



# Technical Memorandum

To: Colin Haskin – Caivan Date: 2023-05-05

Cc:

From: Andrew Harte; John Kingsley – CGH Project Number: 2019-43

## Re: The Ridge Phases 3 & 4 – TIA Addendum

### 1 Introduction

This memo serves to confirm the validity of the traffic work supporting the Phases 3 and 4 of Caivan’s The Ridge Subdivision (3717 Borrisokane Road Transportation Impact Assessment, CGH, August 2021) and the redline changes proposed in May 2023.

The following sections will outline a comparison of the trip generation and subdivision concept to denote the changes, determine if additional review is required, and identify the next steps to satisfy the typical approval process.

### 2 Trip Generation

The August 2021 plan of subdivision considered 61 detached single dwellings and 589 townhome units for the Phase 3 & 4 lands. The redline changes result in an updated mix of 61 detached dwellings, 642 townhome units within the development area. This represents an increase of 53 townhome units within Phases 3 & 4.

Since the 2021 TIA was prepared, an update to the trip generation methodology for developments in Ottawa has been released as the TRANS Trip Generation Manual (2020). The August 2021 TIA was prepared using the old TRANS 2009 methodology and assessed the traffic operations using those forecasted volumes. Table 1 summarizes the trip generation from the August 2021 TIA using the TRANS 2009 methodology, and for the May 2023 redline concept using the TRANS 2020 methodology.

Table 1: Peak Hour Trip Comparison

Concept Plan	Methodology	Peak Hour	Peak Hour Trips by Mode					Total Person Trips
			Auto	Auto Passenger	Transit	Cycling	Walking	
2021 Plan of Subdivision	TRANS 2009	AM	392	99	99		66	656
		PM	462	115	115		77	769
May 2023 Redline	TRANS 2020	AM	235	63	141	11	51	501
		PM	254	71	127	11	71	534
Net Difference		AM	-157	-36	+42		-4	-155
		PM	-208	-44	+12		+5	-235

The updates to both the unit count and the TRANS 2020 methodology will represent a reduction of 155 two-way person trips during the AM peak hour and 235 two-way person trips during the PM peak hour from the volumes

forecast in the August 2021 TIA. This includes a reduction of 157 auto trips during the AM peak hour and 208 auto trips during the PM peak hour. The original TIA represents a conservative assessment of the traffic conditions, and any updates would result in an improvement over the previous analysis. Therefore, no updates to the traffic work are required for the May 2023 redline revisions.

### 3 Plan of Subdivision Review

No substantial changes are noted between the concept plan presented in the TIA and the updated concept plan. Reorientation of a housing block resulting in the relocation of a connection for a local road from Elevation Road to Dundonald Drive, and reorientation of the housing blocks surrounding the park are the minor differences noted. The concept plan presented in the TIA and the revised concept plan are each provided in Attachment A.

The above elements will be coordinated through the Geometric Road Design Drawing (GRDD) submission.

### 4 Conclusion and Next Steps

Based on the trip generation comparison between the August 2021 TIA and the May 2023 redline concept, the reduction in person trips results in no further traffic review being necessary to support the proposed redline changes.

The redline subdivision concept is functionally identical to the August 2021 plan with minor block reorientation in two locations. A GRDD will be submitted to the City which will enable further coordination of these design elements.

The remaining conclusions from the 2018 TIA are valid and no further TIA analysis is required for the current submission.

It is recommended that, from a transportation perspective, the proposed development applications proceed.

Prepared By:

Reviewed By:



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Transportation Engineering-Intern



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# Attachment A

Concept Plans

Figure 1: 2021 Concept Plan

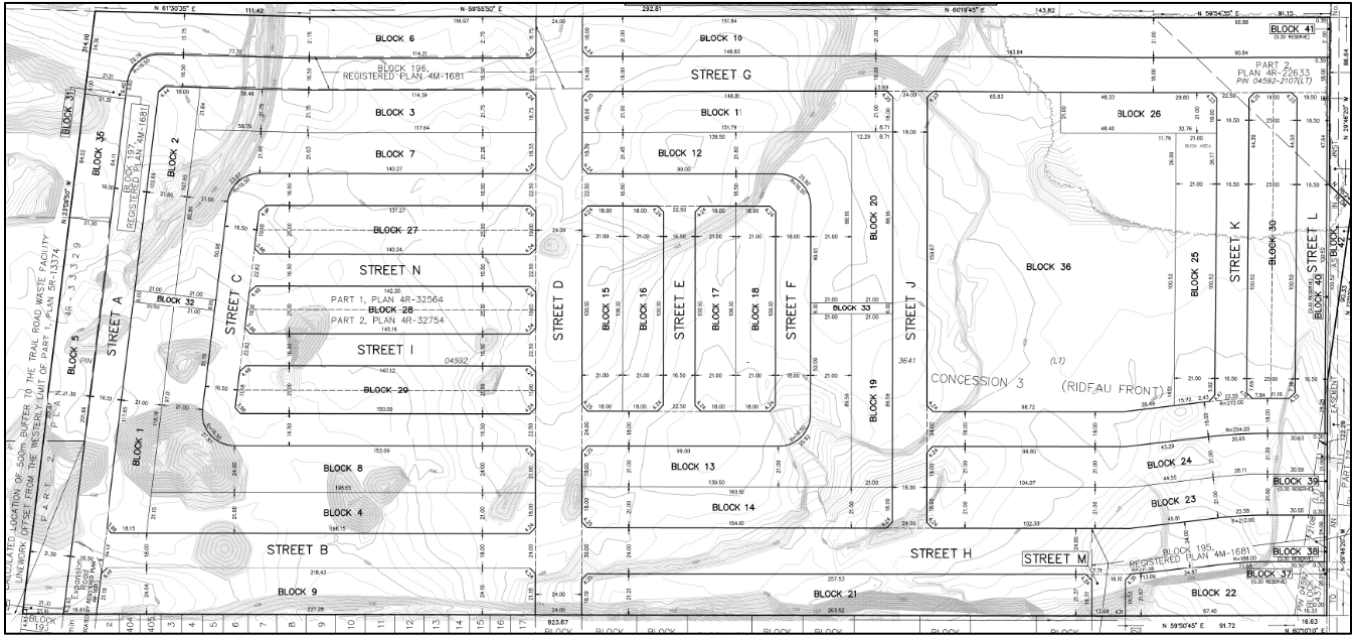


Figure 2: Updated Concept Plan

