



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:



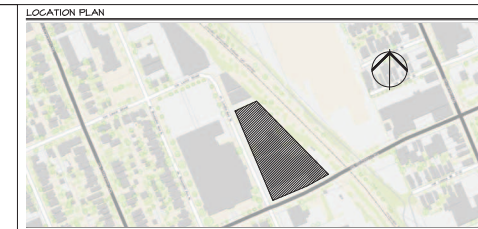
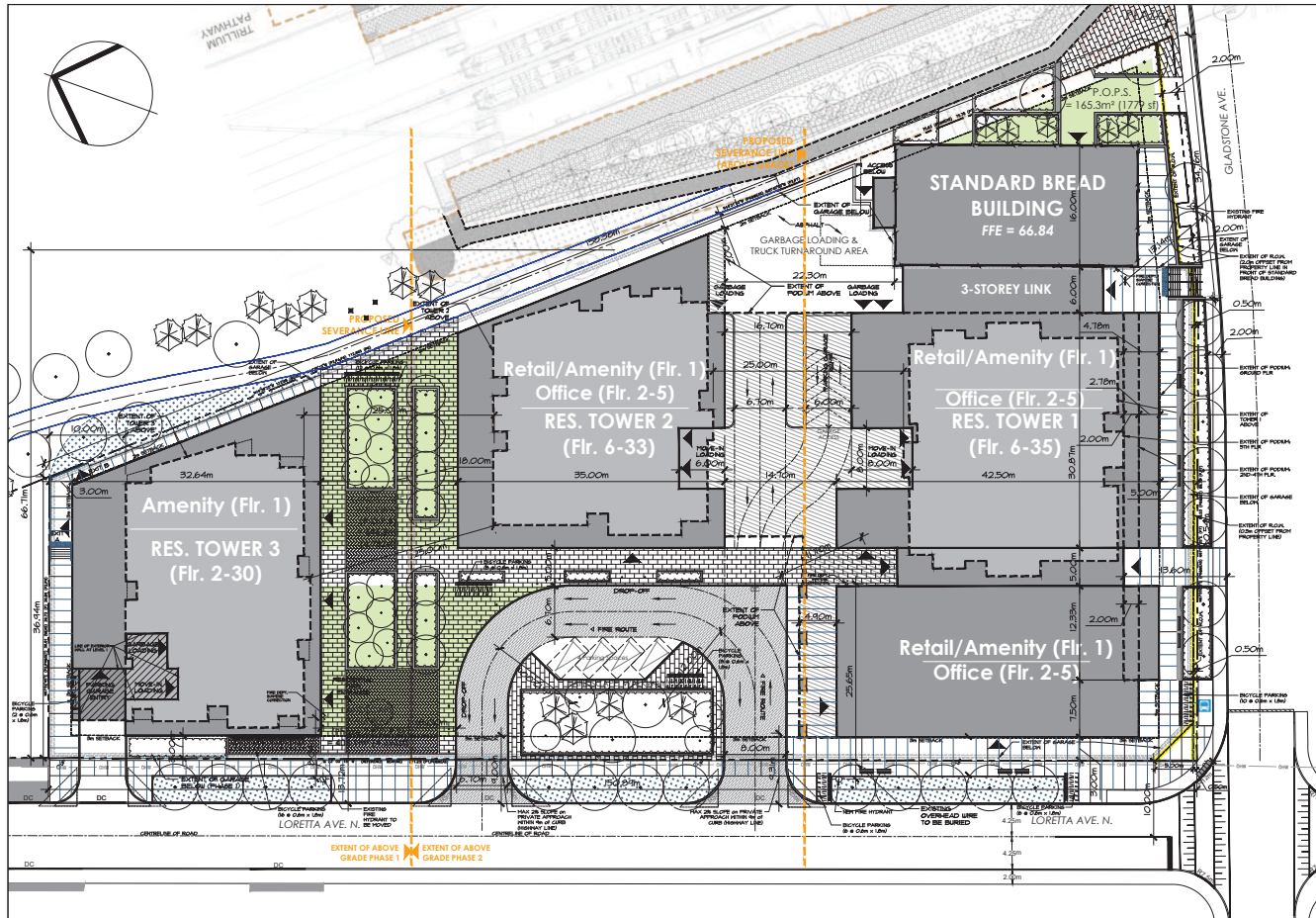
Andrew Harte, P.Eng.
Senior Transportation Engineer

Attachment 1

November 2024 Site Plan

Attachment 2

July 25, 2024 Site Plan



SURVEY INFORMATION TAKEN FROM:

SURVEYORS REAL PROPERTY REPORT
PART 1 - PLAN OF

PART OF LOT 1 & LOTS 2 & 3
(WEST CHAMPAINE 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 CHAMPAINE STREET
(CLOSED BY BY-LAW 4668)

REGISTERED PLAN 19
CITY OF OTTAWA

STANTEC GEOMATICS LTD. 2017

SITE STATISTICS

SITE AREA: 10,020m² / 2.47 ac

RESIDENTIAL UNIT COUNT:

TOWER 1	= 274
TOWER 2	= 271
TOWER 3	= 322
TOTAL	= 867

GFA

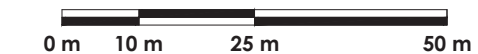
PHASE 1	= 26,249m ²
PHASE 2	= 68,942m ²
TOTAL	= 95,191m²

LEGEND

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

Gladstone and Loretta Mixed-Use Hub Draft Zoning Table

MC[XXXX] YYYY-A	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.YYY)	3m
Interior Side Yard Setback (m)	2 metres, aside from Standard Bread Building (See S.YYY)	2m
Corner Side Yard Setback (m)	3 metres (See S.YYY)	3m
Minimum Building Height (m)	6.7m (See S.YYY)	Complies
Maximum Building Height (m)	0m to 132m (See S.YYY)	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 - Up 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) 0.5 x 872 units (1 per 250m ² Commercial space) 20,000m ² /250 = 80.3 Total Required = 516	Surface Bicycle Parking Indoor Bicycle Parking (P1) = 68 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	Requirement	Proposed
Total: 8m ² per unit Communal: 50% of total required	Total: 5,232 m ² Communal: 2,616 m ²	Rooftop Terrace (Communal): 1,441.9m 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	CIVIL
CLV GROUP 485 Bank Street, Suite 200 Ottawa, ON K2P 1Z2	WSP 150 Slater Street Ottawa, ON K1P 5M8
PBC GROUP 205-485 Bank Street Ottawa, ON K2P 1Z2	Contact: Michael Flowers phone: (613) 586-0305 email: michael.flowers@wsp.com
Contact: Jenn Morrison phone: (613) 691-5260 email: jenn.morrison@clvgroup.com	Surveyor
Architect	Stantec Geomatics Ltd. 400-1331 Clyde Ave. Ottawa, ON K2C 3C4
Hobin Architecture Inc. 63 Pamela Street Ottawa, ON K1S 3K7	Contact: Brian Webster phone: (613) 722-4420 email: brian.webster@stantec.com
Contact: Toshi Duckworth phone: (613) 238-7200 x 130 email: toshi@hobinarch.com web: www.hobinarch.com	Geotechnical
Planning	Patterson Group Inc. 154 Colonnade Road South Ottawa, ON K2E 7J5
Foteren Planning & Design 360 Cooper Street, Suite 300 Ottawa, ON K2P 2H7	Contact: Celia Da Silva phone: (613) 226-7981 email: celia@pattersongroup.ca
Contact: Paul Bank phone: (613) 750-5700 x 230 email: paul.bank@foteren.com	Transportation
Landscape	CGH Transportation Inc. 13 Markham Ave. Ottawa, ON K2C 3Z1
CSW Landscape Architects Limited 310 McEwen Ave. Ottawa, ON K1Z 0B9	Contact: Chris Gordon phone: (416) 999-9117 email: christopher.gordon@cgtransportation.com
Contact: Jenny Conach phone: (613) 724-4536 email: conach@csa.ca	Heritage
	Commonwealth Historic Resource Management 53 Herriott Street Perth, ON K7H 1T5
	Contact: John Stewart phone: (613) 202-7040 email: jstewart@chrm.com



10 JAN 25 2024	SITE PLAN COMMENTS
09 APR 17 2024	SITE PLAN COMMENTS
08 DEC 18 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 until signed.

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

DRAWING TITLE:

SITE PLAN

DRAWN BY:	DATE:	SCALE:
TS	1997	1:50

PROJECT:	DRAWING NO.:
158	S1

REVISION NO.: 18526