

PLANAPP 2023-01096: Frequently Asked Questions

HRM Planning staff received a series of questions from residents about this proposal, many of which were similar in nature. Staff felt that the best way to respond to these questions was to post a Frequently Asked Questions document for all residents or interested members of the public to view.

**Responding to these questions required input from other HRM departments including Development Engineering and Traffic Services. All responses provided by staff are based on the applicable policies, regulations, guidelines and information/studies submitted by the applicant for their proposal.*

1. What is a traffic study, who prepares them, and how does HRM review them?

Traffic studies are written at the expense of the applicant by professional engineers. These studies are submitted at the start of the planning application process and give HRM engineers a sense of how a project might impact the surrounding street network both from a safety and capacity perspective. Once submitted, studies are reviewed by HRM engineers to ensure they meet HRM policies, and that the findings in the report are supported by the evidence provided. Any needed changes to the study are outlined for the applicant, and this work continues until both sides are in agreement. The traffic study is then used to decide on any upgrades or changes to the surrounding street network that may be required to make sure the impact is minimized.

2. What type of analysis is required for a traffic impact study? Does HRM Engineering staff consider the average number of vehicles per household within the existing neighbourhood? Are the projected volumes noted in the traffic study reasonable to consider? Do the traffic studies consider other developments proposed in the area?

The general objectives of Traffic Impact Studies (or Assessments) include identifying the current operations of the adjacent roadway and impacted intersections, the anticipated operations with estimated background growth, and the anticipated operations with background growth plus the additional traffic generated by the development. The studies then identify any potential issues and offer recommendations to mitigate those concerns.

Rather than estimating the number of vehicles per household, and the current distribution of those vehicles, traffic volumes are counted at key intersections during the peak hours (typically weekday AM and PM) to capture the current conditions. The number of vehicles that would be expected for a multi-unit residential development (or any development) is typically estimated using the most recent edition of Institute of Transportation Engineers' (ITE's) Trip Generation Manual. ITE's trip generation manual is considered best practice. The applicant's consultant has done this in their submission.

Traffic studies submitted by an applicant must follow the [HRM Traffic Impact Study Guidelines](#). They include an assessment of cumulative traffic and changes to the street network associated with other development proposals in the study area. These development proposals may be approved or could be approved before the development under review is completed.

3. Who pays to fix sidewalks, roads, or trees that may be impacted during construction? Who pays for infrastructure improvements for things like pipes or street upgrades?

The developer is fully responsible to reinstate any public property that is removed or damaged during the construction process. This includes public sidewalks, curbs, streets, street trees, parklands, or other impacted infrastructure. The applicant is also expected to pay their portion of infrastructure upgrades that may be required because of their development proposal. Acknowledging that other land owners may benefit from these upgrades, the contribution required for any given application is decided on a case-by-case basis depending on the specifics of a property.

4. When will sidewalks be installed and on which roads within the Brunello development?

All new streets within the Brunello development will have a minimum of one sidewalk constructed by the Developer and deeded over to the Municipality.

5. When and where will crosswalks be installed along Timberlea Village Parkway?

Crosswalks will be installed in 2024 at the Brunello Way/Timberlea Village Parkway/Maple Grove intersection, and at the Marketway Lane/Timberlea Village Parkway/Amalfi Way intersection.

6. Which intersections will be signalized on Timberlea Village Parkway?

Impacts to traffic and pedestrian management within the Brunello development is an ongoing consideration by the Municipality. As development continues, traffic analysis will be conducted in relation to each subdivision phase.

The traffic analysis conducted in relation to each phase of subdivision will identify when traffic volume has increased such as to trigger necessary upgrades to the road network. This includes identifying when the installation of traffic lights and/or turning lanes to main intersections along Timberlea Village Parkway will be required. Below are a few anticipated updates for this general area:

- Currently HRM anticipates installing traffic signals at the St. Margarets Bay Road/Timberlea Village Parkway intersection in 2024.
- Traffic Signals are anticipated for the Brunello Way/Timberlea Village Parkway/Marple Grove intersection, however these will be installed during a future phase of the Brunello development.
- The intersection of Marketway Lane/Timberlea Village Parkway/Amalfi is being monitored for future traffic signals as the development progresses.
- Traffic control in the form of traffic signals or a roundabout will be considered for the intersection of Marketway Lane/Timberlea Village Parkway/future new street connection (near the Hwy 103 ramps). This intersection is being monitored as development progresses.

7. How are construction activities monitored and regulated in the Municipality?

Construction activities in the Municipality are administered through several bylaws, which regulate various aspects of the construction process:

[Blasting By-law B-600](#): Outlines minimum standards permitted when blasting within the Municipality. All blasting activities require a Blasting Permit from HRM.

[Grade Alteration and Stormwater Management Associated With Land Development: G-200](#) Applies to the grade alteration and Stormwater Management of the land.

[Construction Management Administrative Order 2018-05-ADM:](#) Outlines best management practices for development of sites in proximity to public streets.

[Noise By-Law N-200:](#) States that construction noise activity is permitted between the hours of 7:00am – 8:00 pm on weekdays, 8:00am-7:00pm on Saturdays, and 9:00 am-7:00 pm on Sundays, Statutory Holidays, Civic Holidays and Remembrance Day.

[Truck Routes By-Law T-400:](#) Controls the routes trucks must use and how trucks access a given site. This by-law applies to trucks used for hauling construction material and commercially uses as well (i.e. moving vans, deliveries, etc.).

[Streets By-Law S-300:](#) Regulates permitted excavation activities within the public right-of-way. This By-Law also applies to keeping the street free of dirt and debris from construction and associated traffic.

[HRM Traffic Control Manual Supplement:](#) Includes provisions created by HRM to be used in addition to the “Nova Scotia Temporary Workplace Traffic Control Manual” published and regulated by Nova Scotia Transportation and Infrastructure Renewal.

8. Who can the public contact with traffic related concerns?

Staff recommend contacting 311 for traffic related questions as this allows each question to be directed to the correct department to provide a reply. Alternatively, you contact the planner on the file who can also redirect your concerns.