

**Land Use Quantities - BLOCKS**

Project: Johnston Road Land Use Study - Transportation Study

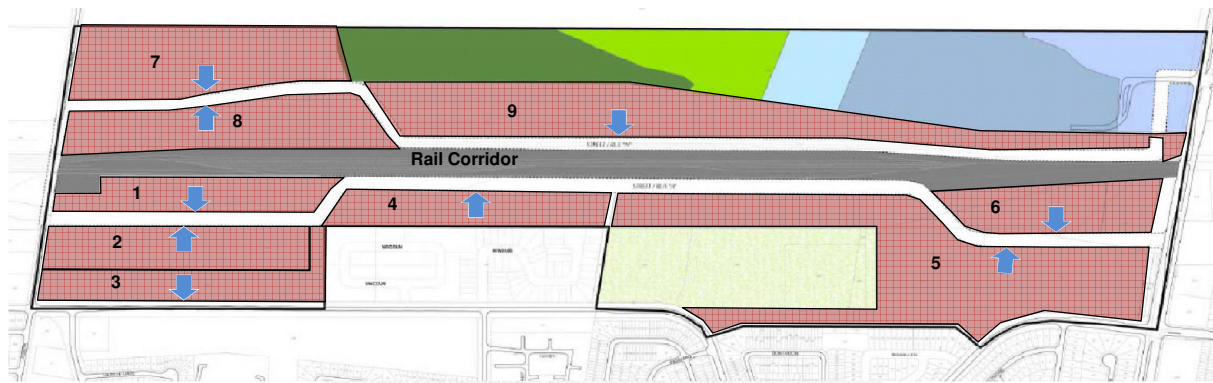
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This table was created to develop an estimate of future build-out based on the total land area quantities provided in the preferred alternative concept blocks.

**Table 1A - Build-Out Quantity Approximations for Preferred Concept BLOCKS**

Preferred Alternative Concept - BLOCK No.	Land Use Designation (New Traffic Generators)	Total Land Area (ha)	Build-Out Approximation		
			Assumptions	Resulting Build-Out	
				Quantity	Units
1	Light Industrial	4.55	2-storey buildings occupying 30% of the total land area <sup>1</sup>	294	Gross Floor Area (1,000 ft <sup>2</sup> )
2	Light Industrial	4.55	2-storey buildings occupying 30% of the total land area <sup>1</sup>	294	Gross Floor Area (1,000 ft <sup>2</sup> )
3	Light Industrial	3.00	2-storey buildings occupying 30% of the total land area <sup>1</sup>	194	Gross Floor Area (1,000 ft <sup>2</sup> )
4	Light Industrial	4.20	2-storey buildings occupying 30% of the total land area <sup>1</sup>	271	Gross Floor Area (1,000 ft <sup>2</sup> )
5	Light Industrial	14.20	2-storey buildings occupying 30% of the total land area <sup>1</sup>	917	Gross Floor Area (1,000 ft <sup>2</sup> )
6	Light Industrial	5.10	2-storey buildings occupying 30% of the total land area <sup>1</sup>	329	Gross Floor Area (1,000 ft <sup>2</sup> )
7	Light Industrial	6.50	2-storey buildings occupying 30% of the total land area <sup>1</sup>	420	Gross Floor Area (1,000 ft <sup>2</sup> )
8	Light Industrial	6.90	2-storey buildings occupying 30% of the total land area <sup>1</sup>	446	Gross Floor Area (1,000 ft <sup>2</sup> )
9	Light Industrial	16.10	2-storey buildings occupying 30% of the total land area <sup>1</sup>	1,040	Gross Floor Area (1,000 ft <sup>2</sup> )
<b>Total</b>		<b>65.10</b>		<b>4,204</b>	<b>Gross Floor Area (1,000 ft<sup>2</sup>)</b>

1. Industrial and Office build-out assumptions based on discussions with city land use planning staff.



**ITE Land Use Approximation and Trip Rates**

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The table indicates the land uses as approximated using ITE Trip Generation Land Use (for forecasting purposes) as well as the corresponding trip rates.

**Table 2 - ITE Land Use Approximation and corresponding Trip Generation Rates**

Land Use (as per Preliminary Alternative Concepts labeling)	ITE Land Use Approximation (ITE Trip Generation, 8th Ed. - Code - Land Use Type)	Trip Generation Rates						
		Units	AM Peak Hour			PM Peak Hour		
			Trip Rate	% Inbound	% Outbound	Trip Rate	% Inbound	% Outbound
Light Industrial	Land Use 110, 770 (average)	1,000 SF GFA	1.18	86%	14%	1.13	18%	83%
	110 - General Light Industrial	1,000 SF GFA	0.92	88%	12%	0.97	12%	88%
	770 - Business Park	1,000 SF GFA	1.43	84%	16%	1.29	23%	77%
Industrial	Land Use 110, 770 (average)	1,000 SF GFA	1.18	86%	14%	1.13	18%	83%
	110 - General Light Industrial	1,000 SF GFA	0.92	88%	12%	0.97	12%	88%
	770 - Business Park	1,000 SF GFA	1.43	84%	16%	1.29	23%	77%
Townhouse	Land Use 230 - Residential Condominium/Townhouse	Dwelling Units	0.44	17%	83%	0.52	67%	33%
Stacked Townhouse	Land Use 230 - Residential Condominium/Townhouse	Dwelling Units	0.44	17%	83%	0.52	67%	33%
Apartments	Land Use 221 - Low Rise Apartment	Dwelling Units	0.46	21%	79%	0.58	65%	35%
Office	Land Use 770 - Business Park	1,000 SF GFA	1.43	84%	16%	1.29	23%	77%
Commercial	Land Use 834, 836, 850, 851, 880 and 912 (average - see below)	1,000 SF GFA	17.69	61%	39%	20.12	46%	54%
	720 - Medical-Dental Office	1,000 SF GFA	2.30	79%	21%	3.46	27%	73%
	850 - Supermarket	1,000 SF GFA	3.59	61%	39%	10.50	51%	49%
	851 - Convenience Market	1,000 SF GFA	67.03	50%	50%	52.41	51%	49%
	880 - Pharmacy/Drugstore without Drive-Through	1,000 SF GFA	3.20	59%	41%	8.42	50%	50%
	912 - Drive-in Bank	1,000 SF GFA	12.35	56%	44%	25.82	50%	50%

**Trip Generation Estimate - Preferred Land Use Concept BLOCKS**

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The table below provides an estimate of the total trip generation for each of the preferred concept BLOCKS.

**Table 3A - Total Trip Generation Estimates for the Preliminary Alternative Concepts**

Preferred Alternative Concept - BLOCK No.	Land Use Designation (New Traffic Generators)	Build-Out Approximation		Trips					
				AM Peak Hour			PM Peak Hour		
		Quantity	Units	Total	In	Out	Total	In	Out
1	Light Industrial	294	Gross Floor Area (1,000 ft <sup>2</sup> )	345	297	48	332	58	274
2	Light Industrial	294	Gross Floor Area (1,000 ft <sup>2</sup> )	345	297	48	332	58	274
3	Light Industrial	194	Gross Floor Area (1,000 ft <sup>2</sup> )	228	196	32	219	38	181
4	Light Industrial	271	Gross Floor Area (1,000 ft <sup>2</sup> )	319	274	45	307	54	253
5	Light Industrial	917	Gross Floor Area (1,000 ft <sup>2</sup> )	1,078	927	151	1,036	181	855
6	Light Industrial	329	Gross Floor Area (1,000 ft <sup>2</sup> )	387	333	54	372	65	307
7	Light Industrial	420	Gross Floor Area (1,000 ft <sup>2</sup> )	493	424	69	474	83	391
8	Light Industrial	446	Gross Floor Area (1,000 ft <sup>2</sup> )	524	450	73	504	88	415
9	Light Industrial	1,040	Gross Floor Area (1,000 ft <sup>2</sup> )	1,222	1,051	171	1,175	206	969
<b>TOTALS</b>				<b>4,940</b>	<b>4,249</b>	<b>692</b>	<b>4,751</b>	<b>831</b>	<b>3,920</b>

**Mode Share Assignment of Trip Estimates - Preferred Concept BLOCKS**

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Table 4a indicates the mode share assumptions as per the City of Ottawa TMP and Table 4b indicates the total trips p

**Table 4Aa - Mode Share Assumptions**

Travel Mode	Assumed Proportion of Total Trips
Automobile	57%
Transit	30%
Walking	10%
Cycling	3%
<b>TOTAL</b>	<b>100%</b>

**Table 4Ab - Total Trips Per Mode**

Preferred Alternative Concept - BLOCK No.	Land Use Designation (New Traffic Generators)	Trips					
		AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<b>1</b>	Automobile	197	169	28	189	33	156
	Transit	104	89	15	100	17	82
	Walking	35	30	5	33	6	27
	Cycling	10	9	1	10	2	8
	<b>TOTAL</b>	<b>345</b>	<b>297</b>	<b>48</b>	<b>332</b>	<b>58</b>	<b>274</b>
<b>2</b>	Automobile	197	169	28	189	33	156
	Transit	104	89	15	100	17	82
	Walking	35	30	5	33	6	27
	Cycling	10	9	1	10	2	8
	<b>TOTAL</b>	<b>345</b>	<b>297</b>	<b>48</b>	<b>332</b>	<b>58</b>	<b>274</b>
<b>3</b>	Automobile	130	112	18	125	22	103
	Transit	68	59	10	66	11	54
	Walking	23	20	3	22	4	18
	Cycling	7	6	1	7	1	5
	<b>TOTAL</b>	<b>228</b>	<b>196</b>	<b>32</b>	<b>219</b>	<b>38</b>	<b>181</b>
<b>4</b>	Automobile	182	156	25	175	31	144
	Transit	96	82	13	92	16	76
	Walking	32	27	4	31	5	25
	Cycling	10	8	1	9	2	8
	<b>TOTAL</b>	<b>319</b>	<b>274</b>	<b>45</b>	<b>307</b>	<b>54</b>	<b>253</b>
<b>5</b>	Automobile	614	528	86	591	103	487
	Transit	323	278	45	311	54	256
	Walking	108	93	15	104	18	85
	Cycling	32	28	5	31	5	26
	<b>TOTAL</b>	<b>1,078</b>	<b>927</b>	<b>151</b>	<b>1,036</b>	<b>181</b>	<b>855</b>
<b>6</b>	Automobile	221	190	31	212	37	175
	Transit	116	100	16	112	20	92
	Walking	39	33	5	37	7	31
	Cycling	12	10	2	11	2	9
	<b>TOTAL</b>	<b>387</b>	<b>333</b>	<b>54</b>	<b>372</b>	<b>65</b>	<b>307</b>
<b>7</b>	Automobile	281	242	39	270	47	223
	Transit	148	127	21	142	25	117
	Walking	49	42	7	47	8	39
	Cycling	15	13	2	14	2	12
	<b>TOTAL</b>	<b>493</b>	<b>424</b>	<b>69</b>	<b>474</b>	<b>83</b>	<b>391</b>
<b>8</b>	Automobile	298	257	42	287	50	237
	Transit	157	135	22	151	26	125
	Walking	52	45	7	50	9	42
	Cycling	16	14	2	15	3	12
	<b>TOTAL</b>	<b>524</b>	<b>450</b>	<b>73</b>	<b>504</b>	<b>88</b>	<b>415</b>
<b>9</b>	Automobile	696	599	97	670	117	553
	Transit	367	315	51	352	62	291
	Walking	122	105	17	117	21	97
	Cycling	37	32	5	35	6	29
	<b>TOTAL</b>	<b>1,222</b>	<b>1,051</b>	<b>171</b>	<b>1,175</b>	<b>206</b>	<b>969</b>
<b>Totals</b>	<b>Automobile Total</b>	<b>2,816</b>	<b>2,422</b>	<b>394</b>	<b>2,708</b>	<b>474</b>	<b>2,234</b>
	<b>Transit Total</b>	<b>1,482</b>	<b>1,275</b>	<b>207</b>	<b>1,425</b>	<b>249</b>	<b>1,176</b>
	<b>Walking Total</b>	<b>494</b>	<b>425</b>	<b>69</b>	<b>475</b>	<b>83</b>	<b>392</b>
	<b>Cycling Total</b>	<b>148</b>	<b>127</b>	<b>21</b>	<b>143</b>	<b>25</b>	<b>118</b>
	<b>GRAND TOTAL</b>	<b>4,940</b>	<b>4,249</b>	<b>692</b>	<b>4,751</b>	<b>831</b>	<b>3,920</b>