



Technical Memorandum

To: Josie Tavares – CLV Group

Date: 2025-07-28

Cc:

From: Reihaneh Azhdar, Andrew Harte P.Eng.

Project Number: 2024-112

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
Total	100%	46	106	151	100%	84	66	150

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
Total	100%	53	123	174	100%	96	76	172

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. 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

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 4863)

REGISTERED PLAN 73

CITY OF OTTAWA

STANTEC GEOMATICS LTD. 2017

SITE STATISTICS

SITE AREA: 10,012m² / 2.47 ac
RESIDENTIAL UNIT COUNT:

TOWER A = 350
TOWER B = 271

TOWER C	= 279
TOTAL	= 900

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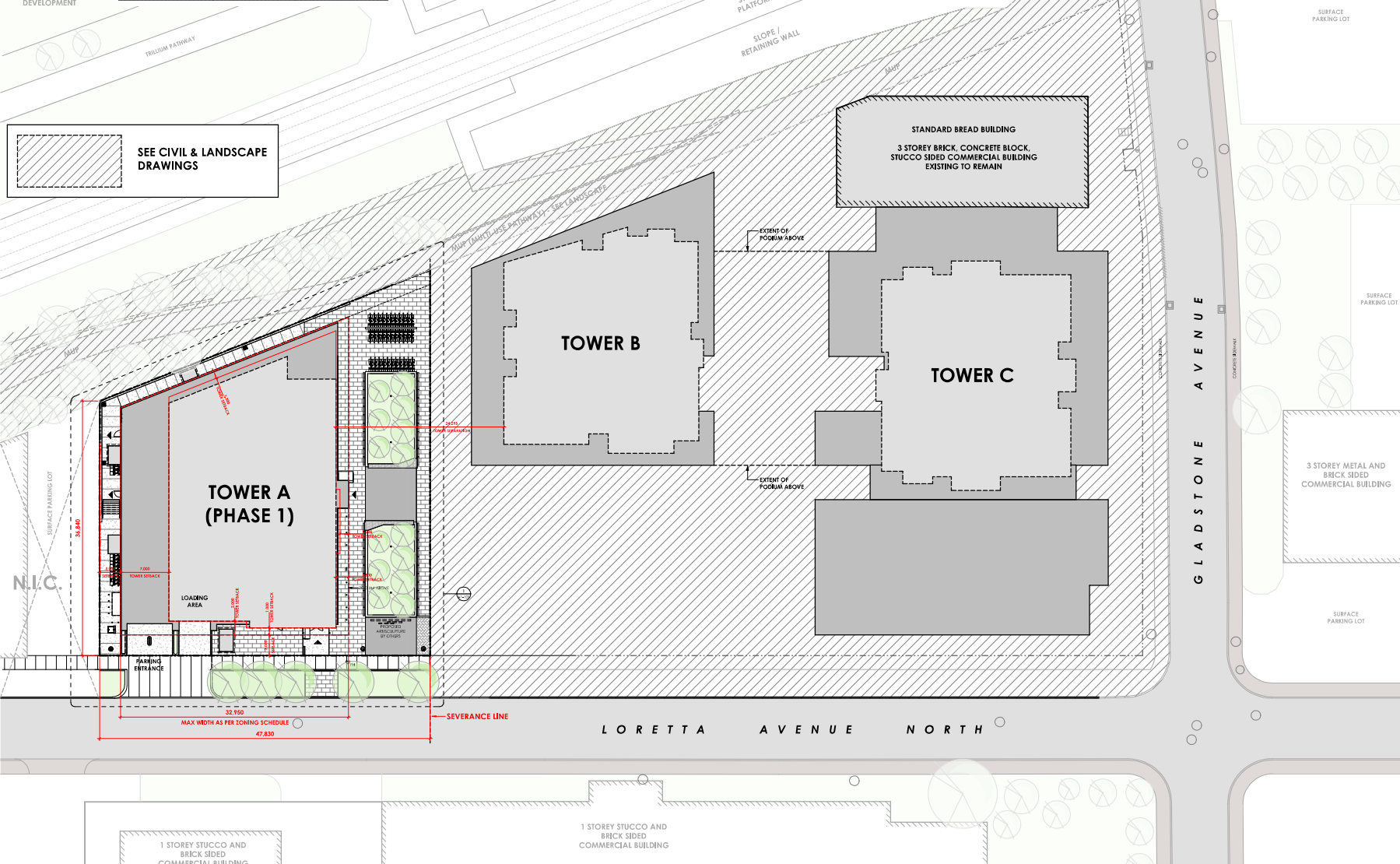
FUTURE

DEVELOPMENT

MINIMUM TYPES	Requirement	Proposed
Minimum Lot Width (m)	No minimum	Complex
Minimum Lot Area (m ²)	No minimum	Complex
Minimum Road Way Setback (m)	4 metres, cable route (Standard Road Building, Sec 5.1.17)	5m
Minimum Road Way Setback (m)	3 metres, (Sec 5.1.17)	3m
Interior Side Setback (m)	2 metres, cable route (Standard Road Building, Sec 5.1.17)	3m
Corner Side Setback (m)	3 metres, (Sec 5.1.17)	3m
Minimum Building Height	4 metres, (Sec 5.1.17)	Complex
Maximum Building Height (m)	On to 12th (Sec 5.1.17)	Complex
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 driveway, stairs, parking, loading or service or as a stormwater runoff path, the whole yard must be landscaped	Complex
Minimum Tree Separation	20 metres	Complex
Minimum Tree Podium Backset Distance	2 metres	2m of Class One Heritage only

Parking Requirements (Sec. 101.102, 106A.11) Area A or Schedule 1A Minimum of 1 space per 100 sq ft of gross floor area (1 space/100 sq ft), less first 175 sq ft (1 space/100 sq ft), but no more than 175 spaces	Residential Visitor	Surface Area P1-234 P2-251 P3-35 Table 12-2
Vehicle Space Dimensions	Must be 2.6m-3.1m by 5.2m +/- up to 40% of required parking spaces from actual vehicle space may be 2.8m x 4.6m	
Bicycle Parking Rules	0.5 space/ Dwelling unit 0.5 sq ft per 1 sq ft of floor area 1 sq ft per 200 sq ft of floor area (1 space/400 sq ft)	Surface Bicycle Parking = 60% Total Bicycle Parking = 2/3
Vehicle Space Dimensions	Residential: 2.6 x 5.2m Commercial: 3.0 x 5.2m +/- up to 40% of required parking spaces Standard: 0.2m x 1.2m x 5.2m	Complies
Drive aisle Width (Double Traffic Lane)	Parking Lot Minimum: 4.2m Minimum Driveway: 4.2m	Complies
Driveway	Minimum: 4.2m	com

Amenity Space Requirements (Sec. 137)	Requirement	Proposed
Total: 4m ² per unit Common: 90% of total required	Total: 5,400 m ² Common: 2,700 m ²	Roofing Terrace (Common): 1441.9 m ² Indoor Amenity (Common): 1614.7 m ² Total Common: 3056.6 m ² Balconies: ~ 234.4 m ²
POPS (Privately Owned Public Space)		POPS: 1,017.2 m ²



SEE CIVIL & LANDSCAPE
DRAWINGS

STANDARD BREAD BUILDING
3 STOREY BRICK, CONCRETE BLOCK,
STUCCO SIDED COMMERCIAL BUILDING
EXISTING TO REMAIN

TOWER B

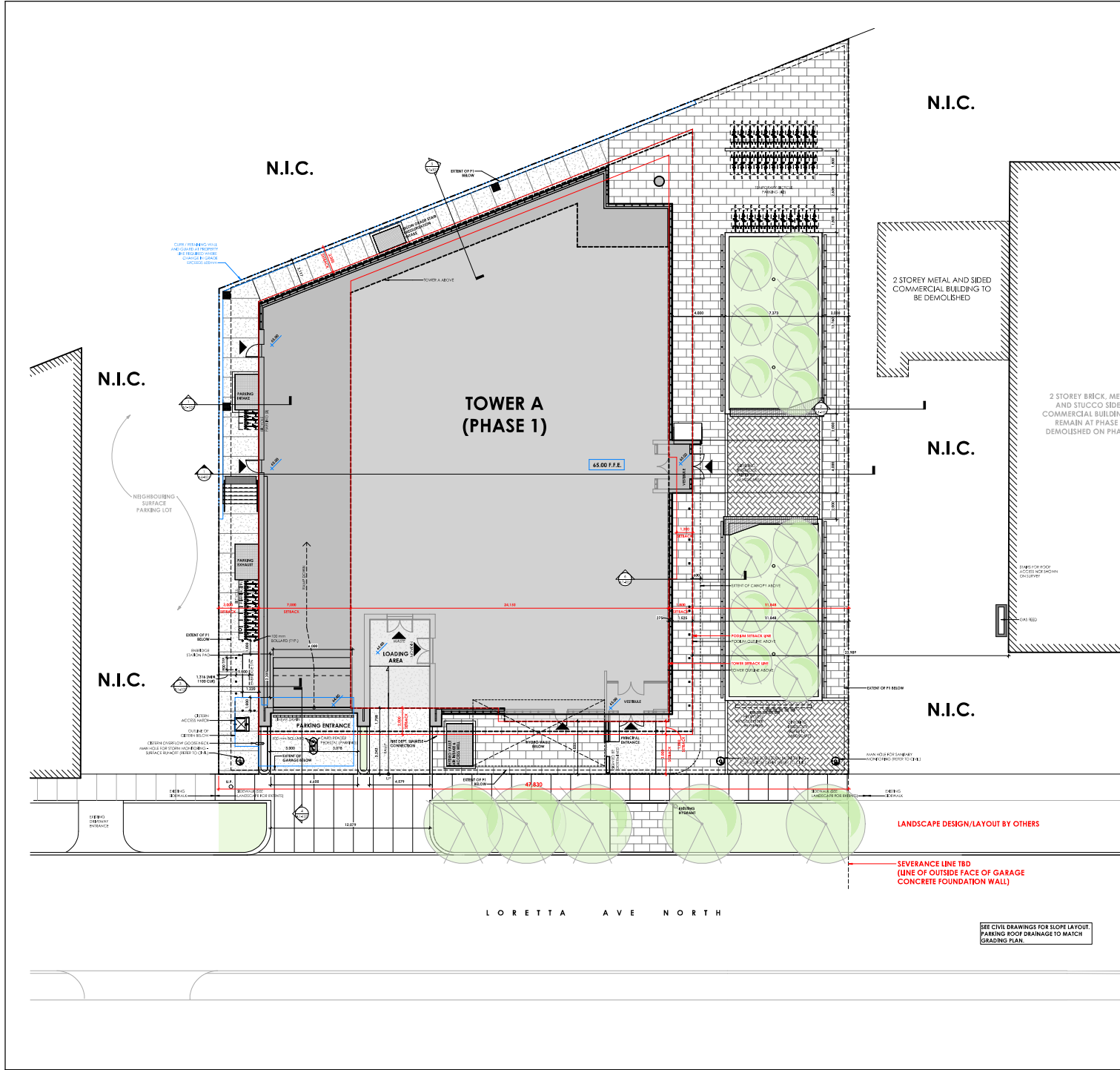
TOWER C

**TOWER A
(PHASE 1)**

3 STOREY METAL AND
BRICK SIDED
COMMERCIAL BUILDING

1 STOREY STUCCO AND
BRICK SIDED
COMMERCIAL BUILDING

1 STOREY STUCCO AND
BRICK SIDED
COMMERCIAL BUILDING



ZONING MATRIX		DATA
1	LOCAL DESCRIPTION	RESIDENTIAL DEVELOPMENT ON LOT PLAN
2	CURRENT ZONING	COMMERCIAL INDUSTRIAL (C1) (10-15)
3	LOT AREA	2,225 SQ. FT.
4	LOT FRONTAGE	42.00 FT.
5	LOT DEPTH	52.00 FT.
6	BUILDING SETBACKS	FRONT: 10.00 FT. (MINIMUM); SIDE: 5.00 FT. (MINIMUM); REAR: 10.00 FT. (MINIMUM); TOTAL: 25.00 FT. (MINIMUM)
7	BUILDING HEIGHT	45.00 FT. (MAXIMUM)
8	BUILDING VOLUME	100,000 CU. FT. (MAXIMUM)
9	BUILDING FLOOR AREA	100,000 SQ. FT. (MAXIMUM)
10	BUILDING FOOTPRINT	100,000 SQ. FT. (MAXIMUM)
11	VEHICLE PARKING	REQUIRED: 10 SPACES; PROVIDED: 10 SPACES
12	VEHICLE PARKING	REQUIRED: 10 SPACES; PROVIDED: 10 SPACES
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20	VEHICLE PARKING	REQUIRED: 10 SPACES; PROVIDED: 10 SPACES

CLV GROUP DEVELOPMENTS

QUALITY & ASSOCIATES

GWAL

wsp

CSW

linebox STUDIO

GLADSTONE AND LORETTA RESIDENTIAL TOWER

140 LORETTA AVE. N. | OTTAWA | ON

drawing: 180-1-180-1

SITE PLAN (PHASE 1)

project number | number description | date

client | name | date

architect | name | date

engineer | name | date

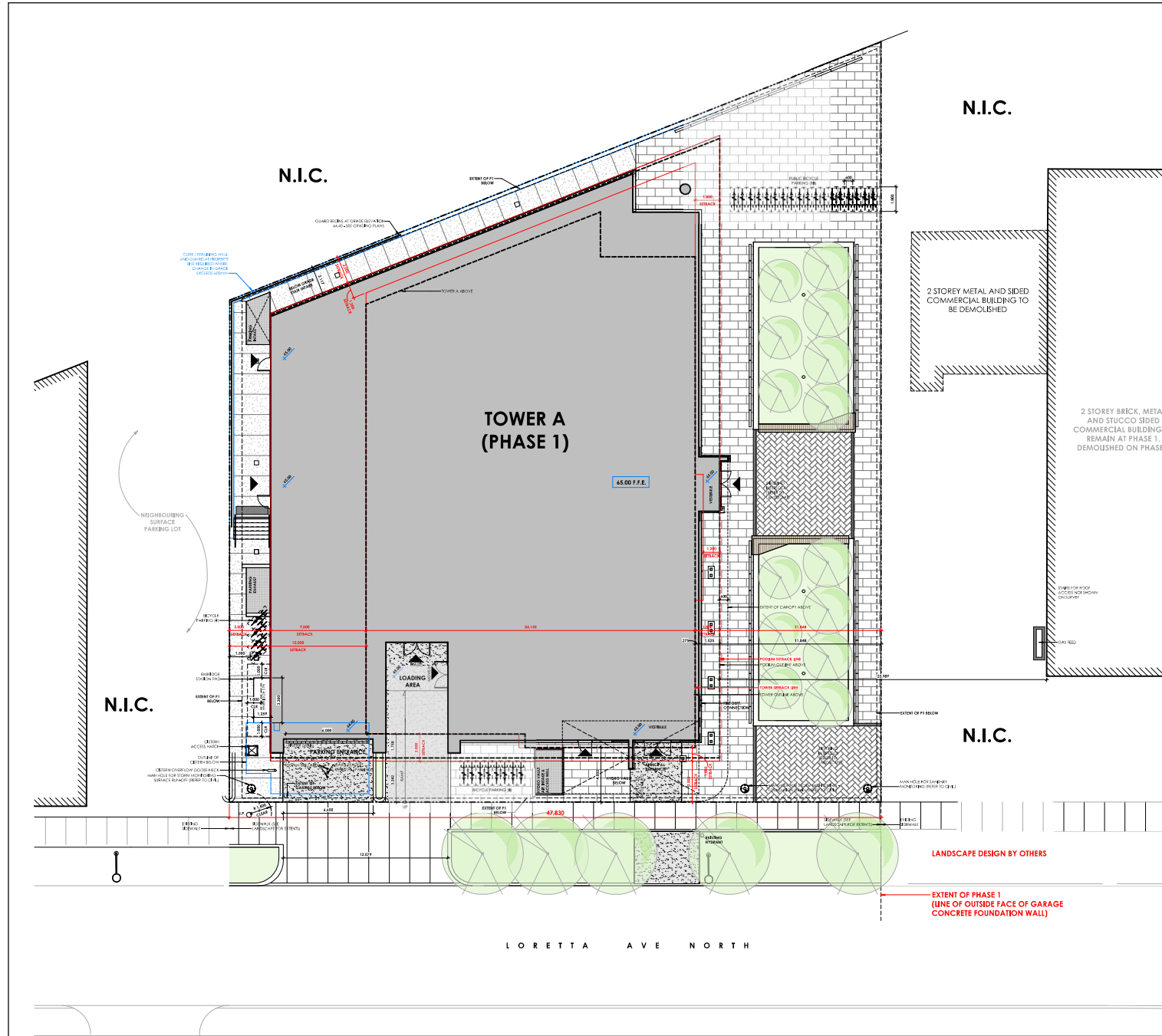
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A1-101

Attachment 2

June 2025 Site Plan



ITEM	FIELD	DATA
1	LEGAL DESCRIPTION	SEE LEGAL DESCRIPTION ON SITE PLAN
2	CURRENT ZONING	AR (RESIDENTIAL CENTRE ZONE - RAC (R) 1000)
3	LOT AREA	2,221 SQ. FT.
4	LOT DIMENSIONS	42' 0" X 52' 0"
5	SETBACKS	10' 0" (FRONT), 10' 0" (SIDE), 10' 0" (REAR)
6	BUILDING SETBACKS	10' 0" (FRONT), 10' 0" (SIDE), 10' 0" (REAR)
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CUV GROUP
DEVELOPMENTS

CUNIFFE & ASSOCIATES
CONSULTING ENGINEERS

GWAL
GEOTECHNICAL ENGINEERS

wsp
CONSULTING ENGINEERS

CSW
CONSULTING ENGINEERS

linebox
STUDIO

client

consulting engineers | engineering architects

electrical engineers | engineering architects

mechanical engineers | engineering architects

landscape architects | architecture professionals

road design project team

road design project team

approved | contracts

project #101 | 101-101

GLADSTONE AND LORETTA
RESIDENTIAL TOWER

101 LORRETTA AVE N. | GLADSTONE | ONT.

drawing #101-101-101

SITE PLAN (PHASE 1)

project number | number description

sheet | number

revision | number

scale | number

date | date

drawing number | number description

A1-101