



# Technical Memorandum

To: Colin Haskin – Caivan Date: 2024-02-21

Cc:

From: Andrew Harte; John Kingsley – CGH Project Number: 2024-016

## Re: The Ridge Phases 3 & 4 – TIA Addendum 2

### Introduction

This memo serves as a review of the traffic work supporting the Phases 3 and 4 of Caivan’s The Ridge Subdivision (3717 Borriskane Road Transportation Impact Assessment, CGH, August 2021), and subsequent TIA Addendum (CGH, May 2023) and the redline changes proposed in February 2024.

The February 2024 redline changes to the draft plan consist of lotting adjustments and the provision of 21 detached dwellings and 141 townhome units along Expansion Road (south of Promontory Place), Promontory Place (west of Elevation Road), Pumice Place, and Andesite Terrace. This lotting results in an increase of 36 townhomes above the August 2021 concept and 25 above the May 2023 concept. The 2021, 2023, and 2024 lotting plans have been provided in Attachment A.

The following sections will outline a comparison of the trip generation to the August 2021 plan, as no additional traffic analysis was required as part of the May 2023 update, and of the subdivision concept to the May 2023 concept. This comparison will denote the changes, determine if additional review is required, and identify the next steps to satisfy the typical approval process.

### Transportation Network Changes

The May 2023 TIA Addendum reviewed the subdivision transportation network changes from the August 2021 concept. No further transportation network changes are proposed as part of the February 2024 redline revisions from the concept considered within the May 2023 TIA Addendum. The GRDD will ultimately be updated for the new unit lotting and any geometric changes for driveways will be documented during the detailed design submission.

### Trip Generation

The August 2021 plan of subdivision considered 21 detached single dwellings and 105 townhome units within the redline area of the Phase 3 & 4 lands. The redline changes result in an updated mix of 21 detached dwellings and 141 townhome units within this area. This change represents an increase of 36 townhome units within the Phases 3 & 4 redline area above the totals used for the traffic analysis within the 2021 TIA.

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 February 2024 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        | 78                      | 19             | 19         | 13        |         | 130                |
|                          |             | PM        | 91                      | 23             | 23         | 15        |         | 152                |
| February 2024 Redline    | TRANS 2020  | AM        | 56                      | 15             | 33         | 2         | 12      | 118                |
|                          |             | PM        | 60                      | 17             | 29         | 2         | 17      | 125                |
| <b>Net Difference</b>    |             | AM        | <b>-22</b>              | <b>-4</b>      | <b>+14</b> | <b>+1</b> |         | <b>-12</b>         |
|                          |             | PM        | <b>-31</b>              | <b>-6</b>      | <b>+6</b>  | <b>+4</b> |         | <b>-27</b>         |

The updates to both the unit count and the TRANS 2020 methodology will represent a reduction of 12 two-way person trips during the AM peak hour and a reduction of 27 two-way person trips during the PM peak hour within the redline area. This includes a reduction of 22 auto trips during the AM peak hour and 31 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 February 2024 redline revisions.

Conclusions

Based on the trip generation comparison between the August 2021 TIA and the February 2024 redline concept, a reduction in forecasted person trips is noted. The conclusions from the 2021 TIA remain valid, and no further TIA analysis is required for the current submission.

The redline subdivision concept is functionally identical to the August 2021 plan with minor block reorientation in two locations, and the road network is identical to the approved layout from the May 2023 submission. A GRDD for the new unit lotting will be addressed during the detailed design submission.

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

Prepared By:

Reviewed By:



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# Attachment A

Concept Plans

Figure 1: August 2021 Concept Plan

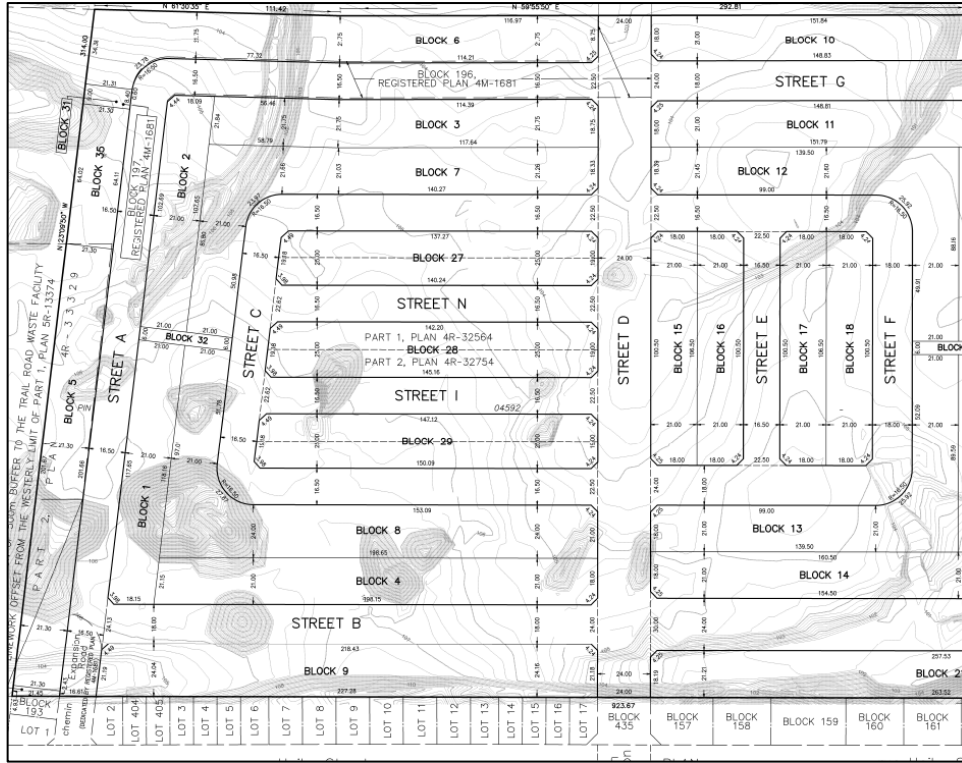


Figure 2: May 2023 Redline Concept Plan

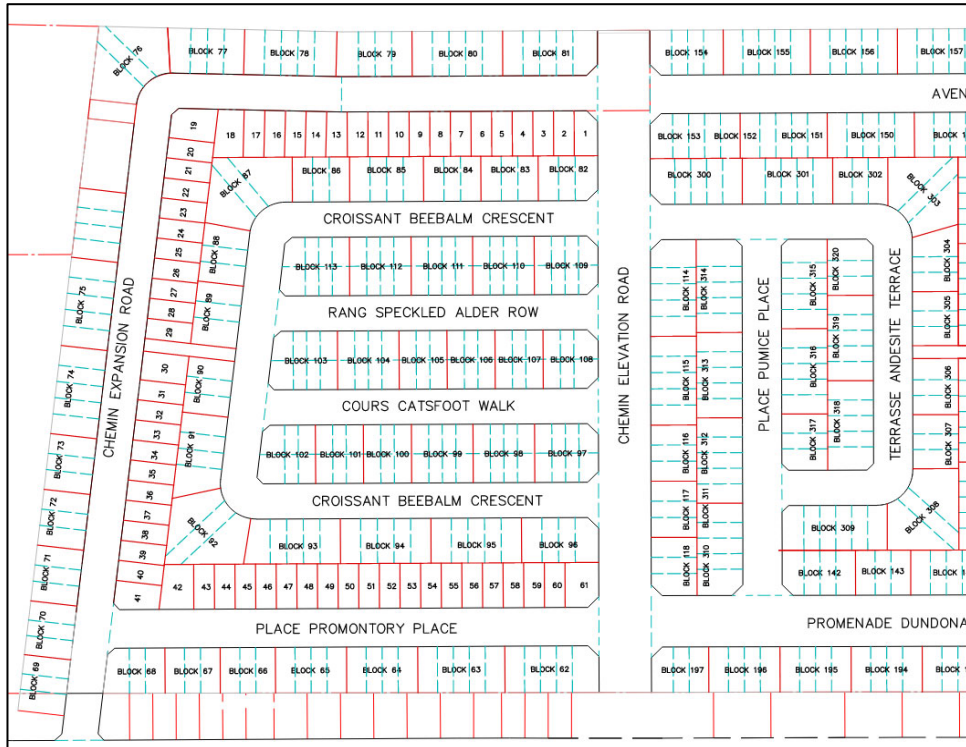


Figure 3: February 2024 Redline Concept Plan

