Technical Memorandum

To:	Mike Giampa, P.Eng.	Date:	2026-10-07
Cc:	Mustapha Arkadan		
From:	Reihaneh Azhdar, Andrew Harte, P.Eng.	Project Number:	2026-168

Re: Richmond South OPA – TIA Update Memo

Introduction

The proposed development is located at 6305 & 6371 Ottawa Street West in the Village of Richmond. A draft plan of subdivision was submitted in 2023 to support the construction of 106 single-detached homes and 79 townhomes. The subdivision was proposed to be accessed via Meynell Road through Mattamy's Phase 6, with connections at Showman Street at the north end of the subdivision and Patchwork Place at the south end of the subdivision, as well as an extension of Burke Street, and a walkway connection to Ottawa Street West. The approved TIA report for 6305 Ottawa Street West was prepared and submitted by CGH Transportation in December 2023.

The draft plan of subdivision is being revised to include 126 single-detached homes and 101 townhomes. The revised plan proposes access via Meynell Road through Mattamy's Phase 6 and walkway connections to Queen Charlotte Street and Ottawa Street West. Attachment 1 illustrates the updated draft plan of subdivision.

This memo has been prepared to support the proposed increase in the unit count and to review changes to the draft plan in support of the official plan amendment application.

Trip Generation Comparison

Table 1 summarizes the trip generation analysis completed as part of the approved TIA for 6305 Ottawa West (December 2023), based on the TRANS Trip Generation Manual (2020), and provides a comparison with the updated unit counts and the resulting net changes in the site-generated trips. It should be noted that the existing average district mode shares by land use for Rural Districts, including Southwest have been applied for the proposed land uses. The transit mode share has been adjusted to reflect the existing transit service, as there are no inbound transit routes to the village during the AM peak period and no outbound transit routes from the village during the PM peak period. Therefore, the transit mode shares associated with these off-peak directions have been reassigned to the auto mode shares. The directional mode share targets to be applied to the subject development for each peak hour are summarized in Attachment 2.

Table 1: Trip Generation by Mode -Comparison

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Approved TIA 2023	Auto Driver	85%	39	93	132	75%	77	51	128
	Auto Passenger	10%	5	12	16	15%	15	10	25
	Transit	5%	3	6	9	5%	6	3	9
	Cycling	0%	0	0	0	0%	0	0	0
	Walking	0%	0	0	0	5%	6	4	10
	Total	**100%**	**47**	**111**	**157**	**100%**	**104**	**68**	**172**
Proposed	Auto Driver	-	48	107	155	-	93	67	160
	Auto Passenger	-	8	18	26	-	21	15	36
	Transit	0%/5%	0	8	8	5%/0%	7	0	7
	Cycling	-	1	3	4	-	3	2	5
	Walking	-	0	0	0	-	0	0	0
	Total	**100%**	**57**	**136**	**193**	**100%**	**124**	**84**	**208**
Net	Auto Driver	-	+9	+14	+23	-	+16	+16	+32
	Auto Passenger	-	+3	+6	+10	-	+6	+5	+11
	Transit	-	-3	+2	-1	-	+1	-3	-2
	Cycling	-	+1	+3	+4	-	+3	+2	+5
	Walking	-	0	0	0	-	-6	-4	-10
	Total	**100%**	**+10**	**+25**	**+36**	**100%**	**+20**	**+16**	**+36**

As shown above, the proposed draft plan will result in additional 23 vehicle trips during the AM peak hour and 32 vehicle trips during the PM peak hour when compared to the approved TIA.

The trip assignment assumptions from the approved TIA are considered unchanged. Given the removal of the previously assumed site access via the extension of Burke Street, all site-generated trips will be assigned to the site access on Meynell Road through Mattamy's Phase 6.

Based on the approved TIA, there is residual capacity during the AM peak hour at the Perth Street at Meynell Road/Oldenburg Avenue roundabout to accommodate the additional trips resulting from the increase in unit count.

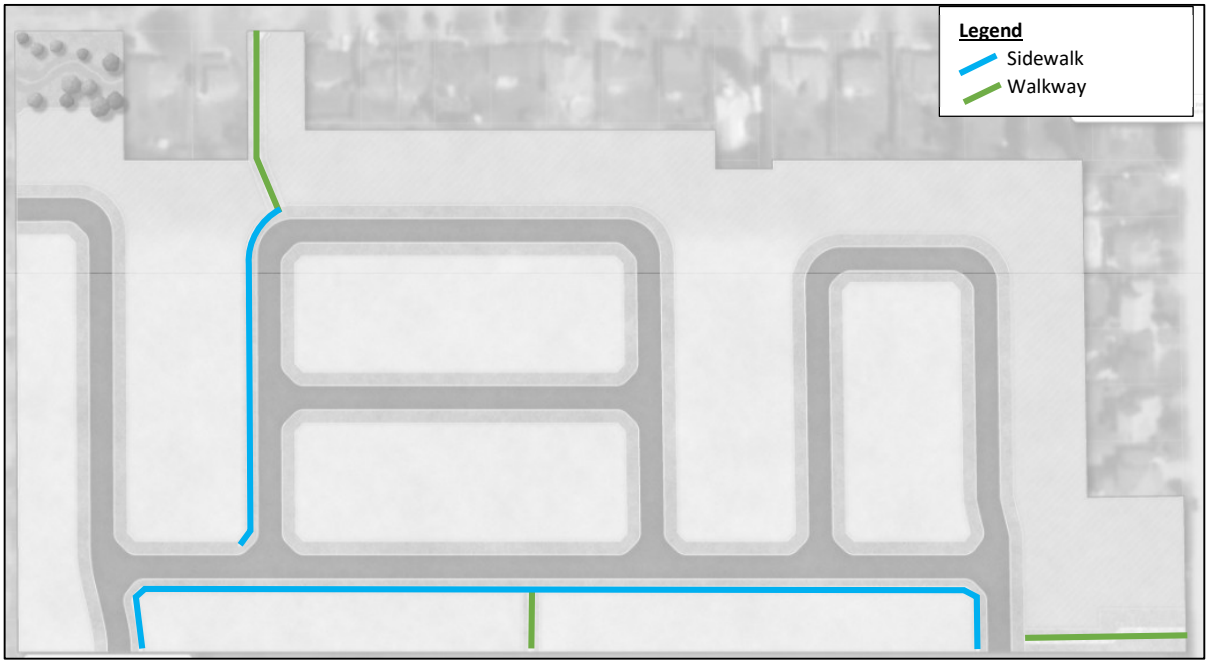
During the PM peak hour, there is residual capacity on the eastbound approach to accommodate the additional trips. As noted in the approved TIA, capacity constraints and delay concerns were identified on the southbound approach of Oldenburg Avenue at this roundabout due to the increased traffic volumes along Perth Street, limiting the ability of southbound left-turning vehicles to enter the roundabout. However, as recommended in the approved TIA, the residual capacity at the signalized intersection of Perth Street at Nixon Farm Drive/Fowler Street can accommodate these left turning trips. The additional trips resulting from the increase in unit count are not expected to change operational conditions identified as part of the approved TIA.

Site Review

Design for Sustainable Modes

The proposed development remains a residential subdivision, with each dwelling including a driveway and garage. Bicycle parking is assumed to be within the individual units. The proposed conceptual pedestrian network with connections to adjacent pedestrian facilities is illustrated in Figure 1.

Figure 1:Conceptual Pedestrian Network



New Street Network

The previously assumed site access via the extension of Burke Street will be removed, and the site is assumed to be accessed solely via Meynell Road through Mattamy's Phase 6, with connections at Showman Street at the north end of the subdivision and Patchwork Place at the south end of the subdivision. The planned street network will continue to include 18.0 metre local roadways with opportunities for parking on one side of the road. No changes to the previously proposed traffic calming elements are anticipated.

No changes to the corner triangles are proposed. No further changes from the previously approved TIA have been identified.

Conclusion

The revised draft plan proposes an increase in the unit count and the removal of the previously assumed Burke Street access. A minor increase in site-generated vehicle trips is expected during the peak hours, with no significant changes to the operational conditions identified in the approved TIA (December 2023). Therefore, the conclusions and recommendations of the approved TIA remain valid in support the official plan amendment application for the subject subdivision. It is recommended that, from a transportation perspective, the proposed development application proceed.

Prepared By:

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Reviewed By:



Andrew Harte, P.Eng.
Senior Transportation Engineer

Attachment 1

Updated Draft Plan of Subdivision

CGH TRANSPORTATION

CAIVAN

6305,6371 OTTAWA STREET WEST

DRAWING: BP-1
DATE: 2026-10-05
AUTHOR: TF
SCALE: 1:1100



Attachment 2

Directional Mode Share Targets

CGH TRANSPORTATION

Table 1: TRANS Trip Generation Manual Recommended Mode Shares – Rural Districts

Travel Mode	Single-Detached		Multi-Unit (Low-Rise)	
	AM	PM	AM	PM
Auto Driver	60%	67%	66%	62%
Auto Passenger	14%	17%	13%	19%
Transit	24%	14%	21%	16%
Cycling	2%	2%	1%	3%
Walking	0%	0%	0%	0%
Total	**100%**	**100%**	**100%**	**100%**

Table 2: Proposed Development Mode Shares – Rural Districts

Travel Mode	Single-Detached				Multi-Unit (Low-Rise)			
	AM		PM		AM		PM	
	In	Out	In	Out	In	Out	In	Out
Auto Driver	84%	79%	76%	81%	87%	82%	73%	78%
Auto Passenger	14%	14%	17%	17%	13%	13%	19%	19%
Transit	0%	5%	5%	0%	0%	5%	5%	0%
Bicycle	2%	2%	2%	2%	1%	1%	3%	3%
Walk	0%	0%	0%	0%	0%	0%	0%	0%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Table 3: Trip Generation by Mode -Proposed

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Single-Detached	Auto Driver	**84%79%**	31	69	100	**76%/81%**	64	43	107
	Auto Passenger	**14%**	5	12	17	**17%**	14	9	23
	Transit	**0%/5%**	0	5	5	**5%/0%**	5	0	5
	Cycling	**2%**	1	2	3	**2%**	2	1	3
	Walking	**0%**	0	0	0	**0%**	0	0	0
	Total	**100%**	**37**	**88**	**125**	**100%**	**85**	**53**	**138**
Multi-Unit (Low-Rise)	Auto Driver	**87%/82%**	17	38	55	**73%/78%**	29	24	53
	Auto Passenger	**13%**	3	6	9	**19%**	7	6	13
	Transit	**0%/5%**	0	3	3	**5%/0%**	2	0	2
	Cycling	**1%**	0	1	1	**3%**	1	1	2
	Walking	**0%**	0	0	0	**0%**	0	0	0
	Total	**100%**	**20**	**48**	**68**	**100%**	**39**	**31**	**70**
Total	Auto Driver	-	48	107	155	-	93	67	160
	Auto Passenger	-	8	18	26	-	21	15	36
	Transit	-	0	8	8	-	7	0	7
	Cycling	-	1	3	4	-	3	2	5
	Walking	-	0	0	0	-	0	0	0
	Total	**100%**	**57**	**136**	**193**	**100%**	**124**	**84**	**208**