



Subject: *Municipal Standards Update*
To: Executive Committee
Date Prepared: October 6, 2023
Related Motions: C20(163), C21(58) & C22(269)
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Summary

The Municipal Standards for water, wastewater and transportation were updated in July 2022. Council was advised at that time that these standards would be reviewed on a regular basis and amended/revised as necessary. Staff have completed a recent review of the standards with a focus on further continuous improvement.

This report is recommending three specific edits in response to recent learnings in how development plans can change over time or have operational impacts. The first update will enable the Municipal Engineer to require traffic calming on proposed roads, if, in their opinion, the road design will result in high vehicle speeds. The second update will provide more options for technical reviews, in an effort to reduce the number of unnecessary temporary turning areas/'dead end roads' which will improve the efficiency of snow clearing operations. The third update will trigger more technical dialogue with development applicants looking to establish driveways with access over sidewalks, ensuring enough length for vehicles to park without blocking the usable path.

Financial Impact Statement

There is no financial impact associated with these recommended revisions. The standards apply to new subdivisions built by developers.

Recommendation

To approve the proposed revisions to the Municipal Standards.

Recommended Motion

Move that the Infrastructure & Operations Committee recommends to Council that Council approves the revisions to the Municipal Standards as attached to the Executive Committee agenda of October 17, 2023.

Background

The Municipal Standards were first established in 1999 to provide uniformity in subdivision development in East Hants. Changes in industry practice require the Standards to be updated to reflect current practice and to provide more sustainable infrastructure. The Standards were last updated in July 2022.

Discussion

The following revisions are proposed:

Section	Original Wording	Proposed Wording	Reason
7.0 (P.44)	N/A	The Municipal Engineer, at their sole discretion, may require proposed roads to include traffic calming measures. All traffic calming measures shall be designed and installed in compliance with the current edition of The Canadian Guide to Traffic calming, published by the Transportation Association of Canada.	To ensure that new road designs deter speeding vehicles.
7.2 (P.44)	N/A	Also, where practical, subdivision phases shall include road layouts that eliminate the need for temporary turning areas.	This will reduce the number of temporary 'dead ends' and will make snow clearing operations easier.

7.6 (P.48)	Sidewalk shall be a minimum of 100mm thick. Driveway locations shall be a minimum of 150mm thick and shall be reinforced with welded wire mesh (WWM). Driveway ramps shall be 150mm thick with WWM reinforcement.	Sidewalk shall be a minimum of 100mm thick. Driveway locations shall be a minimum of 150mm thick and shall be reinforced with welded wire mesh (WWM). Driveway ramps shall be 150mm thick with WWM reinforcement. Driveways shall be of sufficient length to ensure that parked vehicles do not overhang the adjacent sidewalk. Driveway lengths are to be agreed with the Municipal Engineer.	This is to prevent parked vehicles from preventing snow clearing of sidewalks.
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Alternatives

To continue using the 2022 version of the standards when reviewing Engineering designs.

Conclusion

Incorporating the proposed revisions to the Municipal Standards will result in the design of more sustainable infrastructure.