



Technical Memorandum

To: Jennifer Morrison – CLV Group Date: 2024-11-22

Cc: Josée Anne Pronovost - Linebox

From: Michelle Chen, Andrew Harte - CGH Project Number: 2020-25

Re: 951 Gladstone Avenue And 145 Loretta Avenue North TIA Update

Introduction

The proposed development is located at 951 Gladstone Avenue and 145 Loretta Avenue North, and a Traffic Impact Assessment (TIA) was previously submitted in September 2024. The September TIA includes 872 residential units, 198,524 sq. ft of office space (including the existing Standard Bread building, live-work space), 17,611 sq. ft of retail space, 526 vehicle parking spaces, and 762 bicycle parking spaces.

The latest site plan (November 2024) proposed 900 residential units, which increased the residential units by 28. The non-residential land uses and parking spaces remain the same as in the original TIA. The access between Tower 1 (Access #1) and Tower 2 (Access #2) and the one-way loop for exit remain the same as in the original TIA. The Tower 3 access (Access #3) design is consistent with the July 25, 2024 site plan, with the change being the separation of the garage and loading areas for Tower 3. This memorandum assesses the traffic and design impacts resulting from the increase in residential units and changes to the Tower 3 access (Access #3). The November 2024 site plan is included in Attachment 1, and the July 25, 2024 site plan is included in Attachment 2.

Trip Generation Comparison

The September TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020) and the vehicle trip rates and derived person trip rates for commercial components from the ITE Trip Generation Manual 11th Edition (2021) using the City-prescribed conversion factor of 1.28. Table 1 summarizes the total unit counts of each concept and the net differences between them. The trip generation included in the TIA report (September 2024) was summarized in Table 2.

Table 1: Total Unit Counts Comparison

| Version | High-Rise | Office | Retail |
|-------------------------|-----------|----------------|---------------|
| September 2024 TIA | 872 | 198,524 sq. ft | 17,611 sq. ft |
| November 2024 Site Plan | 900 | 198,524 sq. ft | 17,611 sq. ft |
| Net Difference | +28 | +0 | +0 |

Table 2: Trip Generation by Mode

| Travel Mode | | AM Peak Hour | | | | PM Peak Hour | | | |
|-------------|----------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | Mode Share | In | Out | Total | Mode Share | In | Out | Total |
| Total | Auto Driver | - | 139 | 48 | 187 | - | 60 | 151 | 211 |
| | Auto Passenger | - | 13 | 14 | 27 | - | 18 | 19 | 36 |
| | Transit | - | 256 | 205 | 461 | - | 142 | 259 | 401 |
| | Cycling | - | 21 | 10 | 31 | - | 19 | 29 | 48 |
| | Walking | - | 43 | 52 | 94 | - | 66 | 66 | 132 |
| | Total | - | 472 | 329 | 801 | - | 305 | 524 | 828 |

The same assumptions for mode shares and trip generation rates have been used to estimate the trip generation for the updated site plan, which increases the number of residential units by 28. Table 3 summarizes the updated trip generation based on the latest site plan (November 2024).

Table 3: Updated Trip Generation by Mode

| Travel Mode | | AM Peak Hour | | | | PM Peak Hour | | | |
|-------------|----------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | Mode Share | In | Out | Total | Mode Share | In | Out | Total |
| Total | Auto Driver | - | 140 | 49 | 189 | - | 61 | 152 | 213 |
| | Auto Passenger | - | 13 | 14 | 27 | - | 18 | 20 | 38 |
| | Transit | - | 258 | 210 | 468 | - | 144 | 262 | 406 |
| | Cycling | - | 21 | 11 | 32 | - | 19 | 30 | 49 |
| | Walking | - | 43 | 53 | 96 | - | 67 | 68 | 135 |
| | Total | - | 475 | 337 | 812 | - | 309 | 532 | 841 |

The updated trip generation will result in an increase of eleven person trips during the AM peak hour and thirteen person trips during the PM peak hour. Of these, there will be an increase of two auto trips during the peak hours, as well as an increase of seven transit trips during the AM peak hour and five transit trips during the PM peak hour. Overall, the updated trip generation is expected to have a minimal impact on operations. Therefore, the traffic operations previously modeled remain valid, and no additional analysis is required.

Site Access Review

The accesses between Tower 1 (Access #1) and Tower 2 (Access #2) and the one-way loop for exit remain the same as previously proposed. Access #3 has been modified to separate the general vehicle access from the loading space.

Access #3 remains as a two-way driveway to the underground ramp and is located approximately 4.0 metres south of the northern property limit. The separation between the garage and loading area is 0.9 metres. The overall width of the access has increased from 6.0 metres to 12.1 metres

Although the overall width of the access is larger than the Private Approach Bylaw's maximum width requirement of 9.0 metres, the wider access is intended to separate the loading area to avoid conflicts with general vehicles. Therefore, it is recommended that this access be approved by the City.

The distance between property line to the Access #3 end of the curb return has increased from 1.0 metres to 2.1 metres. As noted in the September TIA, although the Private Approach By-law requirement of 3.0 metres off-set was not met due to truck movements, it is recommended that the access can be approved by the City.

Access #3 has a throat length of 9.0 meters for both the general access and loading area. According to the TAC Geometric Design Guidelines, no throat length requirements for the local road of Loretta Avenue N, and is considered sufficient.

The separation between Access #2 and Access #3 has decreased from 43.5 metres to 37.5 metres. The separation is considered to be consistent with the previous review in the September TIA and meets the TAC requirements.

Given the minimal impact on operations due to the increase in trips, the assumptions for the access, which include stop sign controls and one-way signage at Access #2, remain unchanged.

Parking

The updated site plan provides a total of 526 vehicle parking spaces, the same as in the September TIA. The proposed vehicle parking spaces meet the bylaw requirements for maximum vehicle parking and minimum visitor parking.

The updated site plan also provides a total of 694 bicycle parking spaces, the same as in the September TIA. With the increase in residential units, the minimum bicycle parking requirement for the site will now be 450 residential bicycle spaces and 80 office/retail bicycle spaces. The proposed bicycle parking spaces exceed the minimum bylaw requirements.

Transit

As noted in the trip generation, an increase of seven transit trips during the AM peak hour and five transit trips during the PM peak hour is anticipated. A maximum increase of one transit rider per direction is expected. Therefore, the transit conclusions in the TIA remain valid.

Conclusion

Based on the trip generation comparison between the September 2024 TIA and the November 2024 site plan, an increase of up to two auto trips and one additional transit rider per direction is expected. The Tower 3 access design is consistent with the July 25, 2024 site plan, with the change being the separation of the garage and loading areas for Tower 3. As a result, no further traffic review is necessary, and the conclusions of the TIA remain valid.

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

Prepared By:



Yu-Chu Chen
Transportation Engineering-Intern

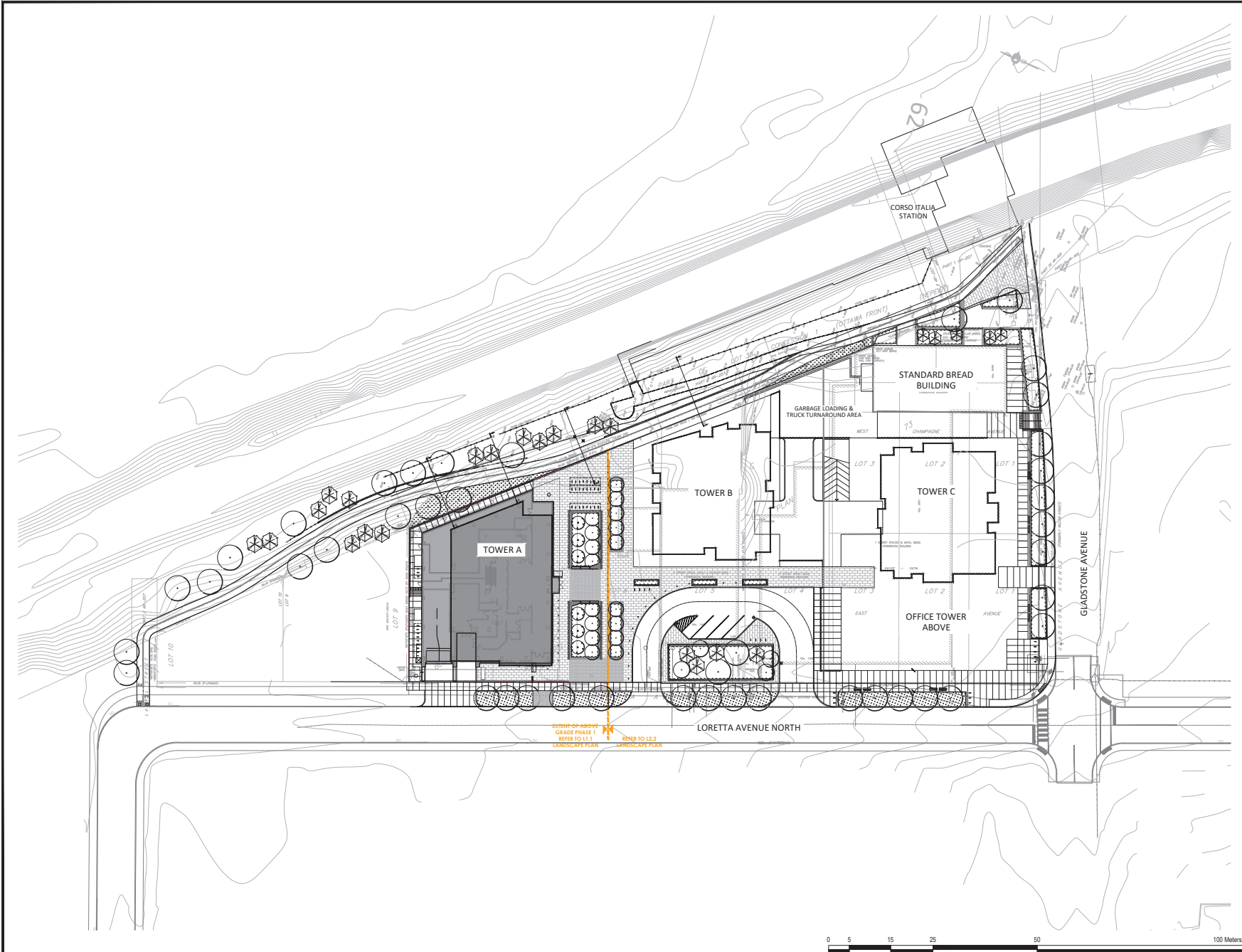
Reviewed By:



Andrew Harte, P.Eng.
Senior Transportation Engineer

Attachment 1

November 2024 Site Plan



- GENERAL NOTES:
- All measurements in millimeters unless specified otherwise. Do not scale drawing. All drawings to be read in conjunction with written specifications.
 - Copyright reserved. This drawing is the exclusive property of CSW Landscape Architects Ltd. and shall not be used without the consent thereof.
 - This Drawing may not be used for construction until signed by the landscape architect. It is the responsibility of the contractor to:
 - check and verify all dimensions on site;
 - report all errors and/or omissions to the landscape architect;
 - comply with all pertinent codes and by-laws;
 - check and verify locations of all underground services with all local utilities prior to any digging;
 - Minimum soil volume required for trees:

| | | |
|----|---------------------------|-------------|
| 12 | RE-ISSUED FOR SPA | 20 NOV 2024 |
| 11 | RE-ISSUED FOR SPA | 30 AUG 2024 |
| 10 | RE-ISSUED FOR SPA | 19 APR 2024 |
| 9 | RE-ISSUED FOR SPA | 21 AUG 2023 |
| 8 | RE-ISSUED FOR SPA | 22 FEB 2023 |
| 7 | RE-ISSUED FOR SPA | 15 SEP 2022 |
| 6 | RE-ISSUED FOR SPA | 1 MAR 2022 |
| 5 | RE-ISSUED FOR SPA | 17 DEC 2021 |
| 4 | ISSUED FOR SPC | 21 APR 2021 |
| 3 | ISSUED FOR SPC | 09 APR 2021 |
| 2 | ISSUED FOR SPA / COORD. | 17 OCT 2020 |
| 1 | ISSUED FOR SPA / REZONING | 08 AUG 2019 |

No. Revision Date

North:

Stamp:

Landscape Architecture
Urban Design
Site Planning
Recreation and Park Planning
Project Management

CSW

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Tel: (613) 729-4536

CLV GROUP DEVELOPMENTS

PBC GROUP

Project:
951 Gladstone Avenue & 145 Loretta Avenue North

OTTAWA, ONTARIO

Drawing:
LANDSCAPE SITE PLAN

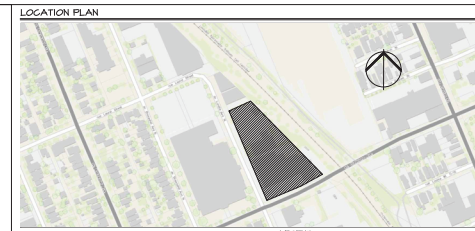
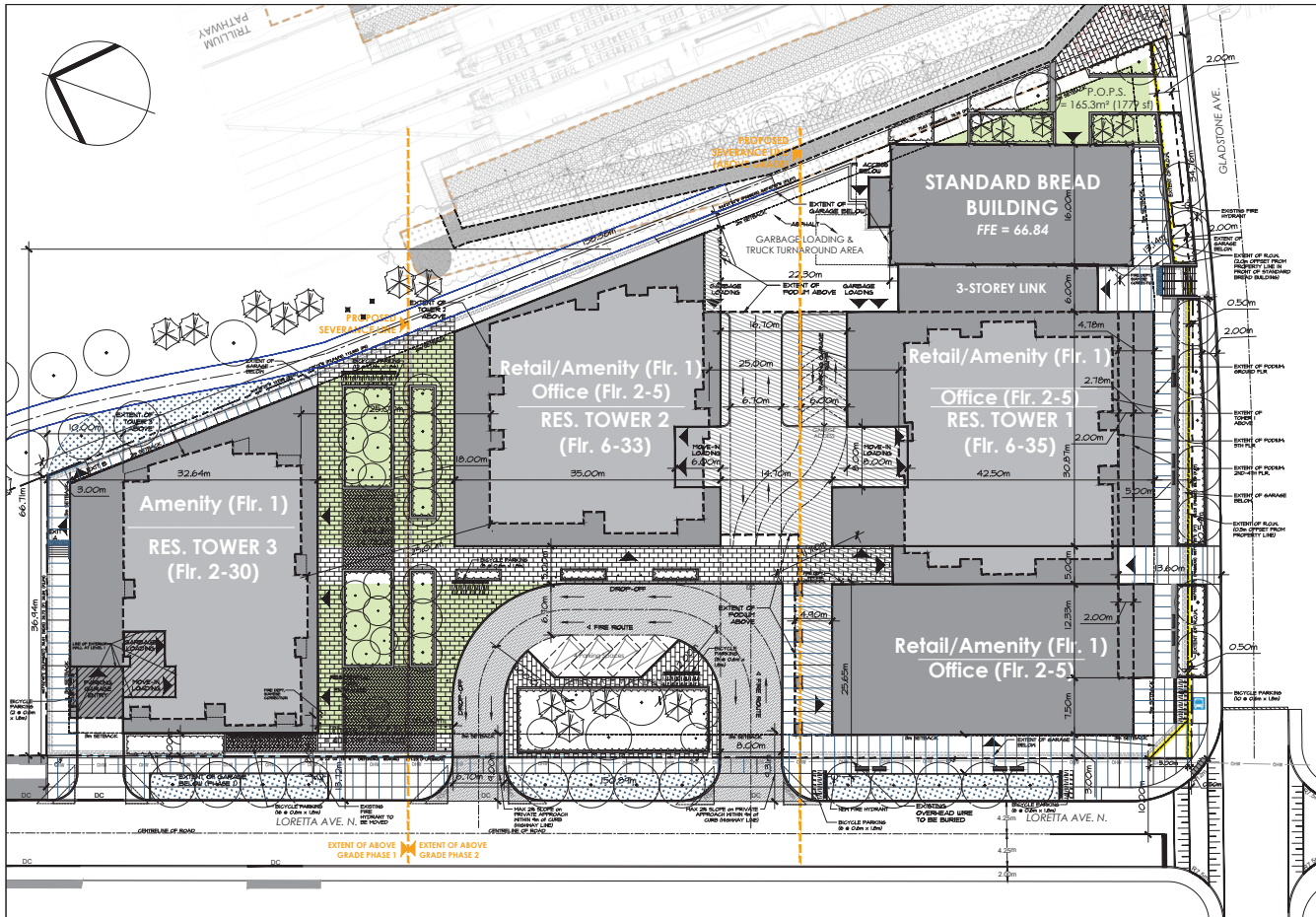
Scale: 1:400 Date: July 2019

Design By: CM Drawn By: AB

Project Number: 1987-01 Sheet Number: L10

Attachment 2

July 25, 2024 Site Plan



LEGEND

| | |
|--|--|
| BUS STOP | |
| EXISTING OVERHEAD WIRES (TO BE BURIED) | |
| FIRE HYDRANT EXISTING 4 NEW - as noted | |
| EXISTING UTILITY POLE (TO BE REMOVED) | |
| PROPERTY LINE | |
| SETBACK LINE | |
| FIRE ROUTE | |
| PRIVATELY OWNED PUBLIC SPACE (POPS) | |
| EXTENT OF GARAGE BELOW | |
| ROAD WIDENING LINE | |

SURVEY INFORMATION TAKEN FROM:

PART 1 - PLAN OF SUBDIVISION REAL PROPERTY REPORT PART 1 - PLAN OF PART OF LOT 1 & LOTS 2 & 3 (WEST CHAMBERLAIN AVENUE) BLOCK C AND LOTS 4 & 5 EAST LORETTA AVENUE BLOCK C AND LOTS 6 & 7 EAST LORETTA AVENUE PART OF BLOCK C AND PART OF CHAMBERLAIN STREET (CLOSED BY BY-LAW 4563) REGISTERED PLAN TO CITY OF OTTAWA STANTEC GEOMATICS LTD. 2017

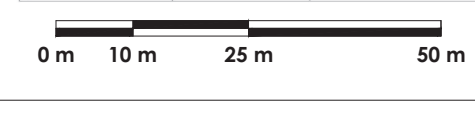
SITE STATISTICS

SITE AREA: 10,012m² / 2.41 ac
RESIDENTIAL UNIT COUNT:
TOWER 1 = 274
TOWER 2 = 251
TOWER 3 = 232
TOTAL = 872

GFA
PHASE 1 = 26,249m²
PHASE 2 = 68,842m²
TOTAL = 95,091m²

Gladstone and Loretta Mixed-Use Hub Draft Zoning Table

| MC[XXXX] SYYY-h | Requirement | Proposed |
|--|--|--|
| Minimum Lot Width (m) | No minimum | Complies |
| Minimum Lot Area (m ²) | No minimum | Complies |
| Minimum Front Yard Setback (m) | 5 metres, aside from Standard Bread Building (See S.YYY) | 5m |
| Minimum Rear Yard Setback (m) | 3 metres (See S.YYYY) | 3m |
| Interior Side Yard Setback (m) | 2 metres, aside from Standard Bread Building (See S.YYYY) | 2m |
| Corner Side Yard Setback (m) | 3 metres (See S.YYYY) | 3m |
| Minimum Building Height (m) | 6.7m (See S.YYY) | Complies |
| Maximum Building Height (m) | 0m to 132m (See S.YYYY) | Complies |
| Maximum Floor Space Index | No maximum | N/A |
| Minimum Width of Landscaped Area | No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped | Complies |
| Minimum Tower Separation Distance | 23 metres | Complies |
| Minimum Tower Podium Stepback Distance | 2 metres | 2m at Gladstone frontage only |
| Parking Requirements (Sec. 101, 102, 106, 111) | Requirement | Proposed |
| Area Z of Schedule 1A 0 spaces/unit (resident) 0.1 spaces/unit, less first 12 units (visitor), but no more than 30 | Resident: 0 Visitor: 30 | Surface: 4 P1: 218 P2: 251 P3: 53 Total: 526 |
| Vehicle Space Dimensions | - Must be 2.6m-3.1m by 5.2m - Lip to 40% of required parking aside from visitor's spaces may be 2.4m x 4.6m | Complies |
| Bicycle Parking Rates | (0.5 per Dwelling Unit) = 436 (1 per 250m ² Commercial space) 20,080m ² /250 = 80.3 Total Required = 516 | Surface Bicycle Parking = 68 Indoor Bicycle Parking (P1) = 694 Total Bicycle Parking = 762 |
| Bicycle Space Dimensions | Horizontal: 0.6m x 1.6m Vertical: 0.5m x 1.5m (max 50% of required spaces) Stacked: 0.37m x 1.5m | Complies |
| Drive Aisle Width (Double Traffic Lane) (Sec. 137) | Parking Lot Minimum: 6.7m Parking Garage Minimum: 6m Maximum: 6.7m | Complies 6m |
| Amenity Space Requirements (Sec. 137) | Requirement | Proposed |
| Total: 6m ² per unit | Total: 5,232 m ² Commercial: 2,616 m ² | Rooftop Terrace (Communal): 1,441 m ² Indoor Amenity (Communal): 2,022.7 m ² Balconies: ~3,548.2m ² |
| POPS (Privately Owned Public Space) | | POPS: 1,017.7 m ² |



PROJECT CONSULTANTS:

| | |
|---|---|
| Owner / Applicant CLV GROUP 485 Bank Street, Suite 200 Ottawa, ON K2P 1Z2 PBC GROUP 205-485 Bank Street Ottawa, ON K2P 1Z2 Contact: Jaim Morrison phone: (613) 691-5260 email: jaim.morrison@pbcgroup.com | CIVIL WSP 150 Slater Street Ottawa, ON K1P 5M8 Contact: Michael Flowers phone: (613) 586-0205 email: michael.flowers@wsp.com |
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| | |
|----------------|--------------------|
| 10 JAN 25 2024 | SITE PLAN COMMENTS |
| 09 APR 17 2024 | SITE PLAN COMMENTS |
| 08 DEC 10 2023 | COORDINATION |
| 07 AUG 16 2023 | SITE PLAN COMMENTS |
| 06 NOV 04 2022 | REVISED PHASE LINE |
| 05 OCT 10 2022 | SITE PLAN COMMENTS |
| 04 MAR 02 2022 | SITE PLAN COMMENTS |
| 03 APR 04 2021 | SITE PLAN |
| no. / date | revision |

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.
All contractors must comply with all pertinent codes and by-laws.
Do not scale drawings.
This drawing may not be used for construction unless signed.
Copyright reserved.



PROJECT LOCATION:
951 GLADSTONE AVE.
& 145 LORETTA AVE. NORTH

DRAWING TITLE:
SITE PLAN

| | | |
|-----------|--------------|--------|
| DRAWN BY: | DATE: | SCALE: |
| TR | NOV 2023 | 1:50 |
| PROJECT: | DRAWING NO.: | |
| 105 | S1 | |

