Proper signage will be used for any such disruptions.
5	General Works	2250 Gottingen Street Demolition	Dangerous materials may be unsafely exposed, used, or stored such that they cause a hazard to vehicles.	All materials will be handled and stored in accordance with manufacturers specifications.	Dangerous materials may be unsafely exposed, used, or stored such that they cause a hazard to pedestrians.	All materials will be handled and stored in accordance with manufacturers specifications.

APPENDIX G
PEDESTRIAN DETOUR WAYFINDING SIGNAGE

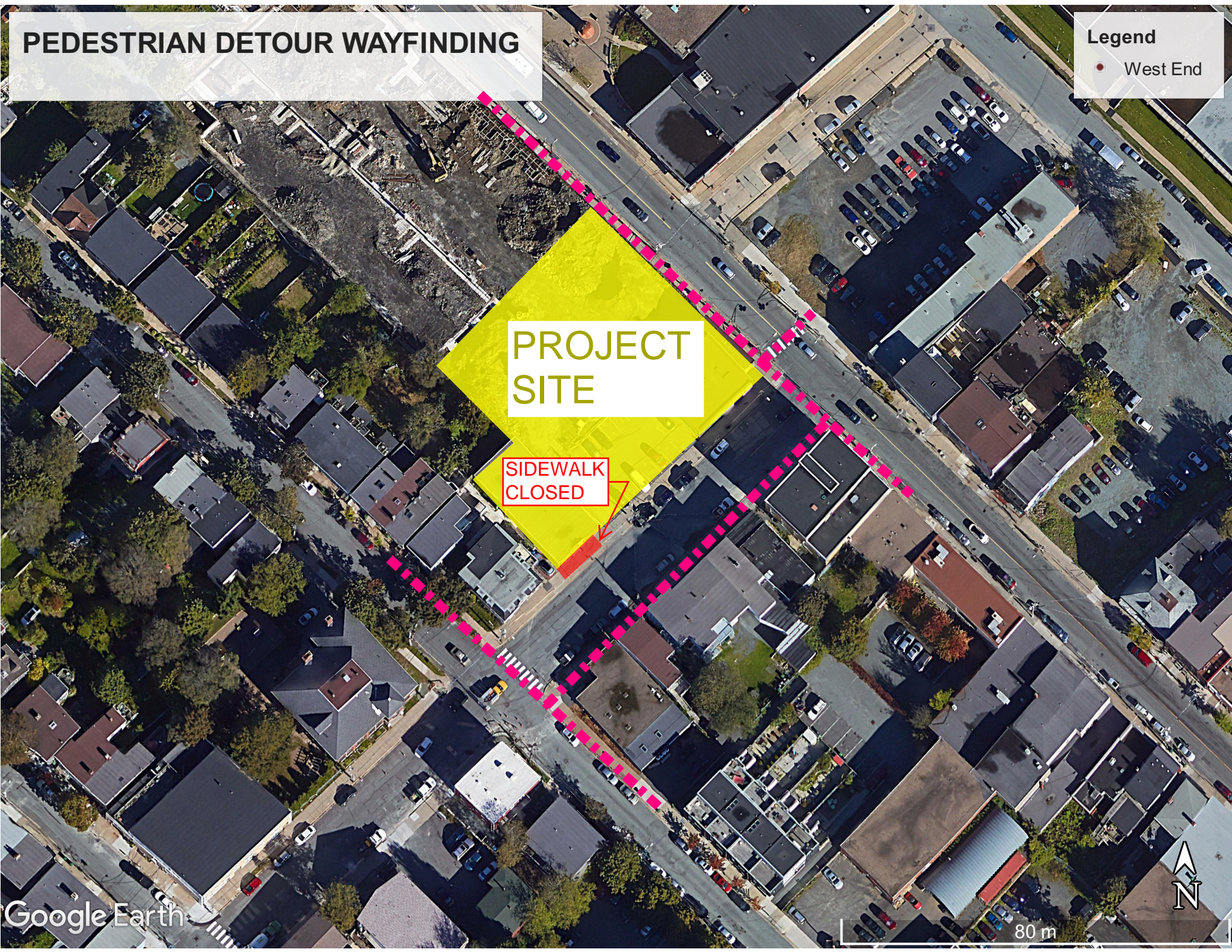
PEDESTRIAN DETOUR WAYFINDING

Legend

● West End

PROJECT
SITE

SIDEWALK
CLOSED



APPENDIX H
NAVIGATION CANADA APPROVAL



Serving a world in motion
navcanada.ca

December 19, 2018

Your file
5501 Cunard Street
Our file
18-5152

Mr. Ross Cantwell
HRM Apartments

Halifax, NS
B3K 5M2

**RE: Development Proposal/Plans: Building(s) and Crane(s) - Halifax, NS
(See attached spreadsheet)**

Mr. Cantwell,

NAV CANADA has evaluated the captioned proposal and has no objection to the project as submitted.

NAV CANADA does not require notification of construction; however, if you should decide not to proceed with this project, please advise us accordingly so that we may formally close the file. If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.

Please note that the subject proposal data has been distributed to external organizations for assessment of impacts on the procedures they maintain; they will contact you directly if any issues arise during their evaluation.

NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Innovation, Science and Economic Development Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA Engineering as deemed necessary.

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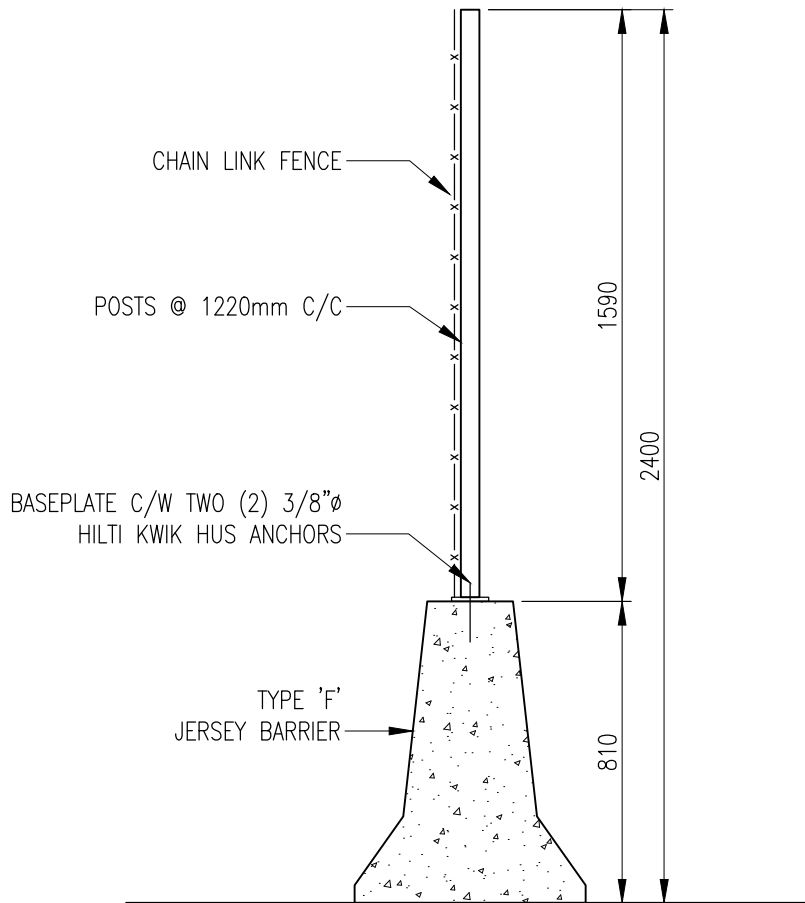
Yours truly,

Original Signed

Olivier Meier | NAV CANADA
Manager - Land Use and NOTAM Office

cc ATLR - Atlantic Region, Transport Canada
CHQE - HALIFAX (QE II HEALTH SCIENCES CENTRE)(HELI)
CIW2 - HALIFAX (IWK HEALTH CENTRE)(HELI)
CHS7 - HALIFAX (SOUTH END)(HELI)
CYAW - SHEARWATER(HELI)

APPENDIX I
INSTALLATION DETAILS



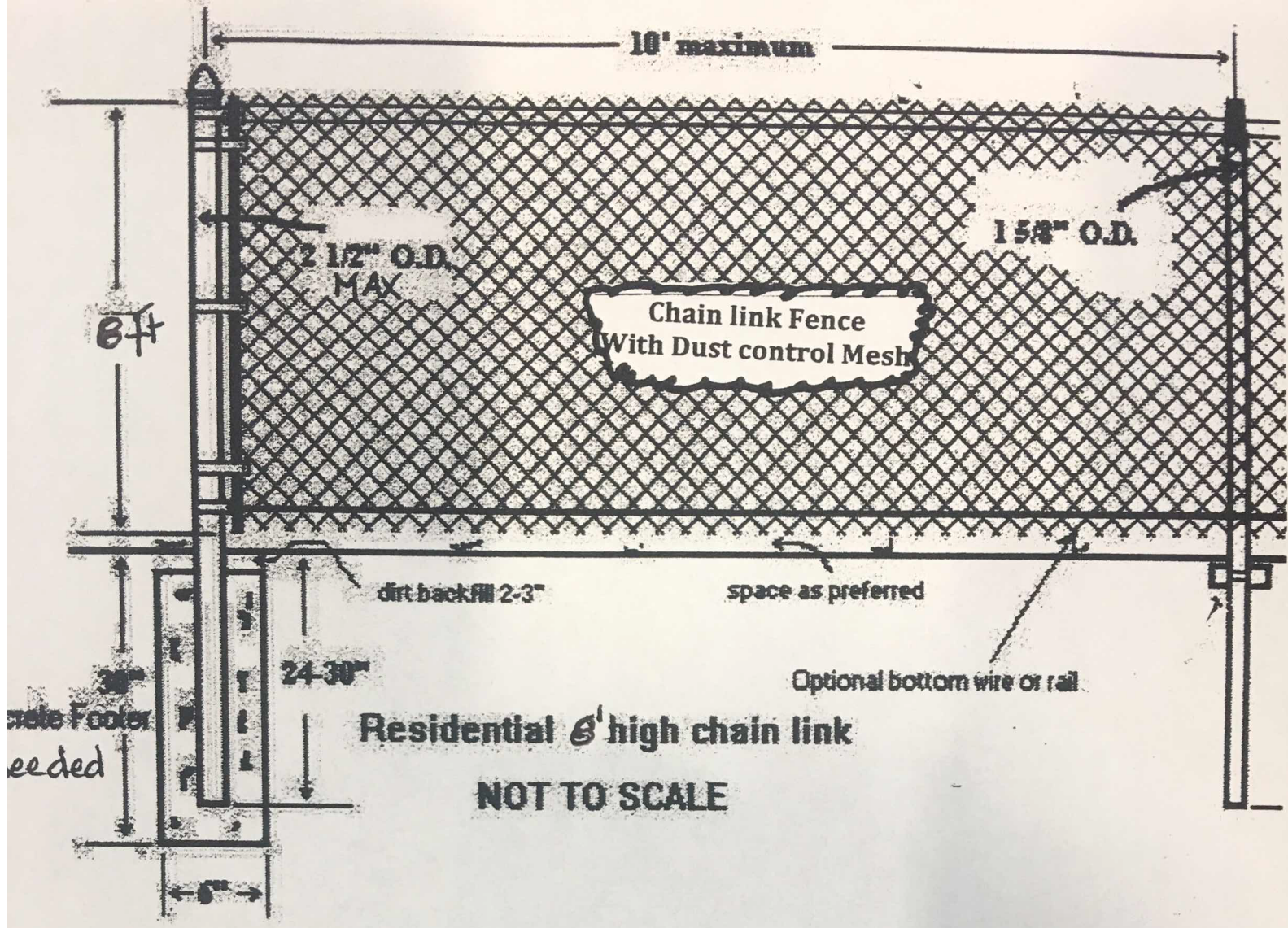
SIDEWALK PROTECTION – TYPICAL SECTION
SCALE = 1:20

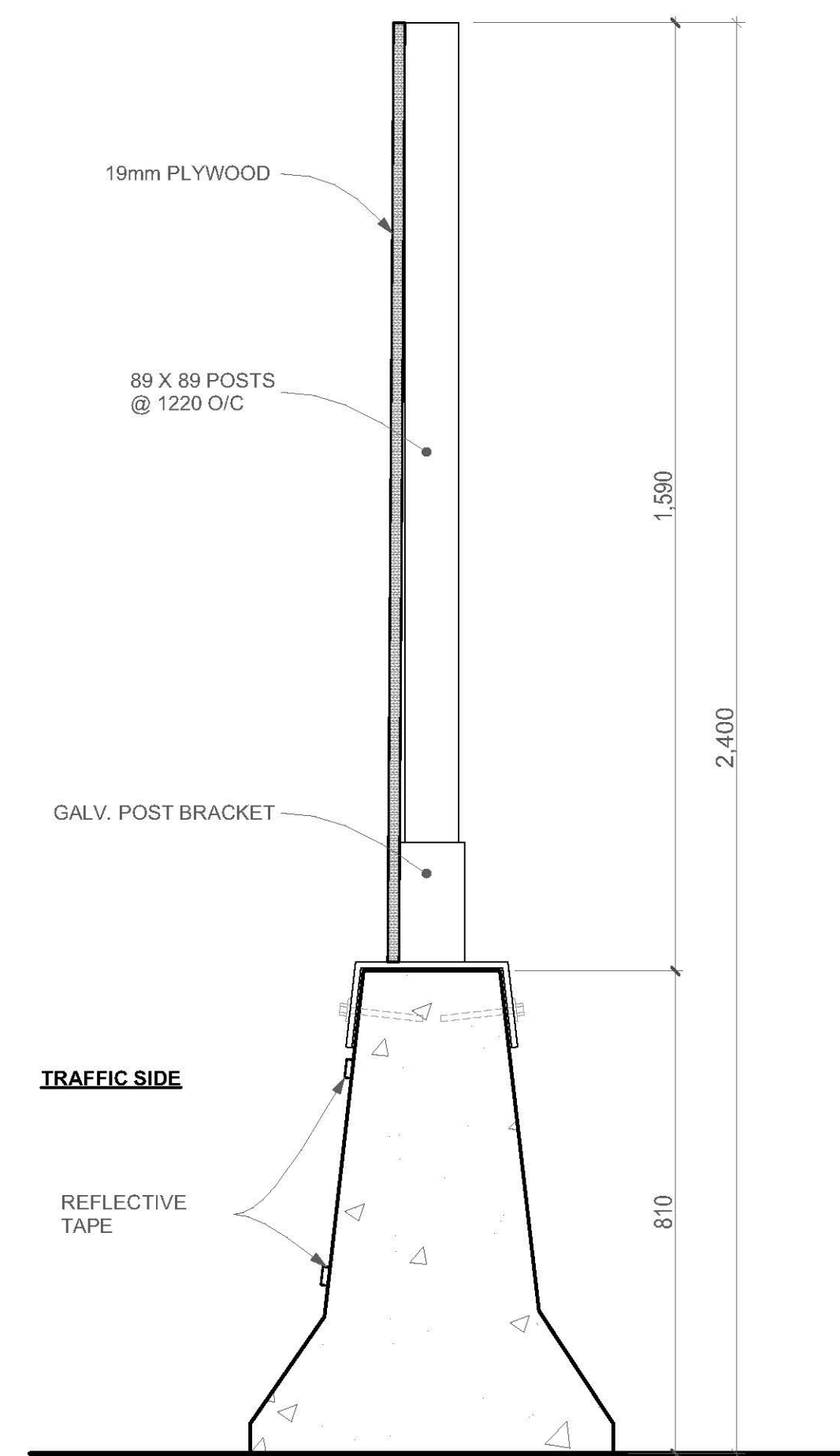


This drawing is to be used only in conjunction with latest version of drawing 2019-37 HRM-1.

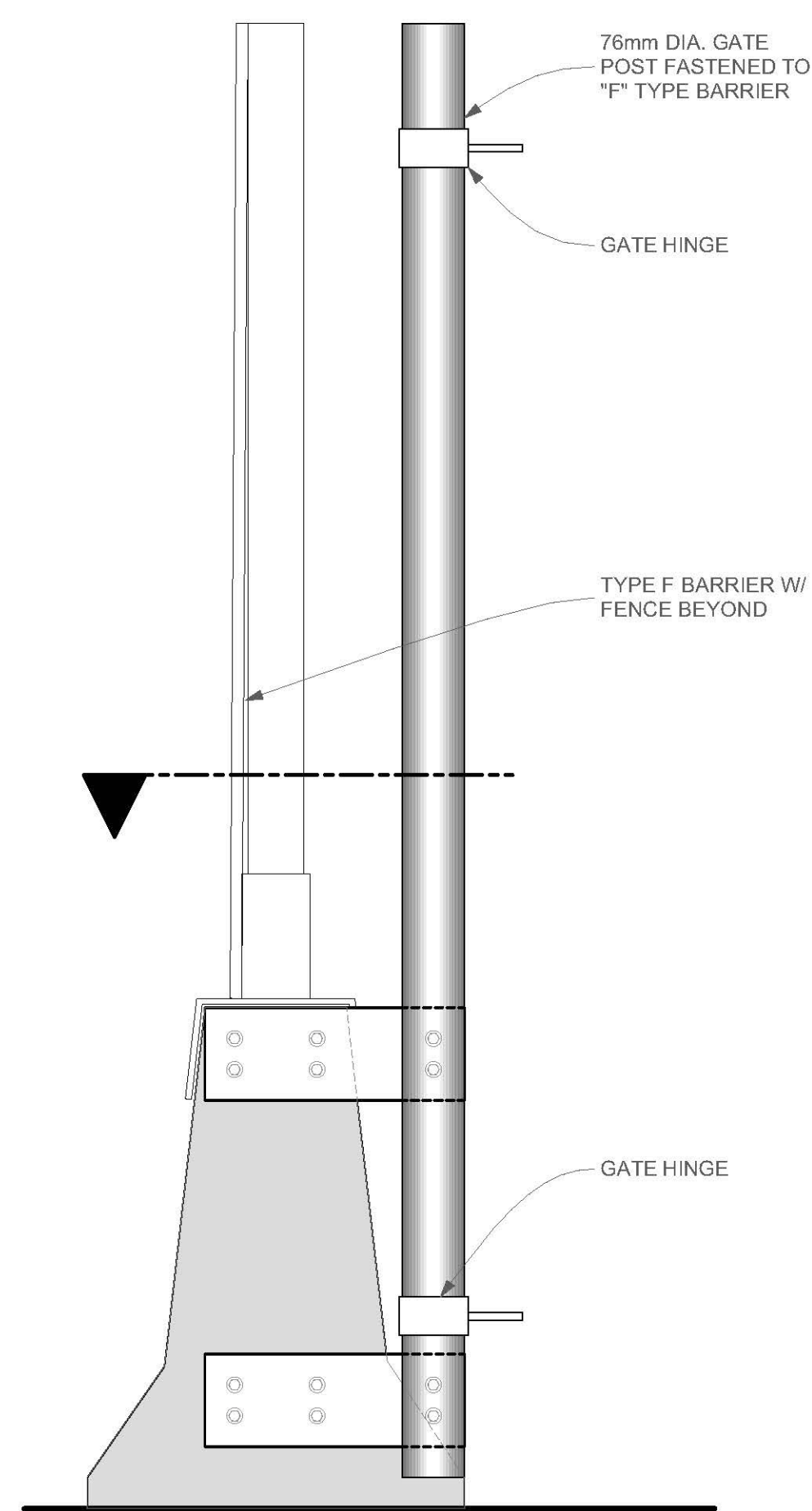


Use of this drawing constitutes acceptance of all terms and conditions as per Sani Terms of Engagement			Project: 5501 CUNARD STREET HALIFAX, NS	Title: SIDEWALK PROTECTION DETAILS	Scale: AS NOTED (for 8.5"x11" sheet)	Sketch: SK-1
Des: SS	Dwn: LC	Chk: SS	Client: 2300 GOTTINGEN STREET LIMITED	Date: FEB. 19, 2019	2019-37	

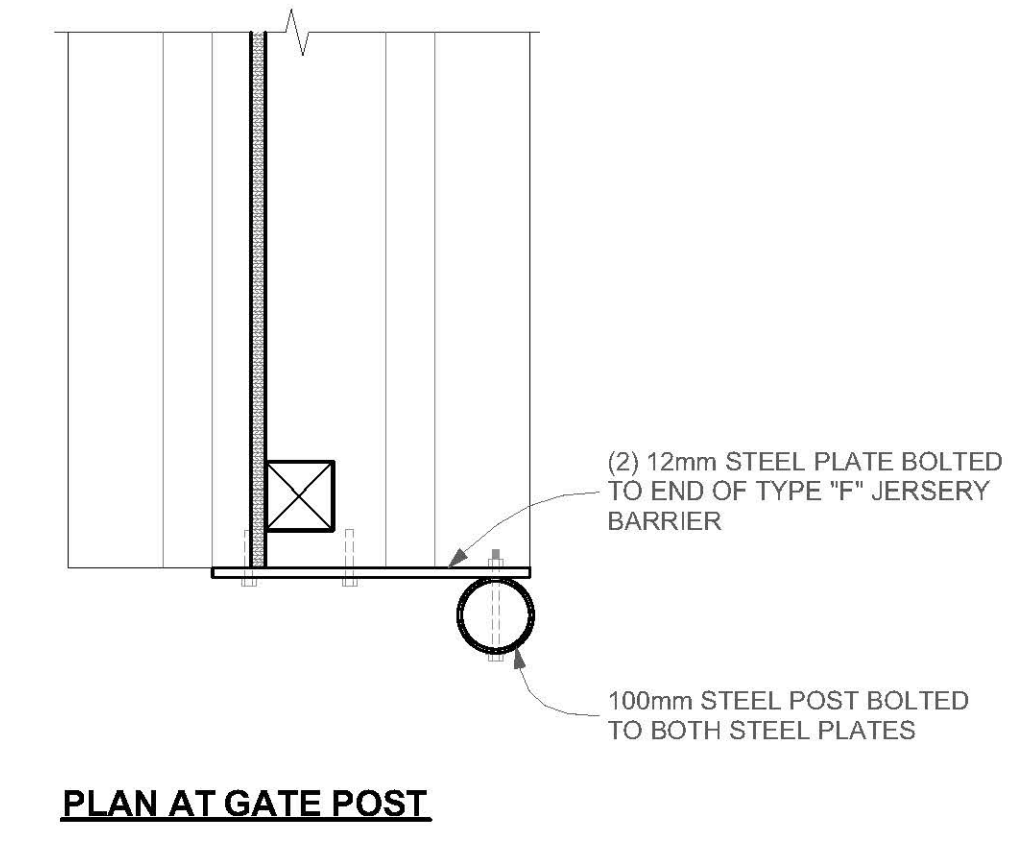




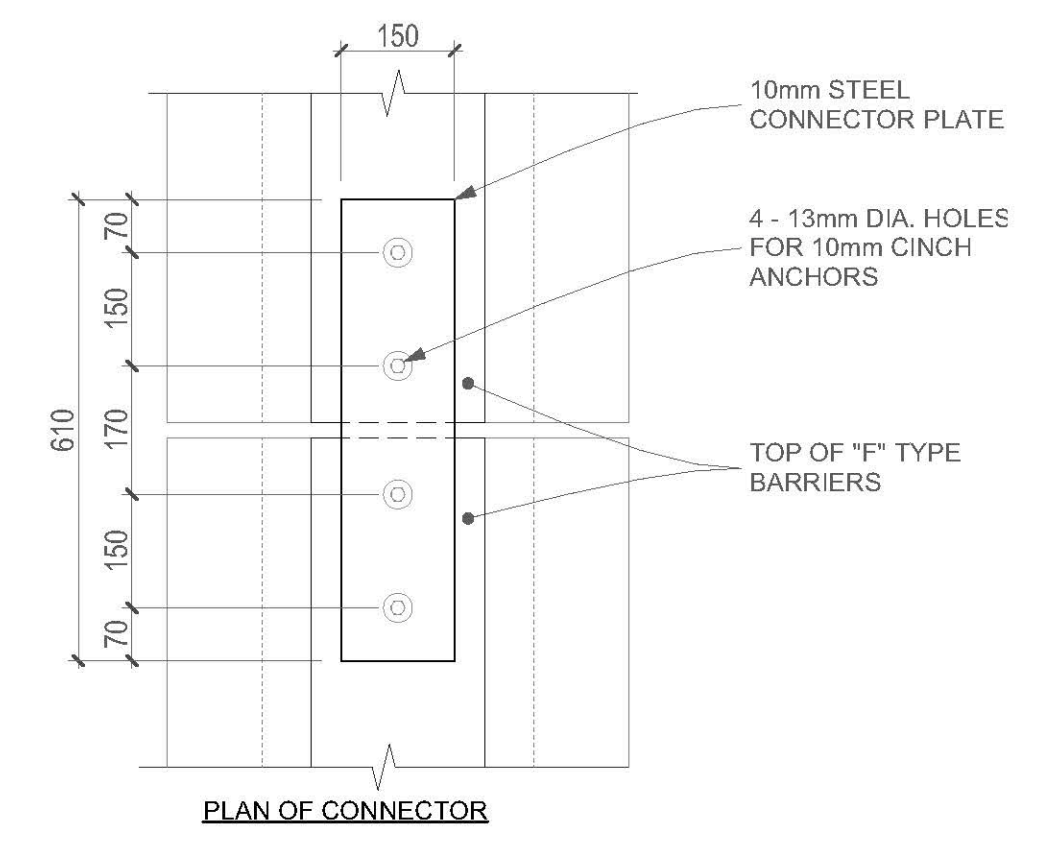
2 F TYPE BARRIER WITH FENCE
HRM-10 SCALE: 1:10



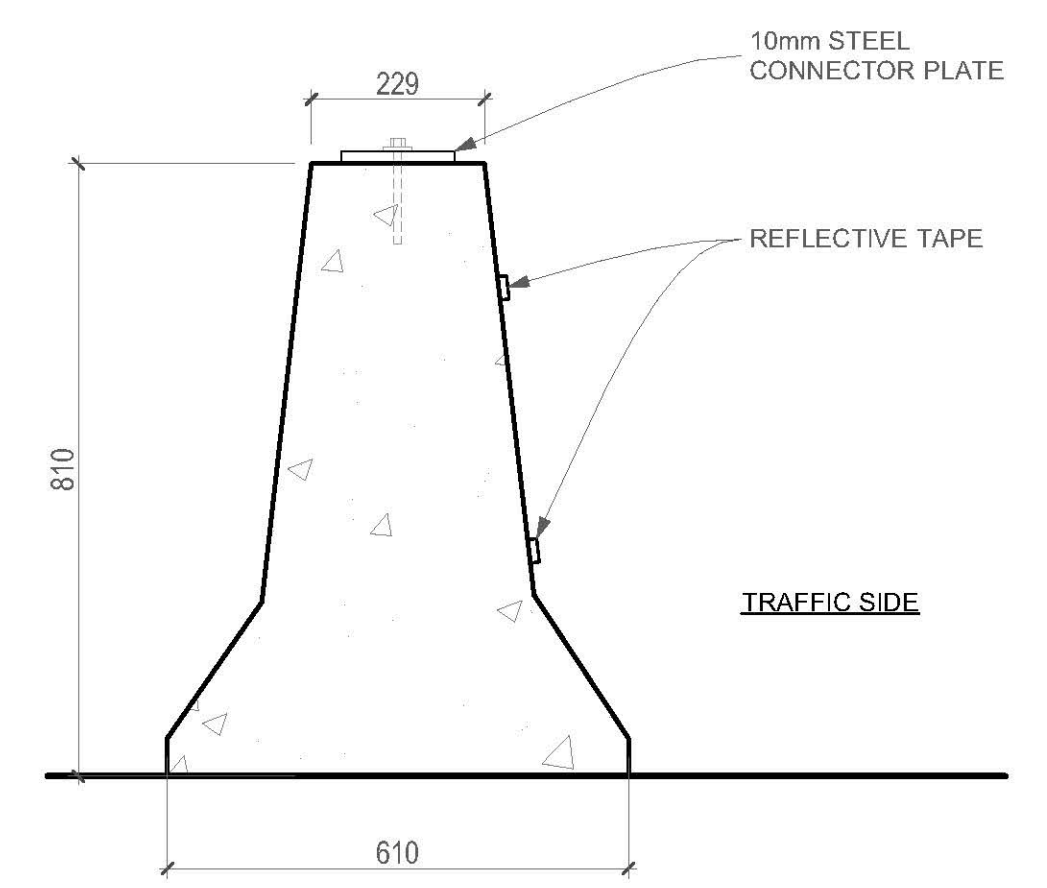
3 GATE POST CONNECTION TO F TYPE BARRIER
HRM-10 SCALE: 1:10



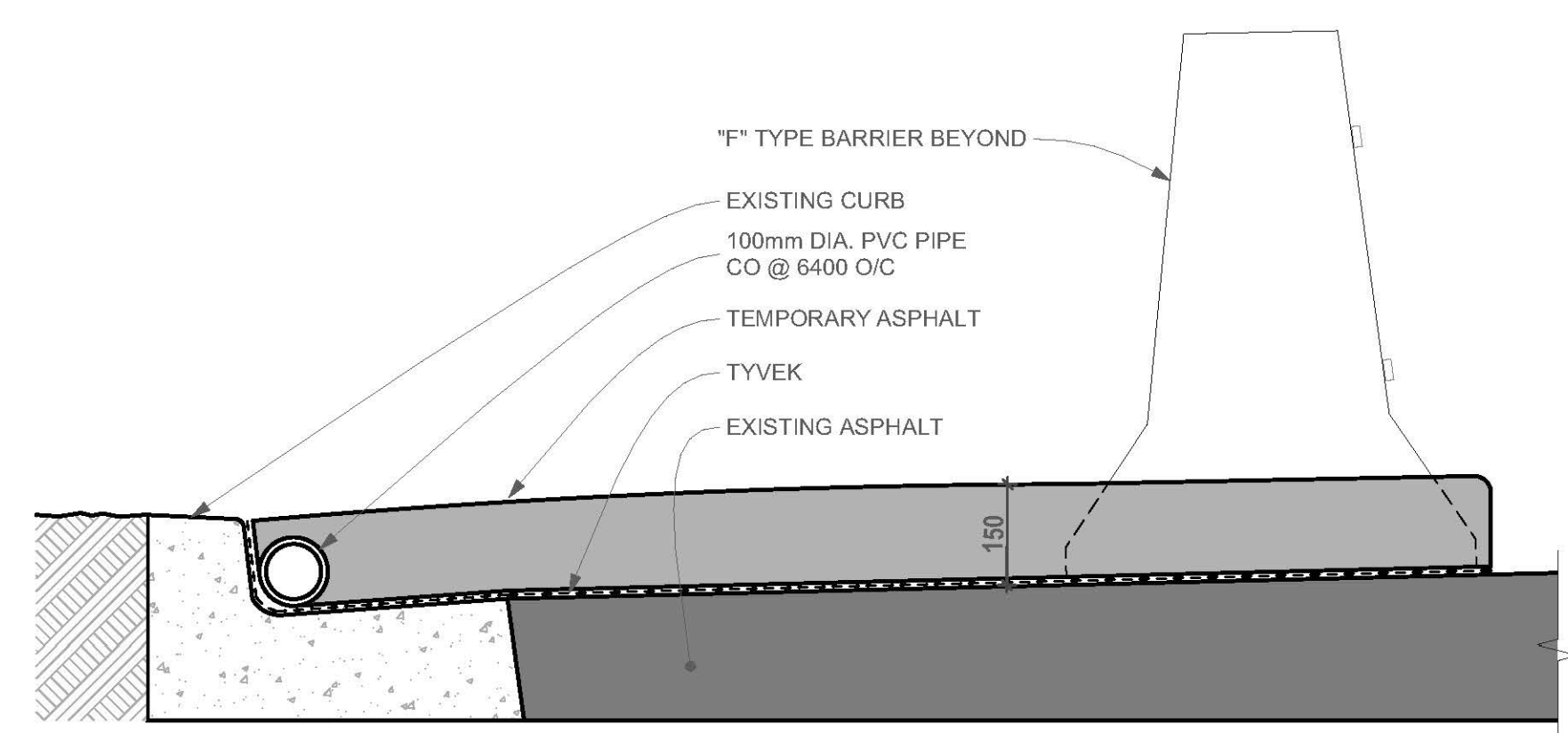
PLAN AT GATE POST



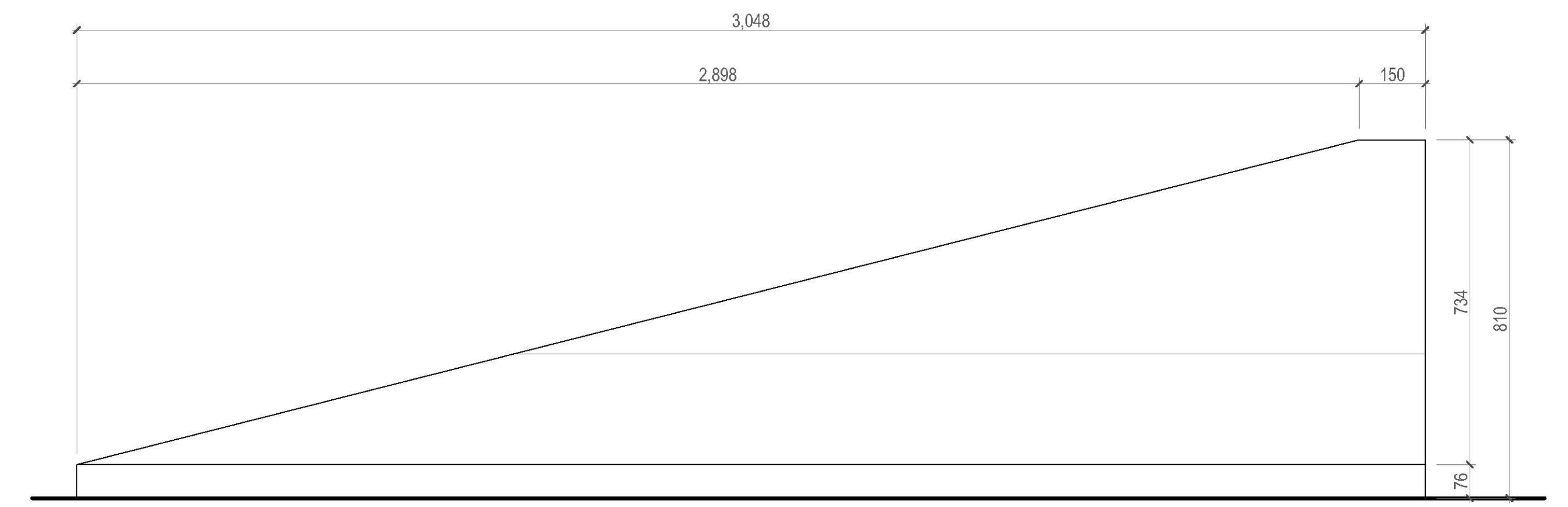
PLAN OF CONNECTOR



4 TYPICAL F TYPE BARRIER
HRM-10 SCALE: 1:10



5 TEMPORARY SIDEWALK AT ROBIE STREET
HRM-10 SCALE: 1:10



6 TAPERED F TYPE BARRIER
HRM-10 SCALE: 1:10