

Revised: 4 March 2019

OUR REF: 602835-03000

Windmill Green Fund LPV
1306 Wellington Street West
Suite 201
Ottawa, ON K1Y 3B2

Attention: Scott Bentley

Dear Scott:

Re: Zibi Ontario Phase 1
Transportation Impact Study (4 September 2015) Addendum No. 4.
Block 207

1. INTRODUCTION

This brief letter report has been prepared to satisfy the submission requirements of the City of Ottawa for the Site Plan Control application for **Block 207** of the Zibi Ontario Phase 1 Development.

Previous transportation planning documents prepared by Parsons for the proposed development include: *Domtar Lands Redevelopment - Multi-Modal Transportation Impact Study* dated 21 April 2014; *Zibi Ontario Phase 1A Transportation Impact Study* dated 4 September 2015; *Zibi Ontario Phase 1A Response to City of Ottawa Comments* dated 5 January 2016, 20 July 2017 and 16 November 2017 (Addendum No. 1, 2, and 3, respectively)

The most current version of the Phase 1 Plan is attached, which shows the subject Block 207 in the southwest quadrant of the Booth/Perley intersection.

2. PREVIOUS TIA SUBMISSION (4 SEPTEMBER 2015)

The original Transportation Impact Study prepared by Parsons included all development for Zibi Ontario Phase 1, including approximately 50,000ft² retail, 38,000ft² office, 315 residential units, and 7,000ft² community space comprised of two sub-phases, namely:

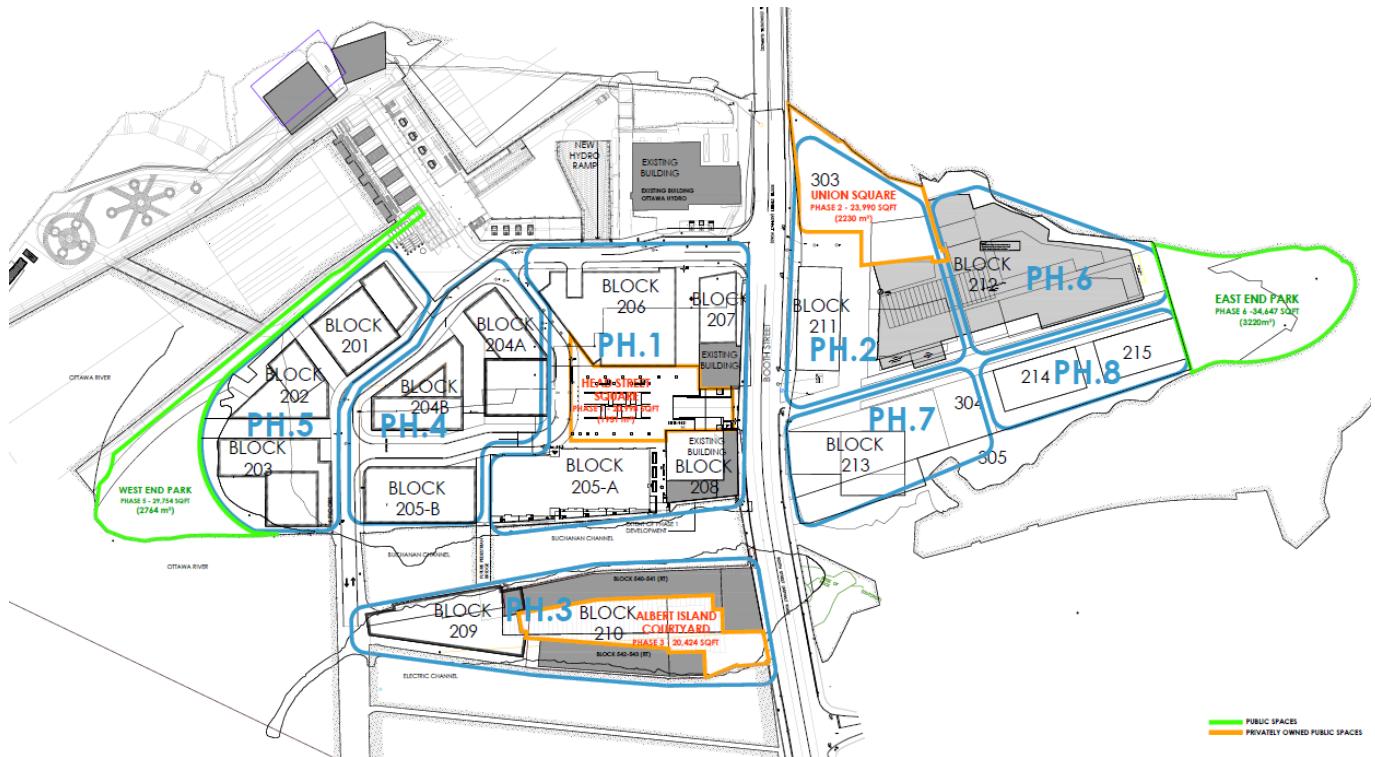
- Phase 1a - Blocks 301 (interim parking), 208 and 205A (25,000 ft² office, 25,000 ft² retail and 67 residential units),
- Phase 1b - Blocks 207 and 206.

At the time, Block 207 was envisioned to consist of 40,000ft² office/retail, with an approximate equal split of office and retail space, while Block 206 would be predominantly a residential building.

Note that the title of the September 2015 TIA refers to Phase 1A, but it actually reflects the entire Phase 1 (i.e., A and B). The TIS indicated that the entire Phase 1 development was projected to generate approximately 90 and 120 veh/h during the weekday morning and afternoon peak hours, respectively.

Furthermore, the RMA for the Booth/Perley intersection was approved as part of the submission, and it is understood that these works, supporting the full development, will be completed by 2019.

Exhibit 1: ZIBI Ontario Master Development Plan



3. BLOCK 207 SUBMISSION

The attached Site Plan for the subject Block 207 indicates a GFA of 70,209 ft² office/retail, which is approximately 50% greater than the size of land use assumed in the original submission. However, it is understood that the proposed split is 54,477 ft² office (floors 2-6), and 6,928 ft² retail and 8,804 ft² restaurant (ground floor), which results in additional office space and reduced retail space than assumed in the original TIS. The updated total office space associated with Phase 1 is approximately 72,500 ft² (versus 38,000 ft² previously assumed), updated total retail space is approximately 28,300 ft² (versus 50,000 ft² previously assumed) and newly proposed 8,800 ft² of restaurant space. The number of residential units remains unchanged at approximately 300 units.

The projected vehicle trip generation associated with resulting increased office space (and reduced retail space) for Block 207, as well as the previously approved Blocks 205A, 208 and 301, is 110 and 140 veh/h during the weekday morning and afternoon peak hours, respectively. These totals are within 20 veh/h of the volume projections forecasted as part of the original TIA (namely 90 and 120 veh/h as indicated in Section 2), and therefore no further analysis is required.

Pedestrian access to Block 207 will be from both the east and west side of the building (Booth St and Ahearn Pedestrian St). In the short term, vehicles will enter the underground parking garage via a temporary ramp in Block 301. When Block 206 is eventually built, the temporary ramp into 301 will be replaced by a permanent ramp in Block 206.

PARSONS

When Block 206 is introduced (future application), resulting in an estimated 250 residential units and 7,000 ft² community space, the total projected vehicle trip generation is 140 and 170 veh/h during the weekday morning and afternoon peak hours, respectively. These totals are within 50 veh/h of the volume projections forecasted as part of the original TIA (namely 90 and 120 veh/h as indicated in Section 2), and therefore consideration could be given at that time for additional transportation study requirements.

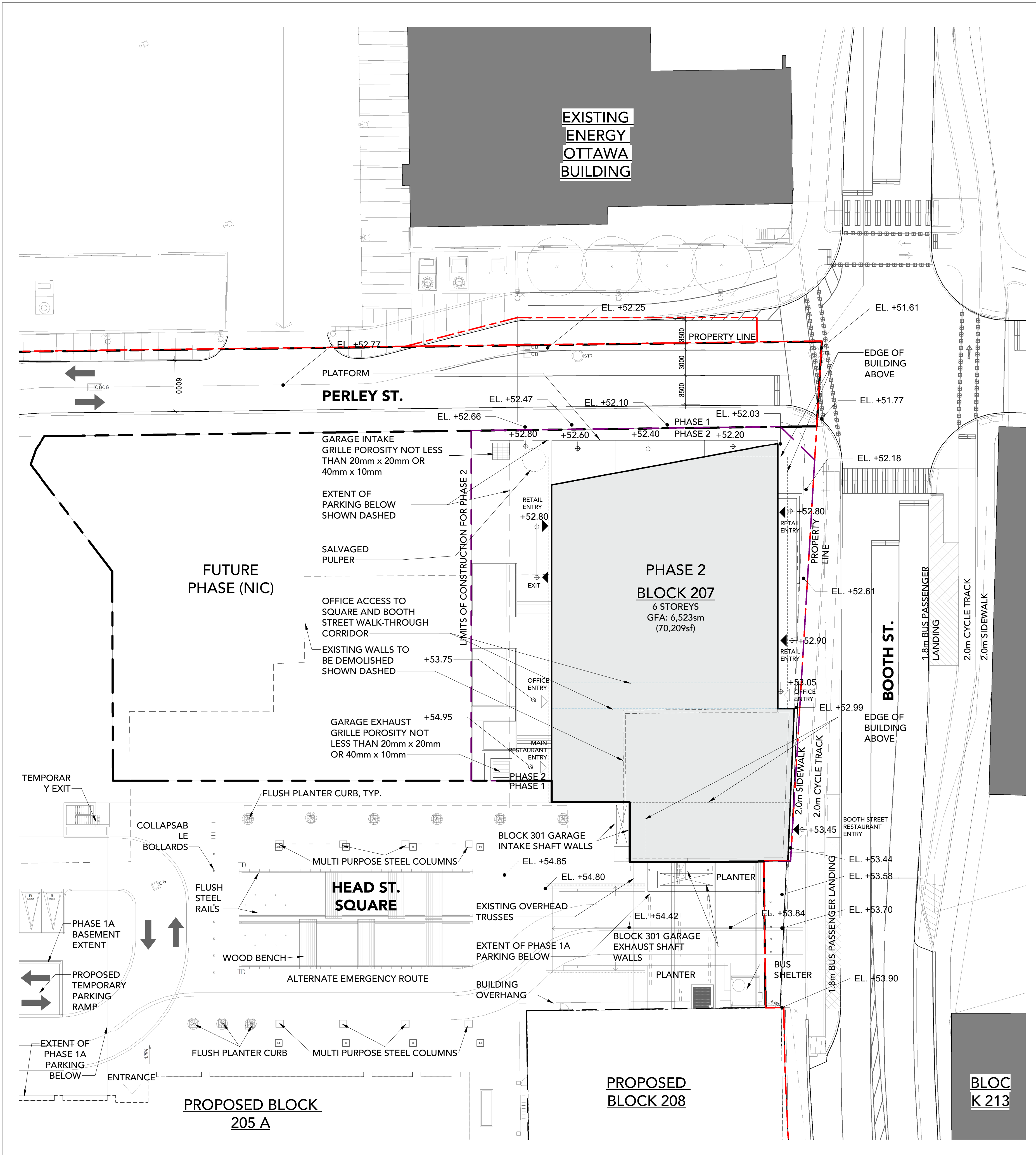
Based on the foregoing, the proposed Zibi Ontario Phase 1 development continues to be recommended from a transportation perspective. If there are any questions, please contact the undersigned.

Sincerely,



Mark Baker, P.Eng.
Senior Transportation Engineer





SITE STATISTICS					
ZONING DESIGNATION:		MD5[2172]S332-h			
LOT AREA		1,827 sm (0.45 ac)			
FRONTAGE		NORTH: 24.64 m	EAST: 49.39 m		
GROSS FLOOR AREA		AREA(sm)	AREA (sf)		
RESTAURANT:					
	LEVEL P1	226sm	(2,431sf)		
	LOWER LEVEL 1	232sm	(2,501sf)		
	UPPER LEVEL 1	135sm	(1,456sf)		
	LEVEL 2	224sm	(2,416sf)		
RESTAURANT TOTAL:		818sm	(8,804sf)		
RETAIL:					
	LEVEL 1	644sm	(6,928sf)		
RETAIL TOTAL:		644sm	(6,928sf)		
OFFICE:					
	LEVEL 2	767sm	(8,260sf)		
	LEVEL 3	1,131sm	(12,178sf)		
	LEVEL 4	1,054sm	(11,346sf)		
	LEVEL 5	1,054sm	(11,346sf)		
	LEVEL 6	1,054sm	(11,346sf)		
OFFICE TOTAL:		5,061sm	(54,477sf)		
TOTAL:		6,523sm	(70,209sf)		
BUILDING INFORMATION:					
COVERAGE:					
BUILDING COVERAGE:		66%	PAVING AREA/LOT AREA LANDSCAPE AREA/ LOT AREA 3.43		
PAVING (HARDSCAPING):					
LANDSCAPING (SOFTSCAPING):					
FSI (FLOOR SPACE INDEX):					
No. OF STOREYS:		6			
HEIGHT:		25.85 m			
PARKING SPACE RATES:					
MAXIMUM COMM. PARKING RATES BASED ON ZONING BY-LAW 2008-250					
RETAIL : 1.0/100sm					
OFFICE : 1.0/100sm					
RESTAURANT : NONE					
PARKING SPACES:		REQUIRED	PROPOSED	PROP. B/F	PROP. B/F
STALL DIMENSION		5.2m x 2.6m	5.2m x 2.6m	5.2m x 2.4m	5.2m x 3.4m
DRIVE AISLE WIDTH		6m	6m		
RETAIL:		6	6		
OFFICE:		50	50		
RESTAURANT:		0	13		
TOTAL SPACES:		52	69	2	1
BICYCLE PARKING SPACES:		REQUIRED		PROPOSED	
COMM. BICYCLE PARKING RATES BASED ON ZONING BY-LAW 2008-250					
RETAIL/OFFICE/RESTAURANT : 1/250sm of GFA					
TOTAL SPACES:		26		26	
NOTE:					
50% CAN BE VERTICAL					
LOADING SPACES:		REQUIRED		PROPOSED	
COMMERCIAL:		0		0	
SURVEY INFORMATION:					
PLAN SURVEY PART OF THE BED OF THE OTTAWA RIVER					
ADJACENT TO CHAUDIERE ISLAND AND ALBERT ISLAND IN					
FRONT OF LOT 40 CONCESSION A (BROKEN FRONT) , (PART OF					
WATER LOT LOCATION CL4467)					
REGISTERED PLAN XXXX					
CITY OF OTTAWA					
PREPARED BY:					
SURVEYOR STANTEC GROMATICS LTD.					
11331 CLYDE AVENUE, SUITE 400					
OTTAWA, ONTARIO, K2C 3G4					
T: (613) 722-4420 F: (613) 722-2799					

SITEPLAN
SCALE: 1 : 250

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A1 00

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

Teeple Architects

5 CAMDEN STREET TORONTO, ONTARIO
416-598-0554-TEL FAX-416-598-1705
INFO@TEEPLARCH.COM

ALL DIMENSIONS ARE GIVEN IN MILLIMETRES UNLESS OTHERWISE INDICATED.
DO NOT SCALE DRAWINGS.

CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO STARTING ANY OF THE WORK AND REPORT ANY DISCREPANCY TO THE ARCHITECT AND CONSULTANTS BEFORE PROCEEDING. CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION PERTAINING TO THIS APPLICATION.

THE ARCHITECT BEARS NO RESPONSIBILITY FOR THE INTERPRETATION OF THESE DOCUMENTS BY THE CONTRACTOR. UPON WRITTEN APPLICATION THE ARCHITECT WILL PROVIDE WRITTEN OR GRAPHIC CLARIFICATION AS SUPPLEMENTARY INFORMATION REGARDING THE INTENT OF THE CONTRACT DOCUMENTS.

LOCATIONS OF EXPOSED MECHANICAL OR ELECTRICAL DEVICES, FITTINGS AND FIXTURES ARE INDICATED ON ARCHITECTURAL DRAWINGS, WHICH SHALL GOVERN OVER THE MECHANICAL AND ELECTRICAL DRAWINGS. THOSE ITEMS NOT CLEARLY LOCATED, TO BE LOCATED AS DIRECTED BY THE ARCHITECT.

NO INVESTIGATION HAS BEEN UNDERTAKEN OR REPORTED ON THIS OFFICE IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTIONS OF THIS SITE.

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ISSUE DATES AND DISTRIBUTION LOG

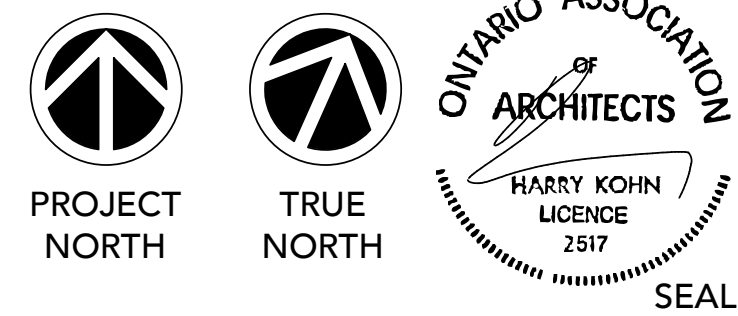
No.	Date	Note
1	18.02.14	SPA SUBMISSION



APPROVED ☐ REFUSED ☐

THIS ____ DAY OF _____, 20__

DOUGLAS JAMES, MCIP, RPP, MANAGER
DEVELOPMENT REVIEW CENTRAL
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



Project:
ZIBI ONTARIO BLOCK 207

ZIBI
BOOTH STREET CHAUDIERE ISLAND

OTTAWA ONTARIO

Drawing Title:
SITE PLAN AND SITE
STATISTICS

Drawn By: IM Checked By: CHK Project No: 15-122

Date Plotted: 2019-02-28 2:04:46 PM Scale: As indicated

A1 00

2015 TIA Trip Gen (Blks 205 + 206 + 207 + 208)

2/25/2019 3:53 PM

ITE Vehicle Trip Generation Rates

Land Use	Data Source	Trip Rate	
		AM Peak	PM Peak
Office	ITE 720	2.39	2.74
Condominiums	ITE 230	0.44	0.52
Specialty Retail	ITE 826	1.36	2.71
Recreational Community Centre	ITE 495	2.05	2.74

Modified Person Trip Generation Rates

Land Use	Data Source	Person Trip Rate	
		AM Peak	PM Peak
Office	ITE 720	3.06	3.51
Condominiums	ITE 230	0.56	0.67
Specialty Retail	ITE 826	1.74	3.47
Recreational Community Centre	ITE 495	2.62	3.51

Note: 1.28 factor to account for typical North American auto occupancy values of approximately 1.15 and combined transit and non-motorized modal shares of less than 10%

ITE Fitted Curve Equations

Land Use	Data Source	Fitted Curve Equation					
		AM Peak			PM Peak		
Office	ITE 720	N/A	0.00(x)	+ 0.00	Ln(T)=	0.90Ln(x)	+ 1.53
Condominiums	ITE 230	Ln(T)=	0.80Ln(x)	+ 0.26	Ln(T)=	0.82Ln(x)	+ 0.32
Specialty Retail	ITE 826	T=	1.20(x)	+ 10.74	T=	2.40(x)	+ 21.48
Recreational Community Centre	ITE 495	N/A	0.00(x)	+ 0.00	N/A	0.00(x)	+ 0.00

Modified Person Trip Generation

Land Use	Data Source	Area	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
			In	Out	Total	In	Out	Total
		ft²	79%	21%		28%	72%	
Office	ITE 720	38,000 ft²	91	25	116	43	113	156
		Units	16%	84%		66%	34%	
Condominiums	ITE 230	315 du	26	139	165	130	67	197
		ft²	56%	44%		44%	56%	
Specialty Retail	ITE 826	49,908 ft²	50	40	90	79	102	181
		ft²	66%	34%		47%	53%	
Recreational Community Centre	ITE 495	7,000 ft²	11	7	18	11	14	25
Total			178	211	389	263	296	559

Office Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	30%	28	8	36	13	34	47
Auto Passenger	5%	5	1	6	3	6	9
Transit	45%	40	11	51	19	51	70
Non-motorized	20%	18	5	23	8	22	30
Total Person Trips	100%	91	25	116	43	113	156
Total 'New' Office Auto Trips		28	8	36	13	34	47

Condominiums Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	25%	7	35	42	33	17	50
Auto Passenger	5%	1	7	8	6	4	10
Transit	50%	13	70	83	65	33	98
Non-motorized	20%	5	27	32	26	13	39
Total Person Trips	100%	26	139	165	130	67	197
Total 'New' Condominiums Auto Trips		7	35	42	33	17	50

Specialty Retail Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	20%	10	8	18	16	21	37
Auto Passenger	5%	3	2	5	4	5	9
Transit	20%	10	8	18	16	20	36
Non-motorized	55%	27	22	49	43	56	99
Total Person Trips	100%	50	40	90	79	102	181
Less Pass-by (30%)		-3	-3	-6	-6	-6	-12
Total 'New' Specialty Retail Auto Trips		7	5	12	10	15	25

2015 TIA Trip Gen (Blks 205 + 206 + 207 + 208)

2/25/2019 3:53 PM

Recreational Community Centre Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	20%	3	2	5	3	3	6
Auto Passenger	5%	0	1	1	0	1	1
Transit	20%	2	1	3	2	3	5
Non-motorized	55%	6	3	9	6	7	13
Total Person Trips	100%	11	7	18	11	14	25
Total 'New' Recreational Community Centre Auto Trips		3	2	5	3	3	6

Total Site Vehicle Trip Generation

Travel Mode	AM Peak (veh/hr)			PM Peak (veh/hr)		
	In	Out	Total	In	Out	Total
Office Trip Generation	28	8	36	13	34	47
Condominiums Trip Generation	7	35	42	33	17	50
Specialty Retail Trip Generation	10	8	18	16	21	37
Recreational Community Centre Trip Generation	3	2	5	3	3	6
Specialty Retail Pass-by (30%)	-3	-3	-6	-6	-6	-12
Multi-purpose Trips (10%)	-5	-5	-10	-6	-7	-13
Total 'New' Auto Trips	40	45	85	53	62	115

Note that total 'new' trip numbers are slightly different than the 2015 TIA report due to rounding.

ITE Vehicle Trip Generation Rates

Land Use	Data Source	Trip Rate	
		AM Peak	PM Peak
Office	ITE 720	2.39	2.74
Condominiums	ITE 230	0.44	0.52
Specialty Retail	ITE 826	1.36	2.71
High Turnover Sit Down Restaurant	ITE 932	9.94	9.77

Modified Person Trip Generation Rates

Land Use	Data Source	Person Trip Rate	
		AM Peak	PM Peak
Office	ITE 720	3.06	3.51
Condominiums	ITE 230	0.56	0.67
Specialty Retail	ITE 826	1.74	3.47
High Turnover Sit Down Restaurant	ITE 932	12.72	12.51

Note: 1.28 factor to account for typical North American auto occupancy values of approximately 1.15 and combined transit and non-motorized modal shares of less than 10%

ITE Fitted Curve Equations

Land Use	Data Source	Fitted Curve Equation					
		AM Peak			PM Peak		
Office	ITE 720	N/A	0.00(x)	+ 0.00	Ln(T)=	0.90Ln(x)	+ 1.53
Condominiums	ITE 230	Ln(T)=	0.80Ln(x)	+ 0.26	Ln(T)=	0.82Ln(x)	+ 0.32
Specialty Retail	ITE 826	T=	1.20(x)	+ 10.74	T=	2.40(x)	+ 21.48
High Turnover Sit Down Restaurant	ITE 932	N/A	0.00(x)	+ 0.00	N/A	0.00(x)	+ 0.00

Modified Person Trip Generation

Land Use	Data Source	Area	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
			In	Out	Total	In	Out	Total
ft²			79%	21%		28%	72%	
Office	ITE 720	72,477 ft²	175	47	222	78	201	279
Units			16%	84%		66%	34%	
Condominiums	ITE 230	117 du	12	63	75	58	30	88
ft²			56%	44%		44%	56%	
Specialty Retail	ITE 826	28,336 ft²	31	26	57	50	65	115
ft²			55%	45%		62%	38%	
High Turnover Sit Down Restaurant	ITE 932	8,804 ft²	61	51	112	68	42	110
Total			279	187	466	254	338	592

Note that 177 residential units were assumed for Blk 205 (2015 TIA notes 315 total residential units for Blks 205 +206; Jan 2018 Site Plan identifies 198 residential units for Blk 206)

Office Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	30%	53	15	68	24	61	85
Auto Passenger	5%	9	2	11	4	10	14
Transit	45%	78	21	99	35	90	125
Non-motorized	20%	35	9	44	15	40	55
Total Person Trips	100%	175	47	222	78	201	279
Total 'New' Office Auto Trips		53	15	68	24	61	85

Condominiums Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	25%	3	16	19	15	8	23
Auto Passenger	5%	1	4	5	3	1	4
Transit	50%	6	31	37	29	15	44
Non-motorized	20%	2	12	14	11	6	17
Total Person Trips	100%	12	63	75	58	30	88
Total 'New' Condominiums Auto Trips		3	16	19	15	8	23

Specialty Retail Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	25%	8	7	15	13	17	30
Auto Passenger	5%	2	1	3	2	3	5
Transit	50%	15	13	28	25	32	57
Non-motorized	20%	6	5	11	10	13	23
Total Person Trips	100%	31	26	57	50	65	115
Less Pass-by (30%)		-2	-2	-4	-5	-5	-10
Total 'New' Specialty Retail Auto Trips		6	5	11	8	12	20

High Turnover Sit Down Restaurant Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	20%	13	11	24	14	9	23
Auto Passenger	5%	3	2	5	4	2	6
Transit	20%	12	10	22	13	8	21
Non-motorized	55%	33	28	61	37	23	60
Total Person Trips	100%	61	51	112	68	42	110
Total 'New' High Turnover Sit Down Restaurant Auto Trips		13	11	24	14	9	23

Total Site Vehicle Trip Generation

Travel Mode	AM Peak (veh/hr)			PM Peak (veh/hr)		
	In	Out	Total	In	Out	Total
Office Trip Generation	53	15	68	24	61	85
Condominiums Trip Generation	3	16	19	15	8	23
Specialty Retail Trip Generation	8	7	15	13	17	30
High Turnover Sit Down Restaurant Trip Generation	13	11	24	14	9	23
Specialty Retail Pass-by (30%)	-2	-2	-4	-5	-5	-10
Multi-purpose Trips (10%)	-7	-5	-12	-6	-9	-15
Total 'New' Auto Trips	68	42	110	55	81	136

ITE Vehicle Trip Generation Rates

Land Use	Data Source	Trip Rate	
		AM Peak	PM Peak
Office	ITE 720	2.39	2.74
Condominiums	ITE 230	0.44	0.52
Specialty Retail	ITE 826	1.36	2.71
Recreational Community Centre	ITE 495	2.05	2.74
High Turnover Sit Down Restaurant	ITE 932	9.94	9.77

Modified Person Trip Generation Rates

Land Use	Data Source	Person Trip Rate	
		AM Peak	PM Peak
Office	ITE 720	3.06	3.51
Condominiums	ITE 230	0.56	0.67
Specialty Retail	ITE 826	1.74	3.47
Recreational Community Centre	ITE 495	2.62	3.51
High Turnover Sit Down Restaurant	ITE 932	12.72	12.51

Note: 1.28 factor to account for typical North American auto occupancy values of approximately 1.15 and combined transit and non-motorized modal shares of less than 10%

ITE Fitted Curve Equations

Land Use	Data Source	Fitted Curve Equation					
		AM Peak			PM Peak		
Office	ITE 720	N/A	0.00(x)	+ 0.00	Ln(T)=	0.90Ln(x)	+ 1.53
Condominiums	ITE 230	Ln(T)=	0.80Ln(x)	+ 0.26	Ln(T)=	0.82Ln(x)	+ 0.32
Specialty Retail	ITE 826	T=	1.20(x)	+ 10.74	T=	2.40(x)	+ 21.48
Recreational Community Centre	ITE 495	N/A	0.00(x)	+ 0.00	N/A	0.00(x)	+ 0.00
High Turnover Sit Down Restaurant	ITE 932	N/A	0.00(x)	+ 0.00	N/A	0.00(x)	+ 0.00

Modified Person Trip Generation

Land Use	Data Source	Area	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
			In	Out	Total	In	Out	Total
		ft²	79%	21%		28%	72%	
Office	ITE 720	72,477 ft²	175	47	222	78	201	279
		Units	16%	84%		66%	34%	
Condominiums	ITE 230	315 du	26	139	165	130	67	197
		ft²	56%	44%		44%	56%	
Specialty Retail	ITE 826	36,836 ft²	39	31	70	62	79	141
		ft²	66%	34%		47%	53%	
Recreational Community Centre	ITE 495	7,000 ft²	11	7	18	11	14	25
		ft²	55%	45%		62%	38%	
High Turnover Sit Down Restaurant	ITE 932	8,804 ft²	61	51	112	68	42	110
		Total	312	275	587	349	403	752

Office Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	30%	53	15	68	24	61	85
Auto Passenger	5%	9	2	11	4	10	14
Transit	45%	78	21	99	35	90	125
Non-motorized	20%	35	9	44	15	40	55
Total Person Trips	100%	175	47	222	78	201	279
Total 'New' Office Auto Trips		53	15	68	24	61	85

Condominiums Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	25%	7	35	42	33	17	50
Auto Passenger	5%	1	7	8	6	4	10
Transit	50%	13	70	83	65	33	98
Non-motorized	20%	5	27	32	26	13	39
Total Person Trips	100%	26	139	165	130	67	197
Total 'New' Condominiums Auto Trips		7	35	42	33	17	50

Specialty Retail Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	25%	10	8	18	16	20	36
Auto Passenger	5%	2	2	4	3	4	7
Transit	50%	20	15	35	31	40	71
Non-motorized	20%	7	6	13	12	15	27
Total Person Trips	100%	39	31	70	62	79	141
Less Pass-by (30%)		-3	-3	-6	-5	-5	-10
Total 'New' Specialty Retail Auto Trips		7	5	12	11	15	26

Recreational Community Centre Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	20%	3	2	5	3	3	6
Auto Passenger	5%	0	1	1	0	1	1
Transit	20%	2	1	3	2	3	5
Non-motorized	55%	6	3	9	6	7	13
Total Person Trips	100%	11	7	18	11	14	25
Total 'New' Recreational Community Centre Auto Trips		3	2	5	3	3	6

High Turnover Sit Down Restaurant Trip Generation

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	20%	13	11	24	14	9	23
Auto Passenger	5%	3	2	5	4	2	6
Transit	20%	12	10	22	13	8	21
Non-motorized	55%	33	28	61	37	23	60
Total Person Trips	100%	61	51	112	68	42	110
Total 'New' High Turnover Sit Down Restaurant Auto Trips		13	11	24	14	9	23

Total Site Vehicle Trip Generation

Travel Mode	AM Peak (veh/hr)			PM Peak (veh/hr)		
	In	Out	Total	In	Out	Total
Office Trip Generation	53	15	68	24	61	85
Condominiums Trip Generation	7	35	42	33	17	50
Specialty Retail Trip Generation	10	8	18	16	20	36
Recreational Community Centre Trip Generation	3	2	5	3	3	6
High Turnover Sit Down Restaurant Trip Generation	13	11	24	14	9	23
Specialty Retail Pass-by (30%)	-3	-3	-6	-5	-5	-10
Multi-purpose Trips (10%)	-8	-7	-15	-8	-11	-19
Total 'New' Auto Trips	75	61	136	77	94	171