



Certification Form for TIA Study PM

TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that they meet the four criteria listed below.

CERTIFICATION



I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines; (Update effective July 2023)



I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;



I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and



I am either a licensed or registered¹ professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

¹ License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

Dated at Ottawa this 26 day of March, 2025.
(City)

Name : Omar Elsafdi

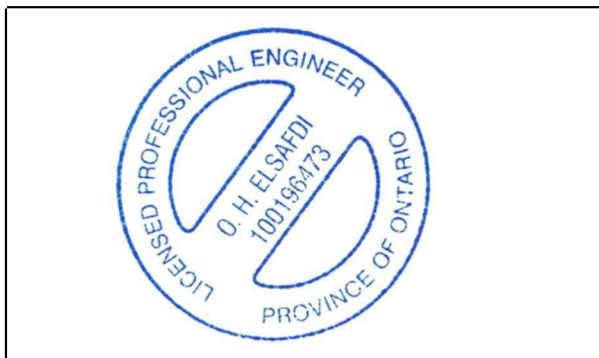
Professional title: Transportation Engineer



Signature of individual certifier that s/he/they meet the above criteria

Office Contact Information (Please Print)
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Stamp



City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	1345 Baseline Rd, Ottawa, ON K2C 0A7
Description of Location	The property is located on the north side of Baseline Road, about 322 meters east of Baseline Road and Clyde Avenue, and roughly 380 meters west of Baseline Road and Merivale Road in Ottawa. It sits within a lively urban corridor designated as Arterial Mainstreet (AM5[436]) and enjoys strong access to major arterial routes and the City’s Transit Priority Network. The surrounding area features a blend of residential communities, commercial amenities, and institutional uses, positioning the site as an excellent candidate for a mixed-use, transit-oriented redevelopment.
Land Use Classification	The property is zoned Mixed Use/Commercial under designation AM5[436], which corresponds to Arterial Mainstreet Subzone 5 with Urban Exception 436. It is noted that while the subject property is currently zoned AM5[436] – Arterial Mainstreet under Zoning By-law 2008-250, the City’s Final Draft of the new Zoning By-law (2026-50) proposes to rezone the property to H2[436] H(30) – Hub Zone. The proposed Hub designation continues to support mixed-use development with medium- to high-density residential intensification along transit-supportive corridors. Should the new Zoning By-law be adopted, the proposed development intent would continue to align with the applicable land use permissions and policy direction.
Development Size (units)	The development consists of 1,274 residential units across four high-rise towers arranged around a central landscaped courtyard. A comprehensive bicycle parking program provides 638 residential bicycle spaces and 10 commercial bicycle spaces, for a total of 648 bicycle parking spaces. The underground and surface parking supply includes 700 underground spaces plus 12 surface spaces, for a total of 712 vehicle parking spaces.
Development Size (m ²)	Commercial space is provided within Buildings A and B, consisting of 257.3 m ² in Tower A and 680.8 m ² in Tower B, for a total of 938.1 m ² of commercial gross floor area. The development also incorporates designated loading areas and internal site circulation surrounding the central courtyard.
Number of Accesses and Locations	Two vehicular access points are provided from the private driveway that runs between Baseline Road and the Walmart Supercenter Plaza: <ol style="list-style-type: none"> 1- A main access is located near the center of the site, providing access to the internal circulation network and loading areas. 2- Secondary access is located at the northern edge of the site, providing additional access to the internal circulation and the underground parking. Both access points connect indirectly to Baseline Road at a signalized

Transportation Impact Assessment Guidelines

	intersection via an existing private laneway shared with adjacent commercial properties.
Phase of Development	PHASE 1: BUILDING "A": 370 units PHASE 2: BUILDING "B": 399 units PHASE 3: BUILDING "C & D": 440 units
Buildout Year	Tower A (2029), Towers C and D (2031), and Tower B (2034).

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

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.

Table notes:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

Land Use Type	Minimum Development Size
Single-family homes	60 units
Multi-Use Family (Low-Rise) ¹	90 units
Multi-Use Family (High-Rise) ¹	150 units
Office ²	1,400 m ²
Industrial ²	7,000 m ²
Fast-food restaurant or coffee shop ²	110 m ²
Destination retail ²	1,800 m ²
Gas station or convenience market ²	90 m ²

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

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 Network, Rapid Transit network or Cross-Town Bikeways?	✓	
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? ²	✓	

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

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street 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.

5. Summary

	Yes	No
Does the development satisfy the results of screening?	✓	
Does the development satisfy the Location Trigger?	✓	
Does the development satisfy the Safety Trigger?	✓	

²Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).