



# Technical Memorandum

To: Josie Tavares – CLV Group

Date: 2025-07-28

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Cc:

From: Reihaneh Azhdar, Andrew Harte P.Eng.

Project Number: 2025-062

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## Re: 145 Loretta Avenue — Trip Generation and Site Access Review

### Introduction

The proposed development located at 951 Gladstone Avenue and 145 Loretta Avenue North has undergone Official Plan and Zoning approval, and a Traffic Impact Assessment (TIA) was previously submitted in September 2024. The total development consisted of 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. Tower A within the development was anticipated to be the last phase of the development and included 322 residential units.

In November 2024, a memorandum was submitted to account for an increase of 28 residential units within the total development resulting in a new total to 900 residential units and support the site plan application for Tower A with 350 residential units. The primary change from the previous approvals was an adjustment to the phasing to begin with the northern most tower and required the garage and loading areas to be provided for Tower A (now Phase 1). The remaining elements of the site were consistent with the September TIA. The November 2024 site plan is included in Attachment 1.

This memo has been prepared to support an increase in the Phase 1 unit count, to a proposed 402 residential units as part of Phase 1 and confirm the validity of the prior TIA recommendations. The traffic and design impacts resulting from the increase in residential units and changes to the Phase 1 access will be assessed. The June 2025 site plan is provided in Attachment 2.

### Trip Generation Comparison

The November 2024 memo was prepared using the same mode shares and trip generation assumptions as the September TIA, including a higher transit mode share at this location given its placement within the TOD area. Table 1 summarizes the November 2024 residential trip generation by mode for Phase 1.

*Table 1: Trip Generation by Mode -Phase 1 – November 2024*

Travel Mode	AM Peak Period				PM Peak Period			
	Mode Share	In	Out	Total	Mode Share	In	Out	Total
Auto Driver	10%	4	9	13	15%	12	9	21
Auto Passenger	5%	2	5	7	5%	4	3	7
Transit	65%	30	70	100	50%	41	33	74
Cycling	3%	2	4	5	7%	6	5	11
Walking	16%	8	18	26	23%	21	16	37
<b>Total</b>	<b>100%</b>	<b>46</b>	<b>106</b>	<b>151</b>	<b>100%</b>	<b>84</b>	<b>66</b>	<b>150</b>

Table 2 summarizes the updated Phase 1 trip generation based on the June 2025 site plan of 402 residential units, using the same mode shares and trip generation rates as above.

*Table 2: Trip Generation by Mode -Phase 1 – June 2025*

Travel Mode	AM Peak Period				PM Peak Period			
	Mode Share	In	Out	Total	Mode Share	In	Out	Total
Auto Driver	10%	5	11	15	15%	13	11	24
Auto Passenger	5%	2	6	8	5%	4	4	8
Transit	65%	35	81	115	50%	48	37	85
Cycling	3%	2	4	6	7%	7	5	12
Walking	16%	9	21	30	23%	24	19	43
<b>Total</b>	<b>100%</b>	<b>53</b>	<b>123</b>	<b>174</b>	<b>100%</b>	<b>96</b>	<b>76</b>	<b>172</b>

The increase of 52 residential units will result in an increase of 23 person trips during the AM peak hour and 22 person trips during the PM peak hour. Of these, there will be an increase of two auto trips during the AM peak hours and an increase of three auto 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.

Transit trips are also expected to increase by 15 during the AM peak hour and by 11 during the PM peak hour. The breakdown of these values for transit ridership by direction, and the equivalent bus loads based on the trip distribution from the September TIA, indicates that an increase of three transit riders per cardinal direction is expected, which would be along the Trillium Line or Route 14. As a result, the transit conclusions also remain valid.

### Site Access Review

The June 2025 site plan is consistent with the site plan approved in the November 2024. The site approval granted the exceptions of an access wider than 9 metres, although a 9-metre width is generally not feasible with standard turning radii requirements at the curb line. The loading space forms part of the access width. No change to the exemptions is noted and no additional site module review has been conducted as part of this memo.

The June 2025 site plan provides a total of 148 vehicle parking spaces for Phase 1, consisting of 118 residential parking spaces and 30 visitor parking spaces. With the increase in residential units, the maximum permitted vehicle parking for Phase 1 will be 674 residential parking spaces. The proponent is pursuing a parking ratio of 0.3 spaces per residential unit for the site. The proposed vehicle parking spaces meet the bylaw requirements for maximum vehicle parking and minimum visitor parking.

The June 2025 site plan also provides a total 216 bicycle parking spaces, which is 34 spaces more than indicated in the November memo. With the increase in residential units, the minimum bicycle parking requirement for the

Phase 1 will be 201 residential bicycle spaces. The proposed bicycle parking spaces exceed the minimum bylaw requirements.

### Conclusion

Based on the trip generation comparison between the memorandum submitted in November 2024 and the June 2025 site plan, an increase of two auto trips during the AM peak hours, three auto trips during the PM peak hour, and three additional transit riders per direction is expected. With the exception of the parking, the site design remains consistent with the previous site plan; therefore, no further traffic review was completed for those elements. The parking ratio is proposed as 0.30 spaces per residential unit and 30 visitor parking spaces are provided, meeting the required parking for the site. An additional 34 bike parking spaces have been included within Phase 1.

Overall, the conclusions of the September 2024 TIA and November 2024 memo update remain valid.

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

Prepared By:



Reihaneh Azhdar  
Transportation Engineering-Intern

Reviewed By:



Andrew Harte, P.Eng.  
Senior Transportation Engineer

# Attachment 1

November 2024 Site Plan

**SURVEY INFORMATION TAKEN FROM:**  
 SURVEYOR'S REAL PROPERTY REPORT  
 PART 1 - PLAN OF  
 PART OF LOT 1 & LOTS 2 & 3  
 (WEST CHAMPAGNE AVENUE)  
 BLOCK C AND  
 LOTS 1, 2 & 3 (EAST LORETTA AVENUE)  
 BLOCK C AND  
 LOTS 4, 5, 6, 7 & 8  
 BLOCK C AND  
 PART OF BLOCK C AND  
 PART OF CHAMPAGNE STREET  
 (CLOSED BY BY-LAW 4846)  
 REGISTERED PLAN 73  
 CITY OF OTTAWA  
 STATEC GEOMATICS LTD. 2017

**SITE STATISTICS**  
 SITE AREA: 10,012m<sup>2</sup> / 2.47 AC  
 RESERVIVAL UNIT COUNT:  
 TOWER A = 320  
 TOWER B = 271  
 TOWER C = 279  
 TOTAL = 900

REQUIREMENT	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.Y.P.)	5m
Minimum Rear Yard Setback (m)	3 metres. (See S.Y.P.)	3m
Interior Side Yard Setback (m)	2 metres, aside from Standard Bread Building. (See S.Y.P.)	3m
Corner Side Yard Setback (m)	3 metres. (See S.Y.P.)	3m
Minimum Building Height (m)	4.7 metres. (See S.Y.P.)	Complies
Maximum Building Height (m)	0m to 120m (See S.Y.P.)	Complies
Maximum Floor Space Index	N/A	N/A
Minimum Width of Landscaped Area	No minimum, except that where a yard is provided and not used for required driveway, odds, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	Complies
Minimum Tower Separation	23 metres	Complies
Minimum Tower Podium Stepback Distance	2 metres	2m of Gladstone heritage only

**Parking Requirements (Dec. 101, 102, 104, 111)**

**Area 2 or Schedule 1A (Residential/Industrial)**  
 (1) open-air, less than 12 units (value), but no more than 30

**Vehicle Space Dimensions**  
 - Actual bay 2.6m x 5.1m to 5.5m  
 - Up to 40% of required parking spaces from vehicle spaces may be 2.4m x 4.6m

**Bicycle Parking Rates**  
 (1) 3 per Dwelling Unit  
 (2) 1 per 20m<sup>2</sup> Commercial space  
 (3) 1 per 100m<sup>2</sup> Total Space

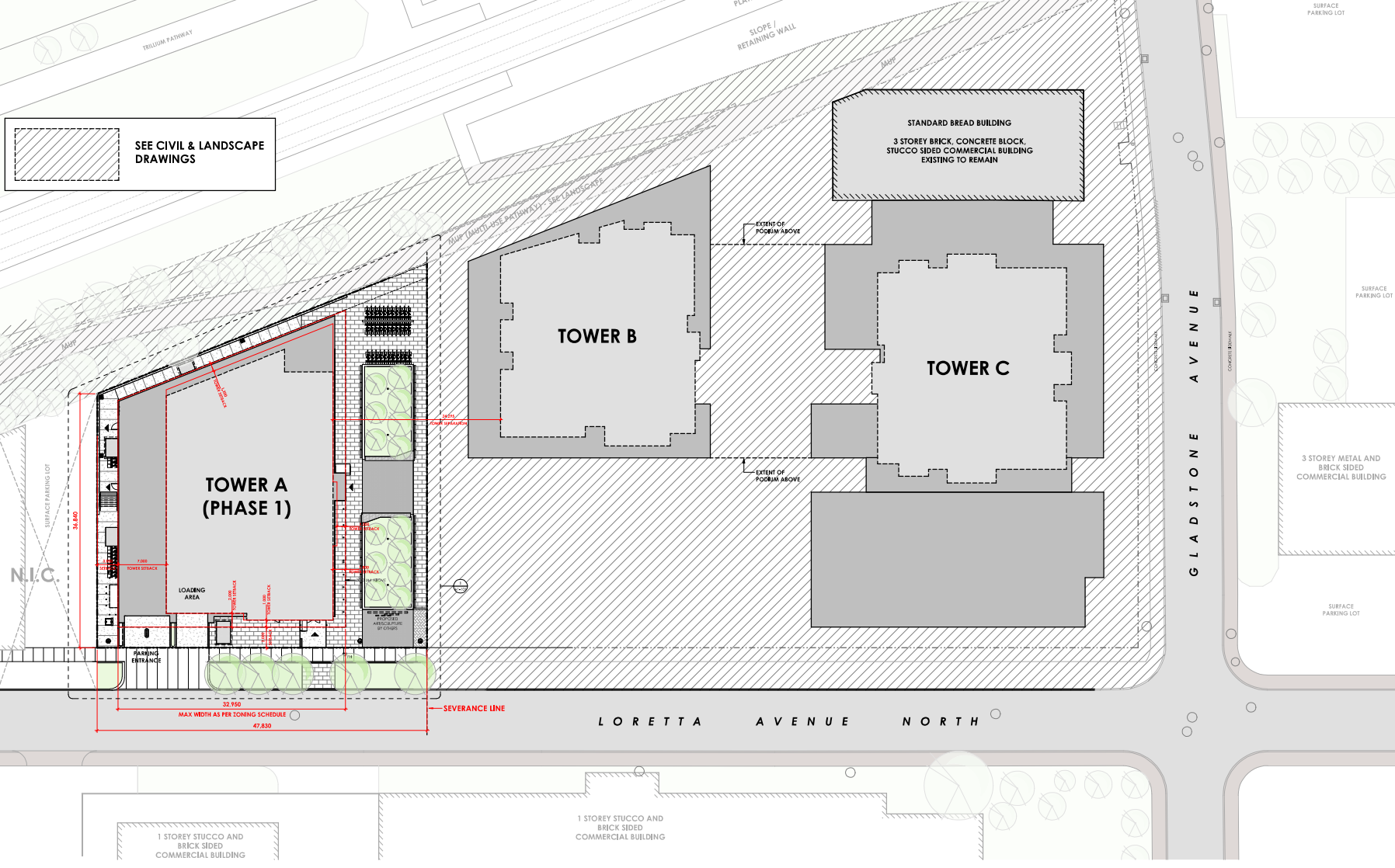
**Bicycle Space Dimensions**  
 Horizontal: 0.6m x 1.8m  
 Vertical: 0.2m x 1.2m (max 50% of required spaces)  
 Stacked: 0.27m x 1.5m

**Other Area Width (Double Traffic Level)**

Parking Lot	Minimum: 4.7m	Complies
Parking Driveway	Minimum: 4m, Maximum: 4.5m	4m

**Amenity Space Requirements (Dec. 137)**

Requirement	Requirement	Proposed
Total sqm per unit	At least 5,400 sqm	Residential (Commercial): 1441.9 sqm Retail/Amenity (Commercial): 1614.7 sqm Total Commercial: 3056.6 sqm
Commercial 50% of total required	Commercial 2,700 sqm	Residential: 2343.4 sqm Retail/Amenity: 1013.2 sqm



project number	number description	DATE
issue	description	DATE
revised	description	DATE
date	description	DATE
drawing title	number description	DATE



# Attachment 2

June 2025 Site Plan



ITEM	FIELD	DATA
1	LEGAL DESCRIPTION	SEE LEGAL DESCRIPTION ON SITE PLAN.
2	CURRENT ZONING PERMITTED USES:	MIXED-USE CENTRE ZONE - MC(280) 3466-H-2
3	LOT AREA	2,215 m <sup>2</sup>
4	LOT FRONTAGE	47.817 m
5	BUILDING AREA	1,284 m <sup>2</sup>
6	BUILDING SETBACKS (SEE SCHEDULE 466)	FRONT YARD REQUIRED: 3 m (3 m PROVIDED) REAR YARD REQUIRED: 2 m (2 m PROVIDED) INTERIOR SIDE YARD REQUIRED: 3 m (3 m PROVIDED) TOWER SETBACKS: SEE PLAN & SCHEDULE 466
7	SUITE COUNT	402 DWELLING UNITS
8	AMENITY SPACE	REQUIRED: SUITE COUNT x 6m <sup>2</sup> = 2,412.00 m <sup>2</sup> PROVIDED: SHARED INTERIOR AMENITY AREA 1,945.07 m <sup>2</sup> SHARED EXTERIOR AMENITY AREA 475.29 m <sup>2</sup> PRIVATE EXTERIOR AMENITY AREA 0.00 m <sup>2</sup> TOTAL AMENITY AREA PROVIDED 2,420.37 m <sup>2</sup>
9	BUILDING HEIGHT	14.73 m PODIUM ROOF 114.52 m TOP OF MECHANICAL PENTHOUSE
10	LOADING ZONE	
11	VEHICLE PARKING	REQUIRED: VISITOR: MINIMUM: 0.1 PER UNIT 402 x 0.1 SPACES = 40 SPACES MAXIMUM REQUIRED: 30 SPACES PROVIDED: ACCESSIBLE (3600x5200) 1 STANDARD (2400x5200) 29 TOTAL PROVIDED (VISITOR) 30 RESIDENTIAL: MAXIMUM: 1.75 PER UNIT (LESS VISITOR SPACES) 402 x 1.75 SPACES = 704 SPACES 704 SPACES - 30 SPACES = 674 SPACES MAX. PROVIDED: ACCESSIBLE (3600x5200) 1 COMPACT (2400x4600) 33 MOTORCYCLE (1900x2000) 4 PARALLEL (2600x700) 3 STANDARD (2600x5200) 75 TOTAL PROVIDED (RESIDENT) 118
12	BICYCLE PARKING	REQUIRED: RESIDENTIAL: MINIMUM: 0.5 PER UNIT 402 x 0.5 SPACES = 201 SPACES MIN. PROVIDED: HORIZONTAL 24 HORIZONTAL STACKED 192 TOTAL PROVIDED 216 *NOT INCLUDED: 18 PUBLIC BICYCLE PARKING SPOTS
13	DRIVE ABLES	REQUIRED: 6m WIDE PROVIDED: 6m WIDE

**CLVGROUP DEVELOPMENTS**

Client

**CUNLIFFE & ASSOCIATES**  
CONSULTING STRUCTURAL ENGINEERS

structural engineers | Ingénieurs structurels

**GWAL**  
Goodley, Wendenburg & Associates Ltd.

electrical engineers | Ingénieur électrique  
mechanical engineer | Ingénieur mécanicien

**wsp**

civil engineers | Ingénieur civil

**CSW**

landscape architect | architecte paysagiste

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All dimensions are shown in metric.  
Contractor shall check and verify all dimensions and report all error and omissions to the Architect.  
Do not scale the drawings.  
Not for construction until signed by the Architect.

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**GLADSTONE AND LORETTA RESIDENTIAL TOWER**  
145 LORETTA AVE. N | OTTAWA | ON

drawing title | titre du dessin

project number | numéro du projet 2402  
drawn | dessiné JH / DL / PC / JP  
checked | vérifié JP / AR  
scale | échelle As Indicated  
date | date 02/16/24  
drawing number | numéro du dessin

**A1-101**