



**316 Somerset Street East
Transportation Impact Assessment**

Screening Report

April 24, 2018

Prepared for:

TC United Group

Prepared by:

Stantec Consulting Ltd.

1.0 SCREENING

1.1 DESCRIPTION OF PROPOSED DEVELOPMENT

Municipal Address	316 Somerset Street East
Description of Location	East of Chapel Street in the Sandy Hill Community
Land Use Classification	3-Storey Apartment Building
Development Size (units)	4 dwelling units
Development Size (m ²)	Total Lot Area: 360 m ²
Parking spaces	1 vehicle parking space / 6 bicycle parking spaces
Number of Accesses and Locations	1 access driveway from Somerset Street East
Phase of Development	1
Buildout Year	2018 - 2019 Buildout and Occupancy

If available, please attach a sketch of the development or site plan to this form.

316 Somerset Street East is currently a two-storey single family dwelling unit. TC United Group plans to redevelop the property to a low-rise apartment building with 4 dwelling units.

1.2 TRIP GENERATION TRIGGER

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size	Triggered
Single-family homes	40 units	✗
Townhomes or apartments	90 units	✗
Office	3,500 m ²	✗
Industrial	5,000 m ²	✗
Fast-food restaurant or coffee shop	100 m ²	✗
Destination retail	1,000 m ²	✗
Gas station or convenience market	75 m ²	✗

* If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

1.3 LOCATION TRIGGERS

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?		✓
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone? *		✓

*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

1.4 SAFETY TRIGGERS

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		✓
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?		✓
Is the proposed driveway within auxiliary lanes of an intersection?		✓
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		✓
Does the development include a drive-thru facility?		✓

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

1.5 SUMMARY

	Yes	No
Does the development satisfy the Trip Generation Trigger?		✓
Does the development satisfy the Location Trigger?		✓
Does the development satisfy the Safety Trigger?		✓

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Figure 1 – Site Location



