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 paring 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

CGH TRANSPORTATION

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

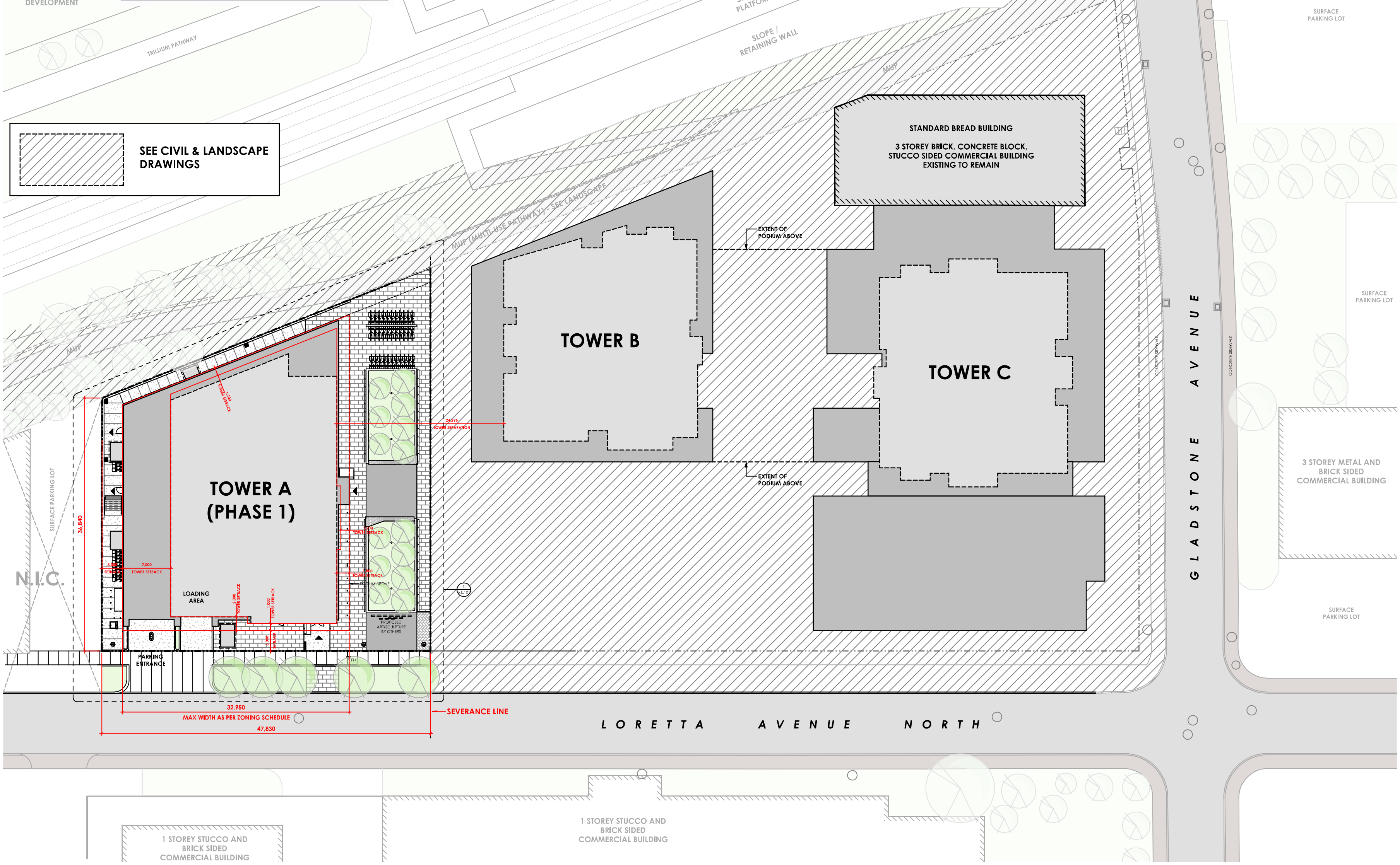
SITE STATISTICS

SITE AREA: 10,012m² / 2.47 ac
RESIDENTIAL UNIT COUNT:
TOWER A = 350
TOWER B = 271
TOWER C = 279
TOTAL = 900

MC[XXXX] SYYY-h	Requirement	Proposed
Minimum Lot Width (m)	No minimum	Complies
Minimum Lot Area (m²)	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)	6.7metres, (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	23 metres	Complies
Minimum Tower Podium Stepback Distance	2 metres	2m at Gladstone frontage only

Parking Requirements (Sec. 101, 102, 106, 111)			
Area Z or 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 900 units = 450 (1 per 250m² Commercial space) 20,080m²/250 = 80.3 Total Required = 531	Surface Bicycle Parking =68 Indoor Bicycle Parking = 694 Total Bicycle Parking = 762
Bicycle Space Dimensions		Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m (max 50% of required spaces) Stacked: 0.37m x 1.5x	Complies
Drive Aisle Width (Double Traffic Lane)	Parking Lot	Minimum: 6.7m	Complies
	Parking Garage	Minimum: 6m Maximum: 6.7m	6m

Amenity Space Requirements (Sec. 137)	Requirement	Proposed
Total: 6m² per unit **Communal: 50% of total required**	Total: 5,400 m² Communal: 2,700 m²	Rooftop Terrace (Communal): 1441.9 m² Indoor Amenity (Communal): 1614.7 m² Total Communal: 3056.6 m² Balconies: ~ 2343.4 m²
POPS (Privately Owned Public Space)		POPS: 1,017.7 m²



CLV GROUP DEVELOPMENTS

client

CUNLIFFE & ASSOCIATES

structural engineers | ingénieur structural

GWAL

electrical engineer | ingénieur électrique
mechanical engineer | ingénieur mécanique

wsp

civil engineers | ingénieur civil

CSW

landscape architect | architecte paysagiste

nord du projet project north — nord reel true north

FOR REFERENCE PURPOSES ONLY — PRELIMINARY

stamp | timbre

architect | architecte

linebox STUDIO

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.

project title | titre du projet

GLADSTONE AND LORETTA RESIDENTIAL TOWER

145 LORETTA AVE. N | OTTAWA | ON

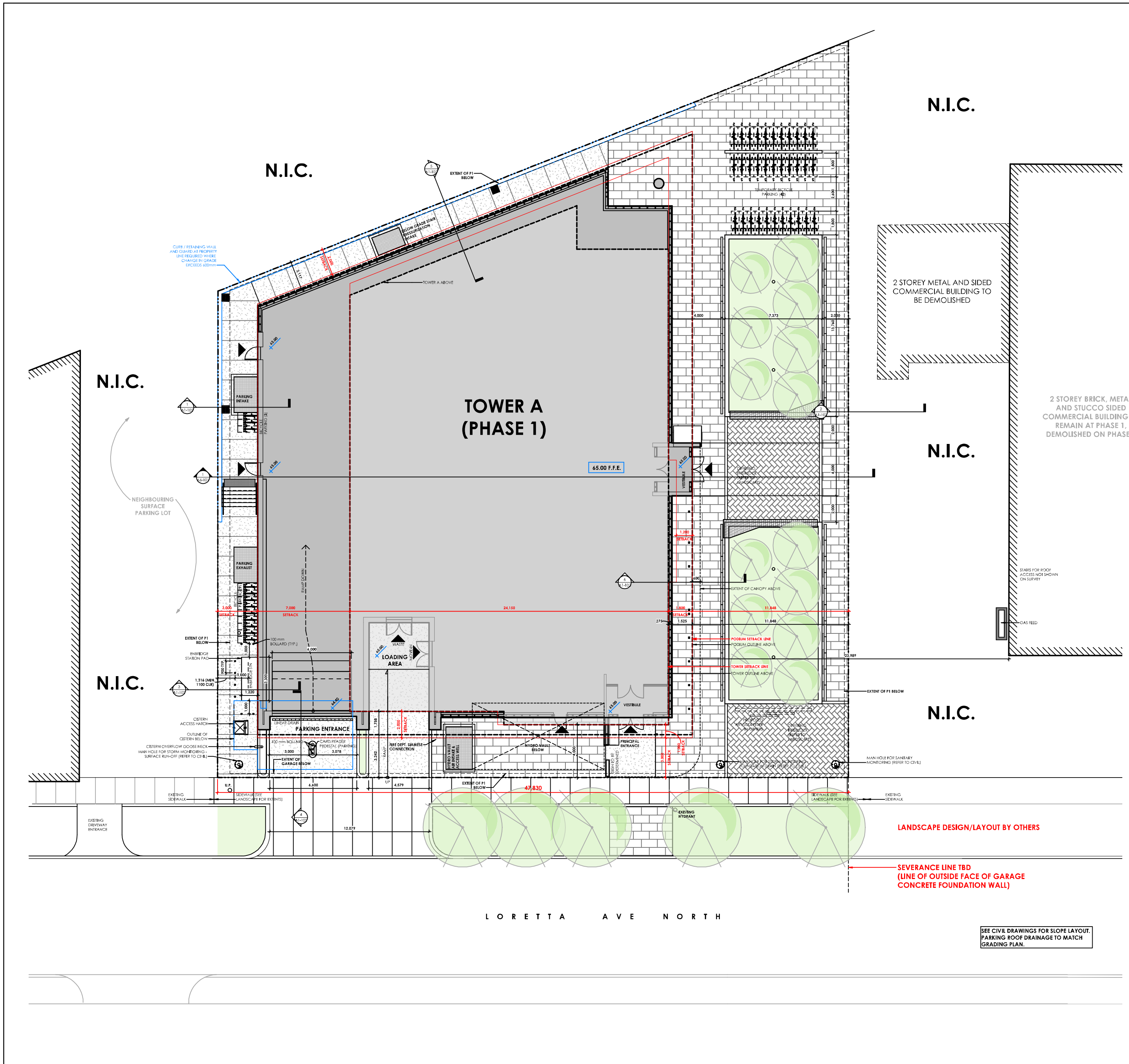
drawing title | titre du dessin

MASTER SITE PLAN

project number | numero du projet	2402
drawn | dessiné	JH / DL / MP
checked | vérifié	JP / AR
scale | échelle	1 : 200
date | date	11/19/24

drawing number | numéro du dessin

A1-100a



ZONING MATRIX

ITEM	FIELD	DATA	
1	LEGAL DESCRIPTION	SEE LEGAL DESCRIPTION ON SITE PLAN.	
2	CURRENT ZONING PERMITTED USES:	GENERAL INDUSTRIAL SUBZONE 1 IG1 H(11)	
3	LOT AREA	2,215 m²	
4	LOT FRONTAGE	47.817 m	
5	BUILDING AREA	1,284 m²	
6	BUILDING SETBACKS	FRONT YARD REQUIRED: REAR YARD (REQUIRED): INTERIOR SIDE YARD (REQUIRED): TOWER SETBACKS:	NO MIN / 5m PROVIDED 2m / 3m PROVIDED 2m / 2m PROVIDED SEE PLAN
7	SUITE COUNT	350 DWELLING UNITS	
8	AMENITY SPACE	REQUIRED: SUITE COUNT x 6m² 350 x 6m² **2,100.00 m²**	PROVIDED: SHARED INTERIOR AMENITY AREA 1,899.94 m² SHARED EXTERIOR AMENITY AREA 388.26 m² PRIVATE EXTERIOR AMENITY AREA 0.00 m² **TOTAL AMENITY AREA PROVIDED 2,288.19 m²**
9	BUILDING HEIGHT	**14.73 m** PODIUM ROOF **103.48 m** TOP OF MECHANICAL PENTHOUSE	
10	LOADING ZONE		
11	VEHICLE PARKING	REQUIRED: **RESIDENTIAL:** MAXIMUM: 0.5 PER UNIT 350 x 0.5 SPACES = **175 SPACES MAX.** **VISITOR:** MINIMUM: 0.1 PER UNIT 350 x 0.1 SPACES = 35 SPACES - 12 x 0.1 SPACES = 34 SPACES MAXIMUM: **30 SPACES** **TOTAL:** MAXIMUM: 0.5 PER UNIT 350 x 0.5 SPACES = **175 SPACES MAX.**	PROVIDED: ACCESSIBLE (3660x5200) 1 COMPACT (2400x4600) 33 MOTORCYCLE (1300x3000) 6 PARALLEL (2600x6700) 3 STANDARD (2600x5200) 75 **TOTAL PROVIDED (TENANT) 118** ACCESSIBLE (3660x5200) 1 STANDARD (2600x5200) 29 **TOTAL PROVIDED (VISITOR) 30** ACCESSIBLE (3660x5200) 2 COMPACT (2400x4600) 33 MOTORCYCLE (1300x3000) 6 PARALLEL (2600x6700) 3 STANDARD (2600x5200) 104 **TOTAL PROVIDED 148**
12	BICYCLE PARKING	REQUIRED: RESIDENTIAL: MINIMUM: 0.5 PER UNIT 350 x 0.5 SPACES = **175 SPACES MIN.**	PROVIDED: HORIZONTAL STACKED 170 VERTICAL 12 **TOTAL PROVIDED 182**
13	LANDSCAPED AREAS		
14	DRIVE AISLES	REQUIRED: 6m WIDE	PROVIDED: 6m WIDE

CLV GROUP DEVELOPMENTS

client

CUNLIFFE & ASSOCIATES

structural engineers | ingénieurs structure

GWAL

electrical engineer | ingénieur électrique

mechanical engineer | ingénieur mécanique

wsp

civil engineers | ingénieur civil

CSW

landscape architect | architecte paysagiste

nord du projet / project north

nord réel / true north

FOR REFERENCE PURPOSES ONLY

no	revisions	date
9	DRAFT RE-ISSUED FOR SPA	24-11-20
7	ISSUED FOR REVIEW	24.10.07
5	ISSUED FOR REVIEW	24-08-12
4	ISSUED FOR 33% WORKING DRAWINGS	24-08-12
3	ISSUED FOR EXCAVATION PERMIT	24-06-13
2	RE-ISSUED FOR CLASS 'D' ESTIMATE	24-05-13
1	ISSUED FOR CLASS 'D' ESTIMATE	24-05-17

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architect | architecte

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project title | titre du projet

GLADSTONE AND LORETTA RESIDENTIAL TOWER

145 LORETTA AVE. N | OTTAWA | ON

drawing title | titre du dessin

SITE PLAN (PHASE 1)

project number | numero du projet 2402

drawn | dessiné JH / DL / MP

checked | vérifié JP / AR

scale | échelle As indicated

date | date 02/15/24

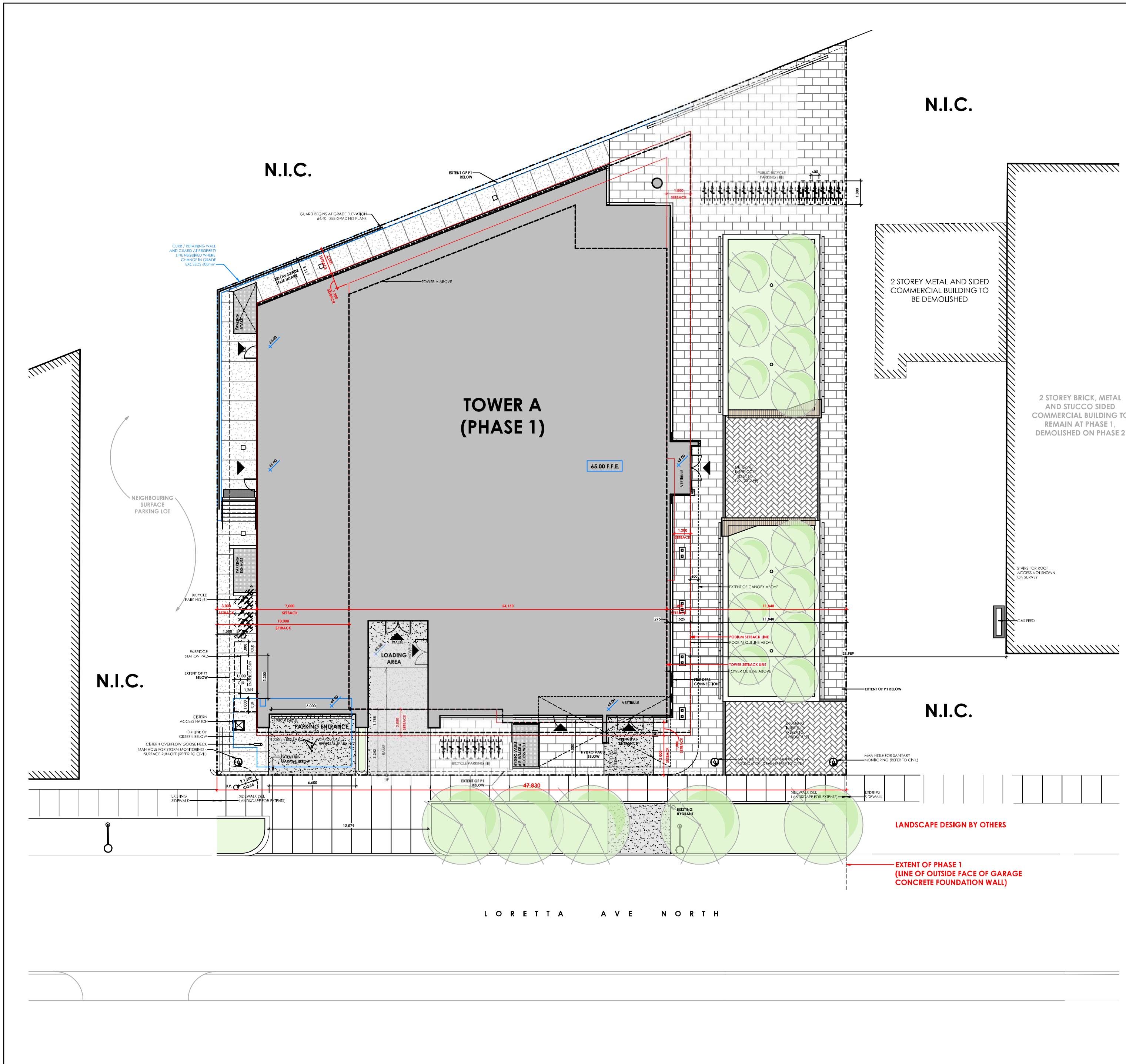
drawing number | numéro du dessin

A1-101

Attachment 2

June 2025 Site Plan

CGH TRANSPORTATION



ZONING MATRIX		
ITEM	FIELD	DATA
1	LEGAL DESCRIPTION	SEE LEGAL DESCRIPTION ON SITE PLAN.
2	CURRENT ZONING PERMITTED USES:	MIXED-USE CENTRE ZONE - MC[2830] S466-h1-h2
3	LOT AREA	2,215 m²
4	LOT FRONTAGE	47.817 m
5	BUILDING AREA	1,284 m²
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 6m² 402 x 6m² **2,412.00 m²** PROVIDED: SHARED INTERIOR AMENITY AREA 1,945.07 m² SHARED EXTERIOR AMENITY AREA 475.29 m² PRIVATE EXTERIOR AMENITY AREA 0.00 m² **TOTAL AMENITY AREA PROVIDED 2,420.37 m²**
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 - 12 x 0.1 SPACES = 39 SPACES MAXIMUM REQUIRED: **30 SPACES** **RESIDENTIAL:** MAXIMUM: 1.75 PER UNIT (LESS VISITOR SPACES) 402 x 1.75 SPACES = **704** SPACES - 30 SPACES = **674 SPACES MAX.** PROVIDED: ACCESSIBLE (3660x5200) 1 STANDARD (2600x5200) 29 **TOTAL PROVIDED (VISITOR) 30** ACCESSIBLE (3660x5200) 1 COMPACT (2400x4600) 33 MOTORCYCLE (1300x3000) 6 PARALLEL (2600x6700) 3 STANDARD (2600x5200) 75 **TOTAL PROVIDED (TENANT) 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 BIKE PARKING SPOTS*
13	DRIVE AISLES	REQUIRED: 6m WIDE PROVIDED: 6m WIDE

CLV GROUP DEVELOPMENTS

client

CUNLIFFE & ASSOCIATES

structural engineers | ingénieurs structurels

GWAL

electrical engineer | ingénieur electrique

mechanical engineer | ingénieur mécanique

wsp

civil engineers | ingénieur civil

CSW

landscape architect | architecte paysagiste

nord du projet project north

nord reel true north

NOT FOR CONSTRUCTION 2025-06-2

no	revisions	date
21	RE-ISSUED FOR ENVELOPE & INTERIOR GYPSUM ASSEMBLIES TENDER	25-06-12
20	ISSUED FOR ENVELOPE & INTERIOR GYPSUM ASSEMBLIES TENDER	25-05-30
19	ISSUED FOR REFERENCE - STRUCTURAL, M&E PRICING	25-05-16
18	ISSUED FOR 66% WD & CLIENT BUDGETING	25-03-28
14	RE-ISSUED FOR SPA	25-01-31
12	RE-ISSUED FOR SHORING & EXCAV. IFT	24-12-19
10	ISSUED FOR SHORING & EXCAV. IFP/IFT	24-11-05
9	ISSUED FOR SPA	24-11-20
7	ISSUED FOR REVIEW	24-10-07
5	ISSUED FOR REVIEW	24-08-12
4	ISSUED FOR 33% WORKING DRAWINGS	24-08-12
2	RE-ISSUED FOR CLASS 'D' ESTIMATE	24-05-13
1	ISSUED FOR CLASS 'D' ESTIMATE	24-05-17

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GLADSTONE AND LORETTA RESIDENTIAL TOWER

145 LORETTA AVE. N | OTTAWA | ON

drawing title | titre du dessin

SITE PLAN (PHASE 1)

project number | numero du projet	2402
drawn | dessiné	JH / DL / PC / JP
checked | verifié	JP / AR
scale | échelle	As indicated
date | date	02/15/24
drawing number | numéro du dessin	A1-101