

July 14th, 2023

Halifax Regional Municipality

PO Box 1749

Halifax, NS

B3J 3A5

Attention: Jill Morrison, P.Eng., Traffic Services Supervisor – HRM Traffic Management

RE: Brunello Phase 7 Traffic Impact Study Amendment

A traffic impact study for Phase 7 of The Links of Brunello was submitted to HRM on June 13th, 2022. The study included 54 single-family homes and 486 multi-family units on Marketway Lane. The unit count for Phase 7 has been amended to include 30 single-family homes and 574 multi-family units.

Site generated traffic has been calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The trip calculation has considered the original unit count proposed for Phase 7, the amended unit count for Phase 7 and the addition of the Mayflower Curling Club. The increased unit count for Phase 7 adds 15 two-way vehicle trips during the AM peak hour and 12 two-way vehicle trips during the PM peak hour. The curling club adds an additional 70 two-way trips during the PM peak hour. Calculations are provided in Table 1.

Table 1: Site generated traffic calculations

Land Use	Code	Units	Variable	Trip Generation Rates ¹						Trips Generated			
				AM Peak			PM Peak			AM Peak		PM Peak	
				Rate	In	Out	Rate	In	Out	In	Out	In	Out
Single-Family Detached Housing	210	54	Units	0.7	0.25	0.75	0.94	0.63	0.37	9	28	32	19
Multifamily Housing (Mid-Rise)	221	486	Units	0.37	0.23	0.77	0.39	0.61	0.39	41	138	116	74
Total Estimated Site Generated Trips (Original Density)										51	167	148	93
Single-Family Detached Housing	210	30	Units	0.7	0.25	0.75	0.94	0.63	0.37	5	16	18	10
Multifamily Housing (Mid-Rise)	221	574	Units	0.37	0.23	0.77	0.39	0.61	0.39	49	164	137	87
Total Estimated Site Generated Trips (Amended Density)										54	179	154	98
Net Change in Site Generated Trips with Amended Density										3	12	7	5
Curling Club	Estimated in Mayflower Curling Club traffic impact statement											61	9
Net Change in Site Generated Trips Total										3	12	68	14
Notes:	1. Trip generation rates from ITE <i>Trip Generation Manual</i> , 11th Edition.												

The Phase 7 traffic impact study did not identify upgrades for the intersection of Timberlea Village Parkway and Marketway Lane, the primary access for the development. A traffic study was also completed for Phases 8-12 of Brunello, which identified the need for traffic signals at the Timberlea Village Parkway and Marketway Lane intersection. An additional traffic impact study is being completed for Phases 14 & 15 of Brunello. Phase 15 adds a fourth leg to the Timberlea Village Parkway and Marketway Lane intersection.

The planned signalization of the Timberlea Village Parkway and Marketway Lane intersection will accommodate the additional vehicle trips associated with the amendments to Phase 7. The additional

proposed trips will be updated within the Phase 14 & 15 traffic impact study to ensure that all planned development is included in its analysis. Any additional upgrades required to accommodate all phases of Brunello will be identified in that study.

Summary and Conclusion

The following summary and conclusions have been developed through the review of the Brunello traffic impact studies and site generated traffic calculations:

- The addition proposed units within Phase 7 of Brunello will add 15 two-way vehicle trips during the AM peak hour and 12 two-way vehicle trips during the PM Peak hour.
- The Mayflower Curling Club will add 70 two-way vehicle trips during the PM peak hour.
- No upgrades were identified in the Phase 7 traffic impact study. The Phase 8-12 traffic impact study identified signalization of the Timberlea Village Parkway and Marketway Lane intersection.
- The on-going traffic impact study for Phases 14 & 15 will include the difference in proposed trips and ensure that all planned development is included in the analysis. Any upgrades that would be required for the overall development will be identified.
- The increased unit count does not create additional concerns with traffic in the area.

Thank you,

DesignPoint Engineering & Surveying Ltd.

ORIGINAL SIGNED

Harrison McGrath, P.Eng.
Transportation Engineer