Technical Memorandum

To:	Chris Packman – Jennings Real Estate	Date:	2024-09-06
Cc:			
From:	Andrew Harte; John Kingsley – CGH Transportation	Project Number:	2024-119

Re: 18 Louisa Street – TIA Addendum

Context

A development application for the proposed construction of a residential building on 18 Louisa Street was initiated in 2021. A Transportation Impact Assessment (TIA) was required and was prepared in support of the zoning amendment and site plan applications for this development in May of 2021 and was updated subsequently to address City comments in November of 2021 (18 Louisa Street Transportation Impact Assessment (Revision #1), CGH, November 2021). The zoning amendment was approved at that time, and the proponent is currently seeking to obtain site plan approval. In support of this application, the City Planner on the file requested that a memo be prepared examining traffic impacts of the updated unit count associated with the September 2024 concept.

This memo will review the forecasted trip generation within the November 2021 TIA and compare it to the newly forecasted trip generation to discuss the validity of the initial TIA's traffic analysis and to satisfy any need for an updated traffic analysis pursuant to site plan approval.

Trip Generation Comparison

The November 2021 site plan considered 139 dwelling units. The updated site plan concept results new unit count of 160 dwelling units, representing an increase 21 dwelling units.

Since the TIA was originally prepared, an update to the trip generation methodology for developments in Ottawa has been released as the TRANS Trip Generation Manual (2020). The November 2021 TIA was prepared using the older TRANS 2009 methodology and assessed the traffic operations using those forecasted volumes. Table 1 summarizes the trip generation from the November 2021 TIA using the TRANS 2009 methodology, and for the September 2024 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	
November 2021 Site Plan	TRANS 2009	AM	32	9	18	5	27	90
		PM	34	10	19	5	29	97
September 2024 Site Plan	TRANS 2020	AM	16	4	20	3	26	69
		PM	16	5	14	4	29	68
Net Difference		**AM**	**-16**	**-5**	**2**	**-2**	**-1**	**-21**
		PM	**-18**	**-5**	**-5**	**-1**	**0**	**-29**

The changes to both the unit count and the TRANS 2020 methodology will represent a reduction of 21 two-way person trips during the AM peak hour and 29 two-way person trips during the PM peak hour from the volumes forecast in the November 2021 TIA. This difference includes a reduction of 16 two-way auto trips during the AM peak hour and 18 two-way auto trips during the PM peak hour.

Conclusions

Based on the trip generation comparison between the November 2021 TIA and the updated September 2024 concept, a reduction in person trips and auto trips is forecast for the new unit count. As such, the analysis presented within the November 2021 TIA represents a conservative assessment of the traffic conditions, and an updated analysis would result in an improvement over the previous analysis. No new traffic analysis is therefore required for the September 2024 concept, and the traffic analysis presented in the November 2021 TIA remains valid.

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

Prepared By:

John Kingsley
Transportation Engineering-Intern

Reviewed By:

Andrew Harte, P.Eng.
Senior Transportation Engineer