



# Technical Memorandum

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

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Cc: Josée Anne Pronovost - Linebox

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

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## 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
	<b>Total</b>	-	<b>472</b>	<b>329</b>	<b>801</b>	-	<b>305</b>	<b>524</b>	<b>828</b>

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
	<b>Total</b>	-	<b>475</b>	<b>337</b>	<b>812</b>	-	<b>309</b>	<b>532</b>	<b>841</b>

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

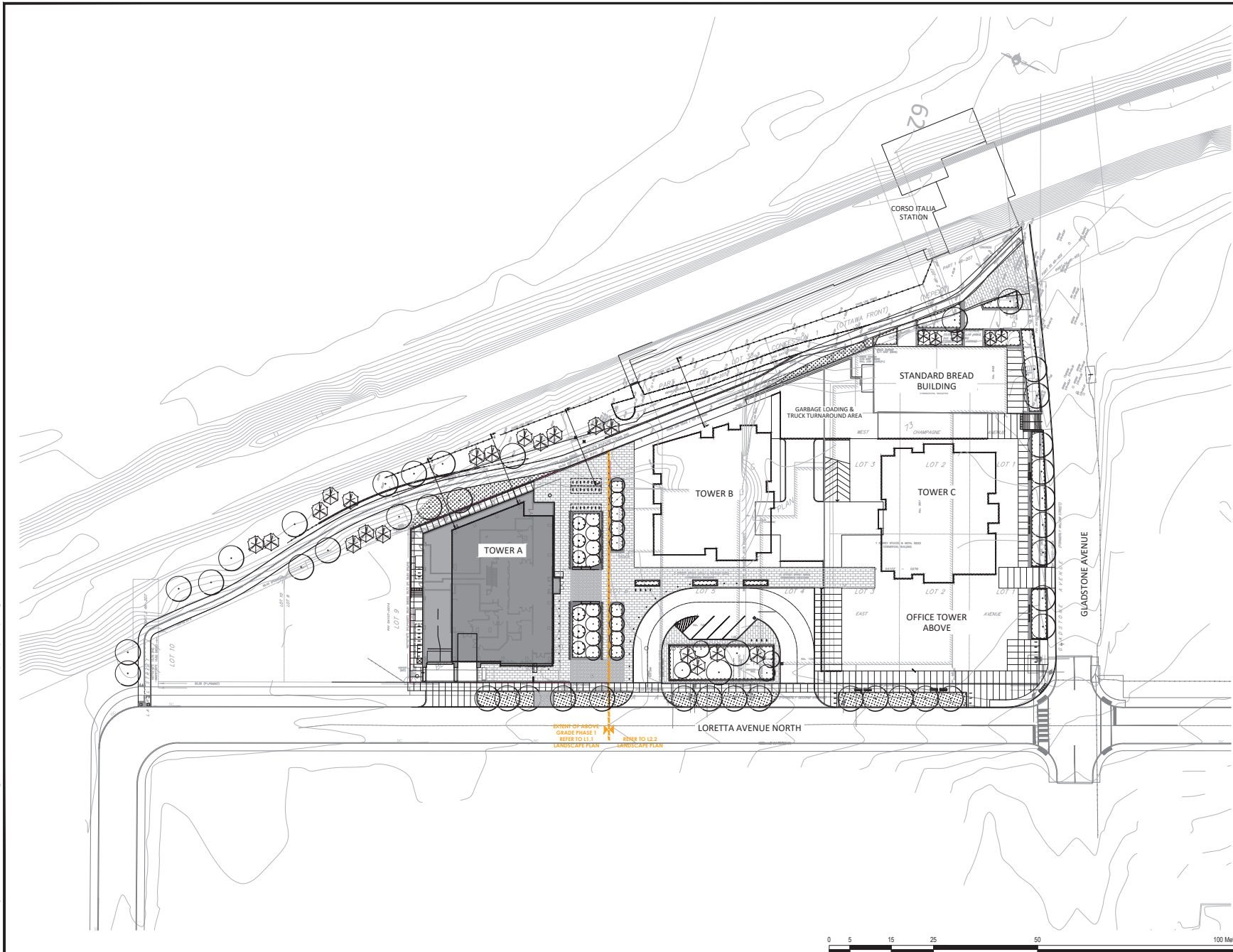
Reviewed By:



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: 		

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

319 McRae Avenue, Suite 502, Ottawa, Ontario, K1Z 0B9  
 Tel: (613) 729-4536

 **CLV GROUP DEVELOPMENTS**

 **PBC GROUP**

Project:  
**951 Gladstone Avenue & 145 Loretta Avenue North**

OTTAWA, ONTARIO

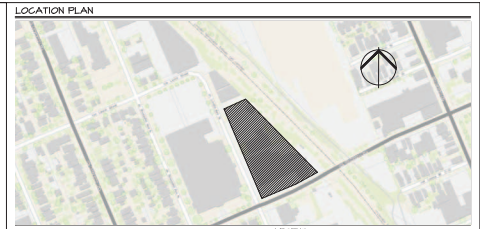
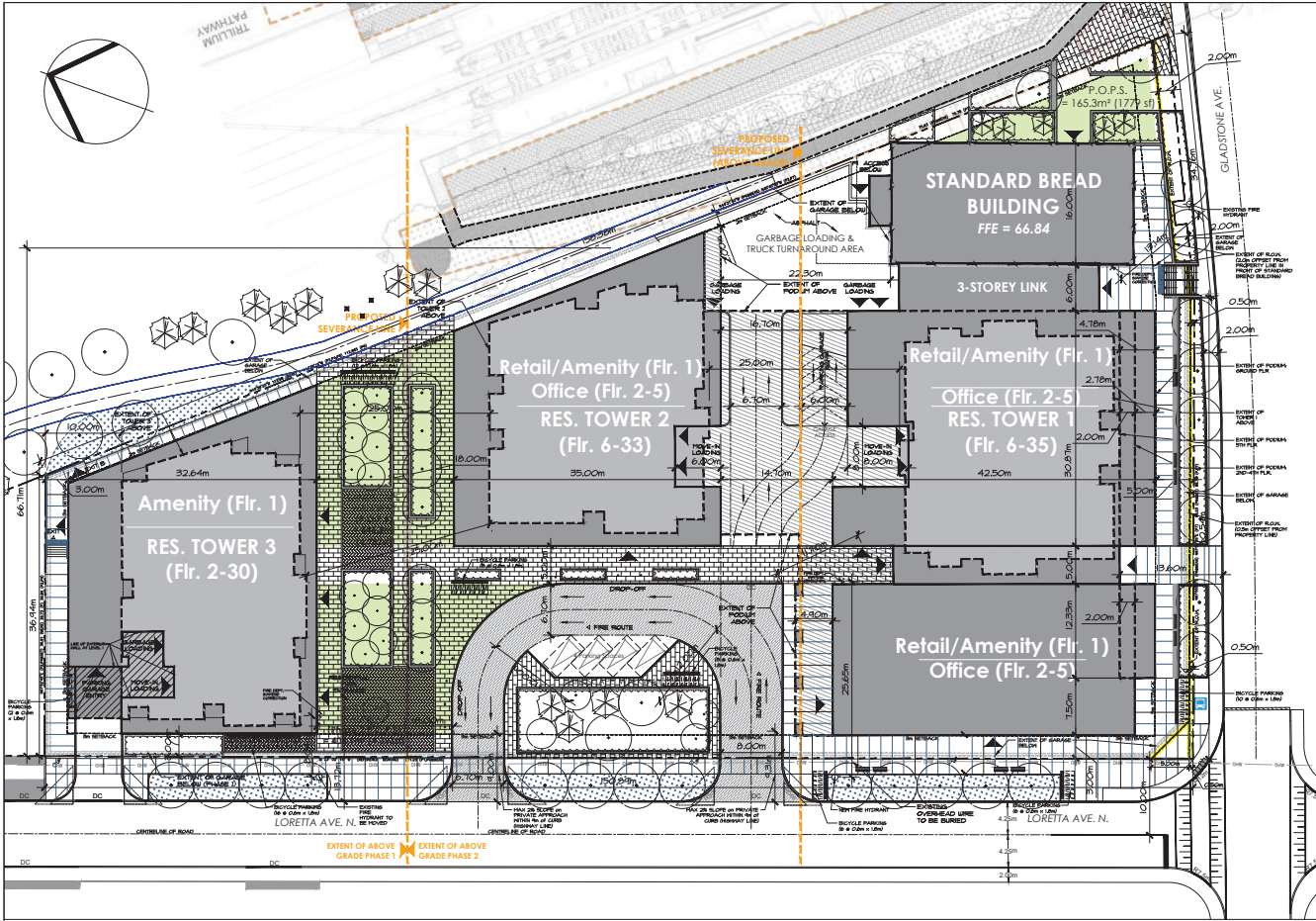
Drawing:  
**LANDSCAPE SITE PLAN**

Scale:	1:400	Date:	July 2019
Design By:	CM	Drawn By:	AB
Project Number:	1987-01	Sheet Number:	L10

LAR: Shaw 11/03/2019 12:22:29 PM  
 Location: Z:\Projects\1987-01-Gladstone and Loretta\Drawings\1987-01-Tower A\1987-01-Landscape\1987-01-Landscape\1987-01-Landscape.rvt

# 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:**

**EXISTING REAL PROPERTY REPORT PART 1 - PLAN OF PART OF LOT 1, LOTS 2 & 3 (WEST CHAMBERLAIN AVENUE) BLOCK C AND LOTS 4, 5, 6, 7 & 8 EAST LORETTA AVENUE BLOCK C AND LOTS 9, 10, 11 & 12 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: 10,012m<sup>2</sup> / 2.41 ac

RESIDENTIAL UNIT COUNT:

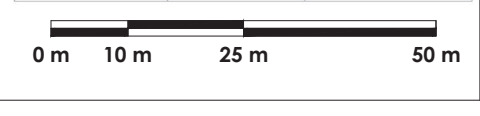
TOWER 1	= 274
TOWER 2	= 251
TOWER 3	= 232
TOTAL	= 872

GFA:

PHASE 1	= 26,249m <sup>2</sup>
PHASE 2	= 68,842m <sup>2</sup>
TOTAL	= 95,091m <sup>2</sup>

**Gladstone and Loretta Mixed-Use Hub Draft Zoning Table**

MC[XXXX] SYYY-A	Requirement	Proposed
Minimum Lot Width (m)	No minimum	Complies
Minimum Lot Area (m <sup>2</sup> )	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	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 <sup>2</sup> Commercial space) 20,000m <sup>2</sup> /250 = 80.3 Total Required = 516	Surface Bicycle Parking = 68 Indoor Bicycle Parking (P1) = 69.4 Total Bicycle Parking = 137.4
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 <sup>2</sup> per unit	Total: 5,232 m <sup>2</sup>	Rooftop Terrace (Communal): 1,441.9m <sup>2</sup> Indoor Amenity (Communal): 2,022.7m <sup>2</sup> Balconies: ~3,548.2m <sup>2</sup>
Communal: 50% of total required	Communal: 2,616 m <sup>2</sup>	POPS: 1,017.7 m <sup>2</sup>



**PROJECT CONSULTANTS:**

<b>Owner / Applicant</b>	CLV GROUP 485 Bank Street, Suite 200 Ottawa, ON K2P 1Z2	<b>CIVIL</b>	WSP   150 Slater Street Ottawa, ON K1P 5M8
<b>PPC GROUP</b>	PPC GROUP 205-485 Bank Street Ottawa, ON K2P 1Z2	<b>Surveyor</b>	Stantec Geomatics Ltd. 400-1331 Clyde Ave. Ottawa, ON K2C 3C4
<b>Architect</b>	Hobin Architecture Inc. 63 Pamela Street Ottawa, ON K1S 3K7	<b>Geotechnical</b>	Patterson Group Inc. 154 Colonnade Road South Ottawa, ON K2E 7J5
<b>Planning</b>	Foteren Planning & Design 360 Cooper Street, Suite 300 Ottawa, ON K2P 2H7	<b>Transportation</b>	CGH Transportation Inc. 13 Markham Ave. Ottawa, ON K2C 3Z1
<b>Landscape</b>	CSW Landscape Architects Limited 319 McEwen Ave. Ottawa, ON K1T 0B9	<b>Heritage</b>	Commonwealth Historic Resource Management 53 Herriott Street Perth, ON, K7H 1T5



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.

CANTARIO ASSOCIATION  
LISENCE 3049



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

**DRAWING TITLE:**  
SITE PLAN

<b>DRAWN BY:</b> TR	<b>DATE:</b> MAY 2024	<b>SCALE:</b> 1:50
<b>PROJECT:</b> 105	<b>DRAWING NO.:</b> S1	<b>REVISION NO.:</b> 18526