



301 Somme Street

Transportation Impact Assessment

Final

August 2026

301 Somme Street

Transportation Impact Assessment

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TRANSPORTATION IMPACT ASSESSMENT

Parsons has been retained by W.O. Stinson & Son Limited to prepare a TIA in support of a Site Plan Control Application for a vehicle service lot located at the municipal address of 301 Somme St. This document follows the TIA process as outlined in the City of Ottawa Transportation Impact Assessment (TIA) Guidelines (2017). The following report represents Step 4 – Transportation Impact Assessment Report.

1.0 SCREENING FORM

The Screening Form did not trigger a TIA based on any of the triggers; however, for ease of review, the TIA Guidelines structure has been followed and only relevant elements based on the feedback form have been included, with other sections exempted. The Site Plan is included as **Appendix A**.

2.0 SCOPING REPORT

2.1. Existing and Planned Conditions

2.1.1. Proposed Development

The proposed development is located at 301 Somme Street in the City of Ottawa. The site, bound by Somme Street on the southwest and south, and Rideau Road on the northwest, is 6.09 hectares in area. The site is currently undeveloped and located in the Tomlinson Hawthorne Industrial Park in Ward 20 (Osgoode), located on Rideau Road between Hawthorne Road and Ramsayville Road. The site context is illustrated in **Figure 2.1**.

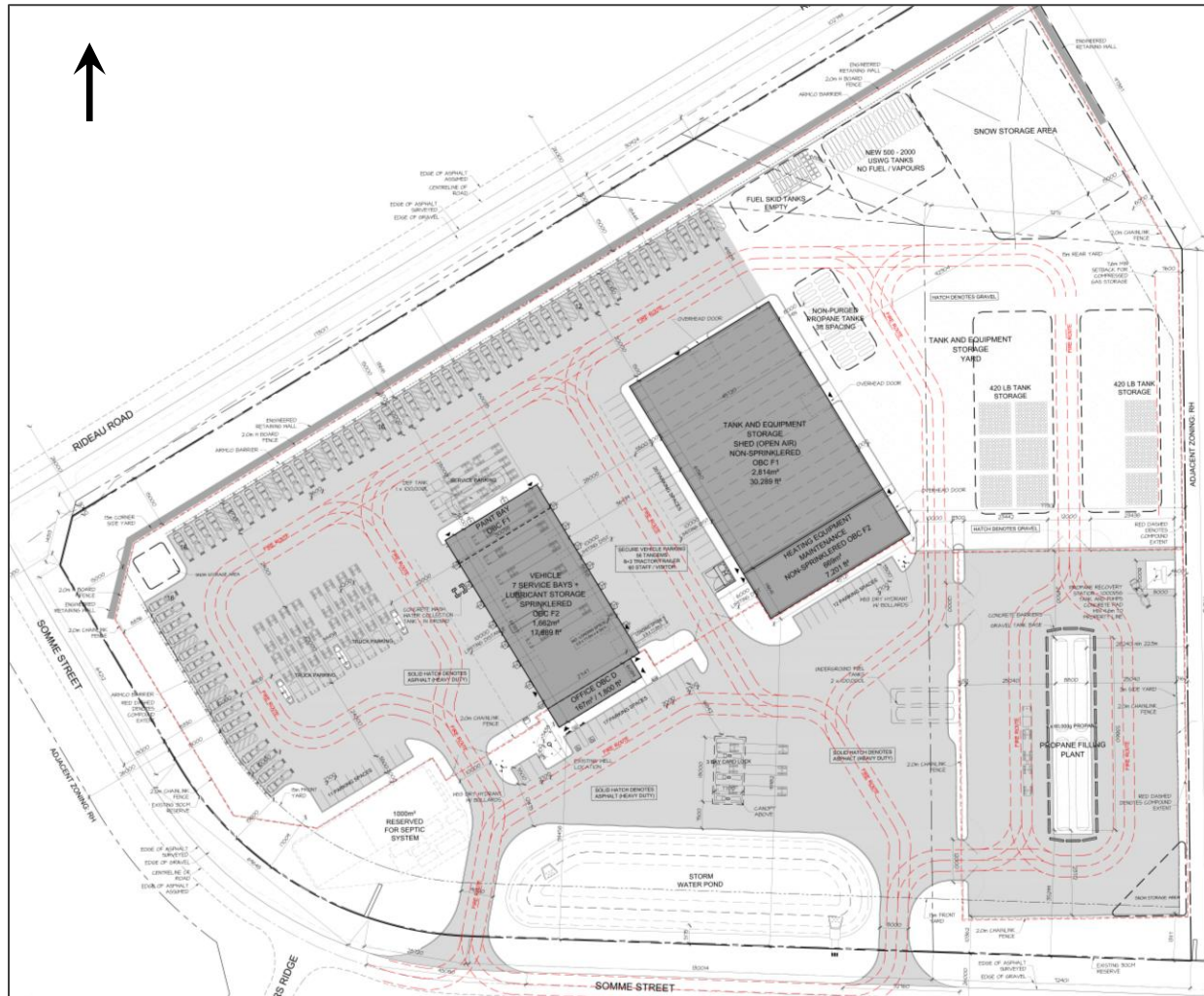
The proposed development consists of a tank and equipment storage building (3,483m²), a building containing an office area (167m²), lubricant storage, and seven service bays (1,662m²), and open areas for the storage, maintenance, and servicing of Stinson vehicles. The site proposes two accesses which are to perform as a one-way inbound and one-way outbound pair. Stinson currently operates several facilities in Eastern Ontario of a similar function.

The proposed surface parking consists of 50 standard vehicle spaces (excluding spaces used for Stinson vehicles). A landscaped buffer will provide separation between the parking lot and adjacent streets. Two indoor bicycle parking spaces will be provided. The site plan is provided in **Figure 2.2**.

Figure 2.1: 301 Somme Street - Site Context



Figure 2.2: 301 Somme Street - Proposed Site Plan – June 2026



2.1.2. Existing Conditions

Area Road Network

A description for each road within the study area included in the TIA has been provided below.

Hawthorne Road has two classifications within the study area. North of Rideau Road, Hawthorne Road is classified by Schedule C16 of the Official Plan as a rural collector road, with a 27m right-of-way and a posted speed limit of 80km/h. Schedule C16 calls for a 34m protected right-of-way on this segment. South of Rideau Road, Hawthorne Road is classified as a rural local road, with an assumed unposted speed limit of 50km/h and a 27m right-of-way. Both segments have a two-lane, two-way cross section, with the segment south of Rideau Road having no painted median line. Hawthorne Road is unpaved 70m north of Somme Street. Hawthorne Road is also a full-load truck route.

Somme Street is classified as a rural local road. It resembles a large crescent, where it intersects Hawthorne Road south of the site, extending eastward and then curving back to the west, and then to the north, where it intersects Rideau Road next to the site. It has a two-lane, two-way cross-section with no posted speed limit and a 27m right-of-way. The unposted speed limit is assumed as 50km/h.

Rideau Road is classified as a rural collector, with a 26m right-of-way, a two-lane, two-way cross section and gravel shoulders. The posted speed limit is 80km/hr. Rideau Road is a truck route, with full loads allowed west of Hawthorne Road and with restrictions west of Hawthorne Road.

Existing Study Area Intersections

The following provides a description of study area intersections:

Hawthorne/Rideau

This intersection is a four-legged, unsignalized intersection with all-way stop signs. Each approach consists of a two-lane, two-way cross section. All turning movements are permitted.



Somme/Rideau

This intersection is a three-legged, unsignalized intersection with stop control on all northbound movements from the south leg. Each approach consists of a two-lane, two-way cross section. This intersection was open for operation in Spring/Summer 2025. All turning movements are permitted.



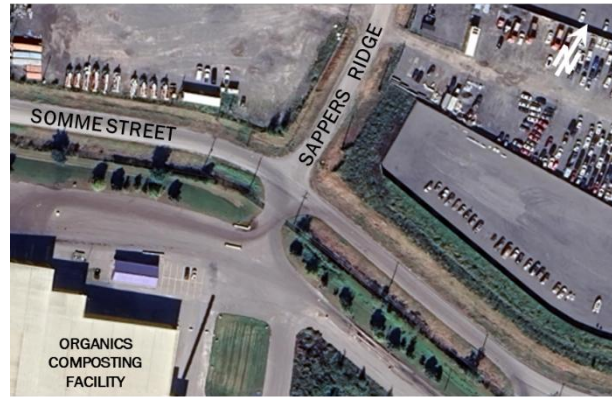
Somme/Sappers Ridge (North)

This intersection is a three-legged, unsignalized intersection, with no marked stop signs. Each approach consists of a two-lane, two-way cross section. All turning movements are permitted.



Somme/Sappers Ridge (South)

This intersection is a four-legged, unsignalized intersection, with no marked stop signs. One of the approaches functions as an entrance/exit into the Renewi Organics Composting Facility. Each approach consists of a two-lane, two-way cross section. All turning movements are permitted.



Hawthorne/Somme

This intersection has three legs, with two high-traffic driveways (Rideau Quarry Access; Renewi Organics Composting Facility) located just south. It is unsignalized. The east approach is stop-controlled, while the southern driveways function as stop-controlled accesses. Each approach consists of a two-lane, two-way cross section. All turning movements are permitted.



Existing Driveways to Adjacent Developments

Figure 2.3 illustrates surrounding private approaches nearest the proposed 301 Somme Street site. The figure includes red boxes for major accesses and yellow boxes for minor accesses.

Figure 2.3: Adjacent Driveways Adjacent to the Development



In summary, the following access are near and adjacent to the 301 Somme Street site:

- On Somme Street, in clockwise fashion from the Subject Site:
 - Two single accesses to Subject Site
 - Two single access to Copart – Ottawa (commercial: car parts sales)
 - Single access to undeveloped lot
 - Single access to undeveloped lot
 - Two single accesses to Techo-Bloc (commercial: landscaping supply)
 - Single access to Hawthorne Self Storage (commercial: self-storage)
 - Two single accesses to Renewi Organics Composting Facility
- On Sappers Ridge, south of the Subject Site:
 - Two single accesses (280m, 380m south of Sappers Ridge/Somme [N]) to storage lots
- Single access (80m north of Sappers Ridge/Somme [S]) to Sadex Towing Inc (towing lot)
 - On Hawthorne Road:
- South approach, single access to/from the Rideau Quarry
 - West side, 40m south of Hawthorne/Somme. dual access to/from the Rideau Quarry
 - East side, 40m south of Hawthorne/Somme single access to/from Renewi Organics Composting Facility
- On Rideau Road:
 - 170m west of Hawthorne, single access to/from the Rideau Quarry

Existing Area Traffic Management Measures

There are no existing area traffic management measures within the study area

Existing Pedestrian/Cycling Network

There are no pedestrian facilities in the study area. Gravel shoulders are provided on Rideau Rd and Hawthorne Rd, but they are considered sub-par in quality and understood not to be part of a regional biking network.

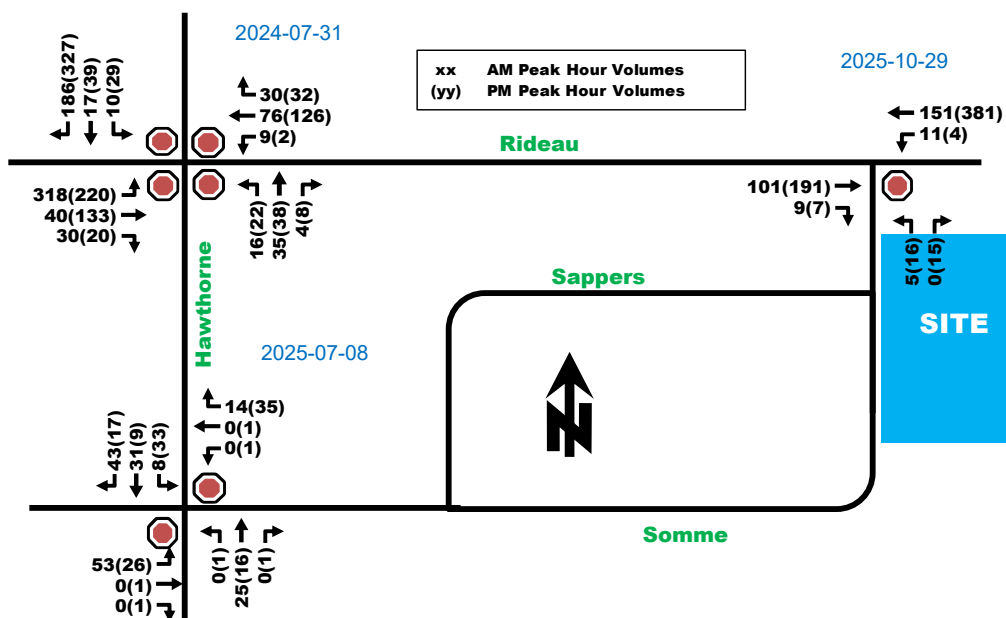
Transit Network

There are no bus stops or transit routes within the study area. The nearest transit route is Route #304, with service designated ‘Occasional Trips’, which runs along Bank Street (over 2km away) on Thursdays only.

Peak Hour Travel Demands

Traffic count data was obtained from the City of Ottawa (Hawthorne/Rideau) or collected by Parsons (Somme/Rideau, Somme/Hawthorne). The traffic volumes at study area intersections are illustrated in **Figure 2.4**, with raw traffic count data provided in **Appendix B**. A There were no observed pedestrian or cyclist movements at any of the study area intersections.

Figure 2.4: Existing Peak Hour Vehicle Traffic Volumes – AM (PM) Peak Hour



Existing Road Safety Conditions

A five-year collision history data (2018-2022, inclusive) was obtained from the City of Ottawa Open Data for the study area intersections, as well as road segments within the study area. Detailed collision analysis has been provided in **Appendix C**.

Upon analyzing the collision data, the total number of collisions observed within the study area was determined to be 9 collisions within the past five-years.

Table 1: Summary of Type, Quantity and Injury Producing Collisions

Classification of Accident	Rear End	Turning Movement	Side-swipe	Angle	Approaching	SMV Other	SMV Unattended	Other	Total
P.D. only	3	1	1	2	0	1	0	1	9 (100%)
Non-fatal injury	0	0	0	0	0	0	0	0	0 (0%)
Non-reportable	0	1	0	0	0	0	0	0	0 (0%)
Total	3 (33%)	1 (11%)	1 (11%)	2 (22%)	0 (0%)	1 (11%)	0 (0%)	1 (11%)	9 (100%)

Within the study area, the quantity of collisions plus collisions with pedestrians (peds) and bikes, and distance of mid-block at each location has occurred at a rate as shown in **Table 2**. Note there were no collisions with active users (pedestrians or cyclists).

Table 2: Summary of Collision Location and Injury Causing Collisions

Location	# Collision 2018-2022	% Causing Injury	Midblock Distance	Collisions with AT	Most Frequent Type
Hawthorne/Rideau	8	0%	-	0	Rear End (38%)
Somme/Rideau	0	-	-	0	-
Hawthorne/Somme	0	-	-	0	-
Midblock on Rideau	1	0%	235m	0	SMV Other (100%)
Midblock on Hawthorne	0	-	510m	0	-
Midblock on Somme	0	-	1,700m	0	-
Midblock on Sappers	0	-	450m	0	-

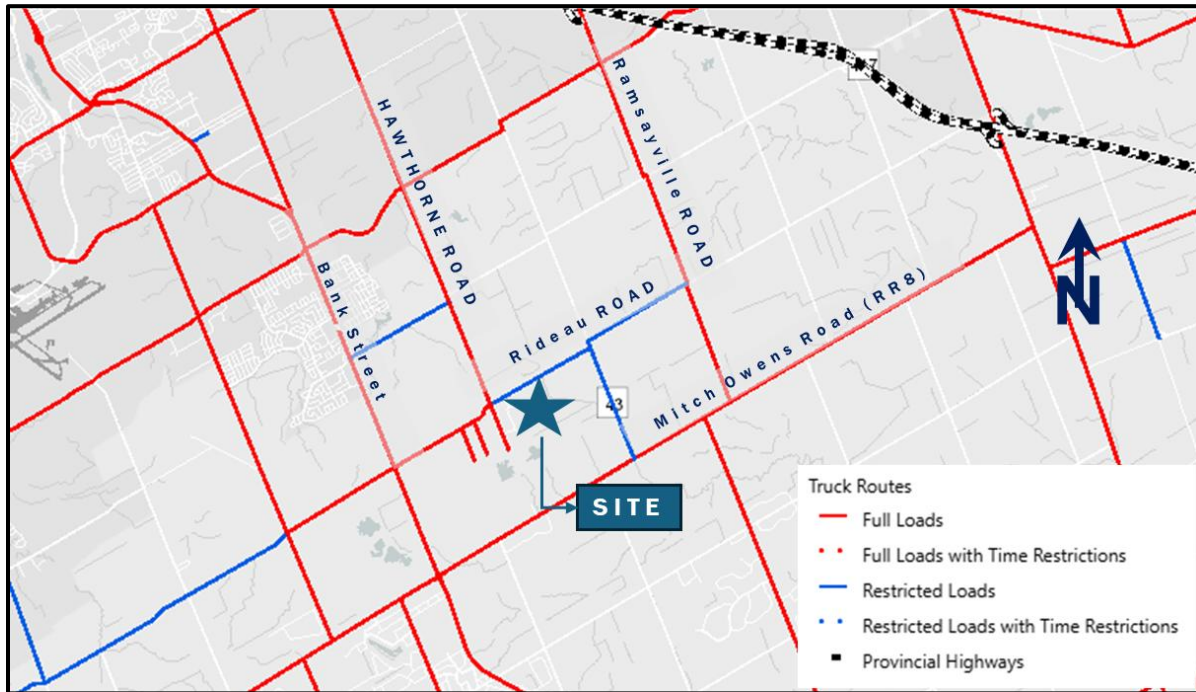
As shown in the table above, there were very few collisions recorded within the study area, with no particular type of collision resulting in more than 3 identical types of collisions (3 rear end collisions recorded at Hawthorne/Rideau). No collision patterns have been identified. Furthermore, none of the collisions recorded involved vulnerable users such as pedestrians or cyclists, and none of the collisions resulted in injury. No recommendations are proposed at this time.

Existing Truck Routes

Figure 2.5 illustrates an extract from the City of Ottawa Rural Truck Routes map. Heavy vehicles are obliged to travel on truck routes until such time that the operator needs to make a delivery, service, stop or similar on premises not abutting a truck route. The following truck routes are in the vicinity of the proposed development”

- Hawthorne Road, from south of Somme Street to Walkley Road: Full time truck route that can carry full loads all year.
- Rideau Road, from Ramsayville Road to Hawthorne Road: Restricted Truck Route, restricted to five (5) tonnes per axle during the spring thaw period (Typically mid-March to mid-May).
- Rideau Road, from Hawthorne Road to Albion Road: Full time truck route that can carry full loads all year.

Figure 2.5: City of Ottawa Rural Truck Routes, March 2025



2.1.3. Planned Conditions

Future Transportation Network Changes

Official Plan (2021)

According to the Official Plan, the site is located in the rural transect and the lands are designated as “rural industrial and logistics”. The site is partially within the “mineral aggregate separation overlay” area. There are no planned future conditions near the site.

Transportation Master Plan Update – Phase 1 (2023) & Phase 2 (July 2025)

There are no planned new facilities within any of the transportation subsections, including the road network, transit network, cycling network or pedestrian network.

Other Area Developments

The following section outlines adjacent developments in the general area that were considered in the TIA. **Figure 2.6** illustrates the site context for other area developments near the subject site with a description of each development below:

35 Sappers Ridge

A heavy industrial subdivided lot with 16 units within three main building strips. The file was initiated in 2014 and no TIA was found.

561 Somme Street

The Site Plan Control application proposes to establish a warehouse building with a showroom accessible by appointment only. The development proposes a ground floor GFA of 2,726 square meters and a second floor GFA of 414.6 sqm. 27 parking spaces at the front of the lot and 10 parking spaces in the rear lot are proposed. Two loading spaces are proposed. The application was filed in July 2026.

Figure 2.6: Other Area Developments



2.2. Study Area and Time Periods

For the purposes of this report, the proposed development is assumed to be fully constructed by 2026. The full buildout scenario and five-years after development buildout will be analyzed, 2026 and 2031. The future horizon years analyzed will use the weekday morning and afternoon peak hour traffic volumes. Proposed study area intersections are listed below and illustrated in **Figure 2.7**.

- Hawthorne/Rideau
- Somme/Rideau
- Hawthorne/Somme
- Site Access

Figure 2.7: Study Area and Intersections to be Analyzed



2.3. Exemption Review

The following modules/elements of the TIA process provided in **Table 3** are recommended to be exempt in the subsequent steps of the TIA process, based on the City's TIA guidelines, the feedback form/city correspondence and the subject site:

Table 3: Exemptions Review Summary

Module	Element	Exemption Consideration
4.1 Development Design	4.1.3 New Street	Only required for plans of subdivision
4.3 Boundary Street Design	All	Given site context and scope as per email with City Staff (June 16, 2025)
4.5 TDM	All	Exempt as per email with City Staff (June 16, 2025)
4.6 Neighborhood Traffic Calming	All	Does not meet criteria for significant sensitive lands
4.7 Transit	All	The development is forecasted to generate less than 75 vehicle and transit trips.
4.8 Network Concept	All	Only required for ZBLA applications.
4.9 Intersection Design	All	The development is forecasted to generate less than 75 vehicle trips.

3.0 FORECASTING

3.1. Development Generated Travel Demand

3.1.1. Trip Generation and Mode Shares

The proposed development consists of a tank and equipment storage building (3,483m²), a building containing an office area (167m²), lubricant storage, and seven service bays (1,662m²), and open areas for the storage, maintenance, and servicing of Stinson vehicles.

This analysis uses two proxy sites (4726 Bank Street and 1395 Greely Lane) for trip generation:

- 4726 Bank Street: 15,800ft² fleet maintenance building; 3,600ft² office space; 3-bay card lock.
- 1395 Greely Lane: 20,000ft² outdoor tank storage, space for 50 fleet vehicles.

GPS data was collected at each site to record inbound/outbound vehicles during weekday peak hours. This informed the development of trip generation rates for the truck yard (per 1,000ft²) and the cardlock fuelling bays (per pump).

Trip Generation Rates

A hybrid approach in generating trip rates has been considered since data from another Stinson & Son Limited (Bank Street) proxy trucking facility is available. The available data covers all land uses except for office uses which will be separately calculated using the ITE Trip Generation Manual (11th edition). Note that from the data provided, it is understood that most trucking activities occur between 04:00 to 06:00 in the morning and spread between 14:00 to 18:00 in the afternoon. For the purpose of this evaluation, the trip generation will focus on the peak hours of the adjacent road, when traffic volumes are highest (i.e. one hour between 7am-9:30am and 3:30pm-6pm). The trip rates are summarized in **Table 4** below.

Table 4: Proposed Development Trip Rates

Land Use	ITE/TRANS Designation or Description	Data Source	Trip Rates	
			AM Peak	PM Peak
Truck Yard	Lubrication and Service Bays	Proxy Site	T = 0.292(x)	T = 0.292(x)
Fueling	Cardlock Fueling Bays	Proxy Site	T = 3(p)	T = 3(p)
ITE712	"Small Office Building"	ITE	T = 1.67(x)	T = 2.16(x)

Note: T = Average Vehicle Trip Ends; x = area in 1,000 ft²; p = number of pumps

Based on the rates derived by the proxy site, then the future trip generation by the truck yard and fueling bays can be calculated by multiplying the rate by the proposed new land uses as summarized in **Table 5**. Note that all trips are in vehicle trips.

Table 5: New Truck Trips Based on Proxy Site

Land Use	Size	AM Peak (Vehicle Trips/hr)		PM Peak (Vehicle Trips/hr)			
		In	Out	In	Out	In	Out
Truck Yard	17,890 ft ²	0	5	5	5	0	5
Fueling	3 Pumps	5	5	10	5	5	10
Total Vehicle Trips		5	10	15	10	5	15

In addition, the total number of person trips per hour generated by the proposed office uses are calculated by multiplying the vehicle trip rates for office uses from **Table 4** by 1.28 factor, as per the ITE Trip Generation Manual to account for typical North American auto occupancy, transit use and non-motorized mode. The resulting person trips per peak hour shown in **Table 6** below.

Table 6: Peak Hour Person Trip Generation

Land Use	GFA	AM Peak Person Trips	PM Peak Person Trips
Small Office Building	1,798 ft ²	4	5

Table 7 provides the mode share percentages obtained from the 2020 TRANS Manual for the “Other Rural” district and anticipated proposed mode share breakdown for this development. The table summarizes the mode share rationale for each mode.

Table 7: Existing and Proposed Weekday Peak Hour Mode Share Breakdown

Travel Mode	TRANS 2020 Mode Share		Proposed Mode Share	Rationale
	AM	PM		
Auto Driver	87%	80%	85%	Expected due to nature of development and site context
Auto Passenger	9%	14%	15%	Approximately 1.2 ratio passenger to driver
Transit	0%	1%	0%	Nature of development expected to generate negligible transit trips
Cycling	0%	2%	0%	Limited cycling facilities adjacent to the site and site context
Walking	3%	4%	0%	Low density near site and little pedestrian trips forecasted
Total Person Trips	100%	100%	100%	–

The total peak hour person trips in **Table 6** are then divided into different travel modes using the proposed mode shares shown above in **Table 7**. The resultant trips per mode share for the office building and the combined site trip generation have been summarized in **Table 8**, and **Table 9** respectively.

Table 8: Office Peak Hour Trips Generated – AM / PM Peak Hours

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In	Out	Total	In	Out	Total
Auto Driver	85%	3	1	4	1	4	5
Auto Passenger	15%	0	0	0	0	0	0
Transit and non-motorized	0%	0	0	0	0	0	0
Total Person Trips	100%	3	1	4	1	4	5

Table 9: Combined Site Generated Vehicle Trips – AM / PM Peak Hours

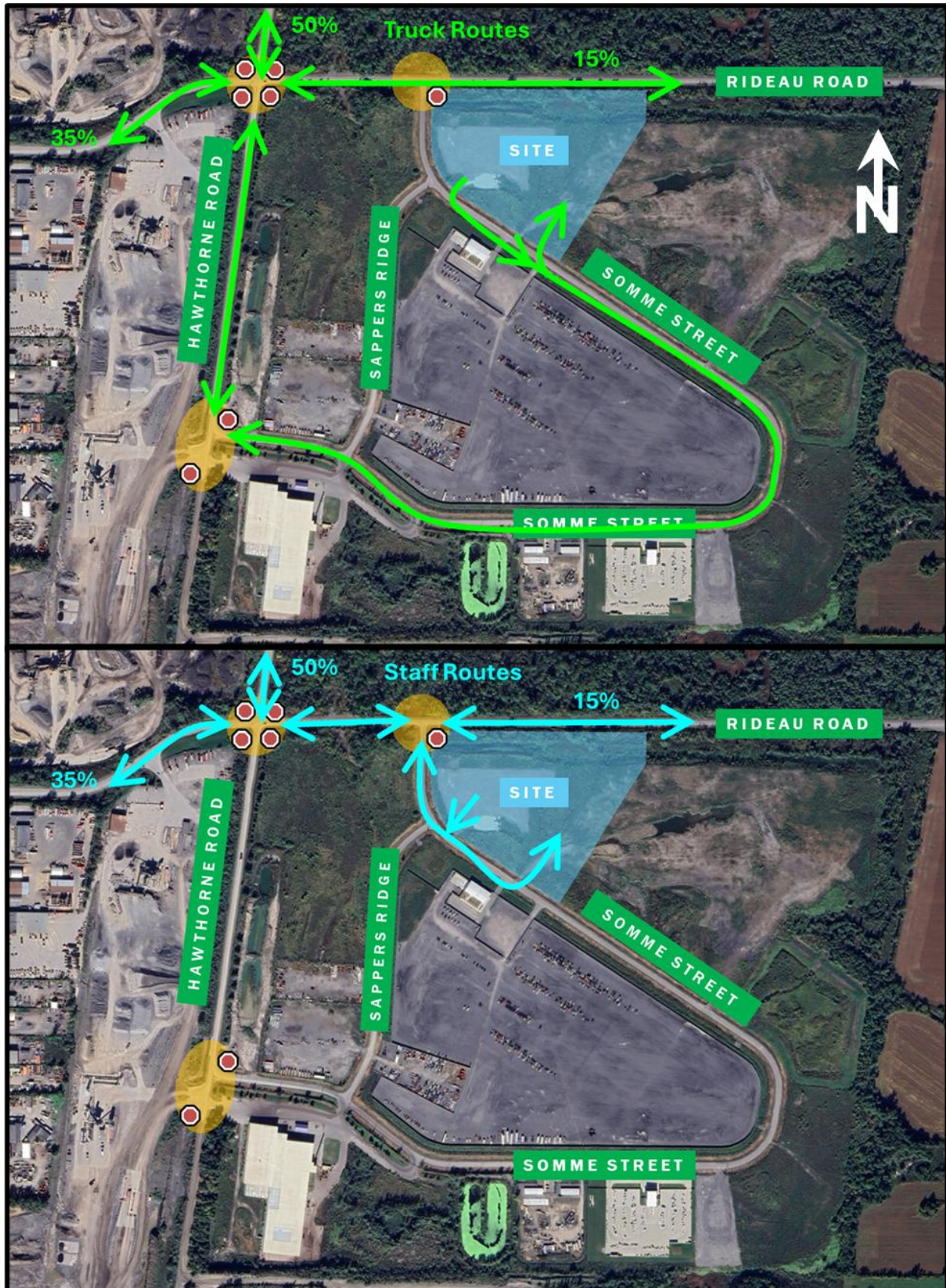
Land Use	AM Peak (Vehicle Trips/hr)			PM Peak (Vehicle Trips/hr)		
	In	Out	Total	In	Out	Total
Truck Yard	0	5	5	5	0	5
Fueling	5	5	10	5	5	10
Small Office Building	3	1	4	1	4	5
Total Vehicle Trips	8	11	19	11	9	20

As shown above, the proposed development is anticipated to generate approximately 20 new two-way vehicle trips during the AM and PM peak hours respectively.

3.1.2. Trip Distribution and Assignment

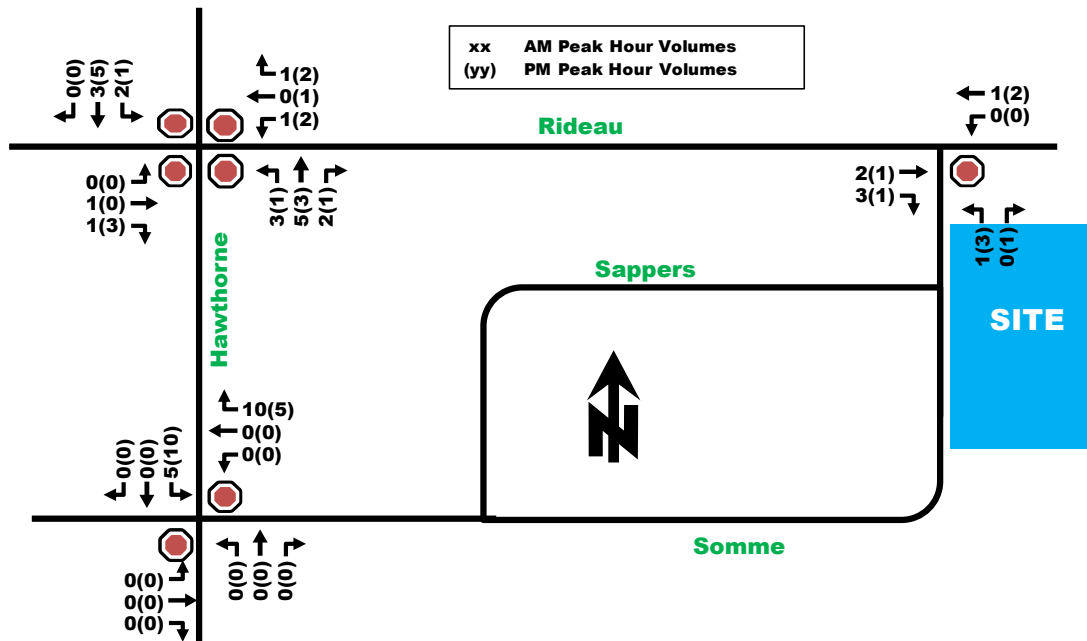
Based on the location of adjacent arterial roadways and potential destinations, the distribution of site-generated traffic volumes was estimated as shown in **Figure 3.1**. Note that large truck traffic has been assigned to Hawthorne Rd due to tight curb radius at Somme/Rideau; further discussions and rationale provided in **Section 4.1.2**.

Figure 3.1: Site Generated Vehicle Traffic Percent Distribution



The anticipated ‘new’ auto trips for the proposed development from **Table 9** were then assigned to the road network with the distribution shown above, as shown in **Figure 3.2**, for the total site-generated traffic.

Figure 3.2: Site-Generated Traffic



3.2. Background Network Traffic

3.2.1. Transportation Network Plans

Refer to **Section 2.1.3: Planned Conditions**.

3.2.2. Background Growth and Other Area Developments

As described in **Section 2.1.3**, there was only one new development proposed within a 1km radius which did not have any supporting TIA or transportation analysis. To account for future background growth potential, a 1% annual growth rate will be applied on all vehicle movements, including Rideau Rd, Hawthorne Rd and Somme St.

3.2.3. Future Background Volumes

No known other area development volumes were found, therefore only a 1% annual growth rate on all study area movements were applied. Since further analysis will not be conducted due to low site trip generation rates, then only the highest horizon background traffic volumes have been shown, including 2031 background volumes and total 2031 volumes including the development as seen in **Figure 3.3** and **Figure 3.4** respectively.

Figure 3.3: 2031 Background Traffic Volumes – AM (PM) Peak Hour

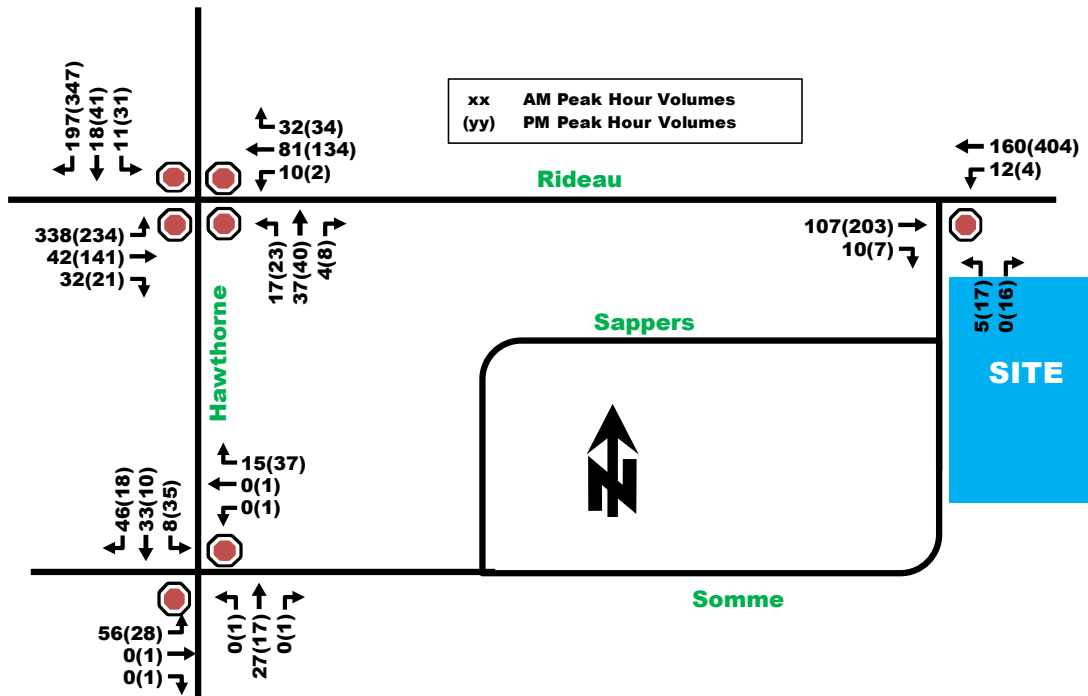
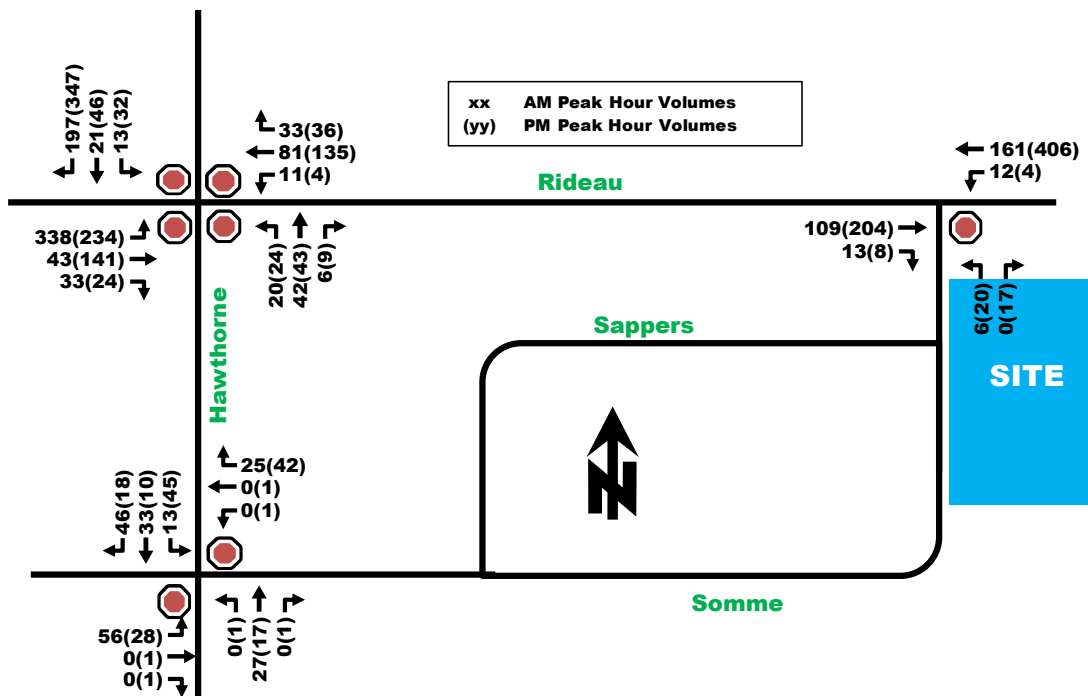


Figure 3.4: 2031 Full Buildout Traffic Volumes – AM (PM) Peak Hour



3.3. Demand Rationalization

The following section is exempt as less than 75 vehicle trips are anticipated (refer to **Section 3.1**). There are no anticipated capacity restrictions in the immediate surrounding network.

4.0 ANALYSIS

4.1. Development Design

4.1.1. Design for Sustainable Modes

Pedestrian/Cycling Routes and Facilities

The site is located in a rural heavy industrial area where walking and cycling trips are not anticipated to occur in notable amounts. There are no walking destinations within close proximity, and no infrastructure for pedestrians. Internal to the site, there are pedestrian landing zones and 2.0m or more wide pedestrian facilities to separate them from heavy vehicle movements. Given the site context and rural industrial land uses nearby, the proposed facilities internal to the site and lack of external facilities are considered adequate.

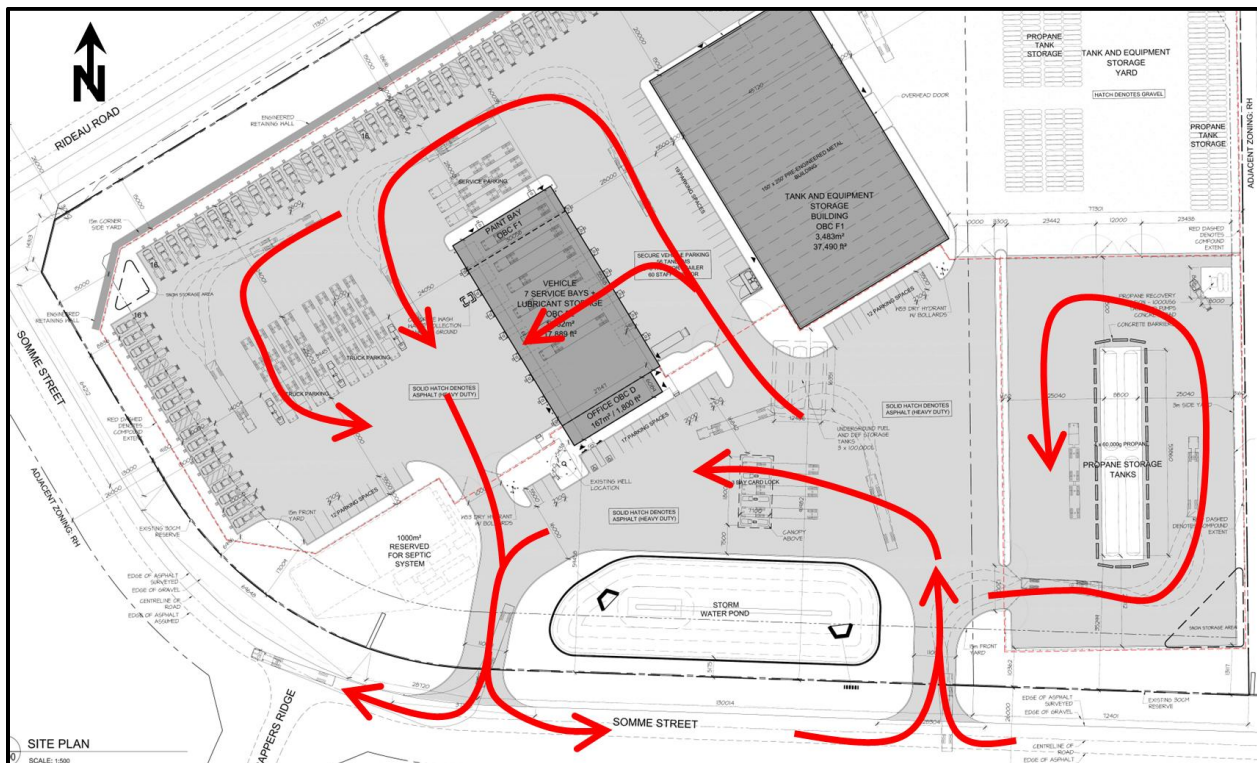
Location of Transit Facilities

The nearest transit stop is located more than 2km away from the site and only operates on Thursdays on limited schedules. It is not forecasted that anyone using this site will take transit.

4.1.2. Circulation and Access

Internal Site Circulation: The site has been designed to operate as a counterclockwise loop, with the eastern access proposed as an inbound only access and the western access proposed as an outbound only access. Once internal to the site, trucks may refuel using the 3 cardlock bays by turning left or may continue towards the two gates into the service and storage yard, which is also proposed to operate in a counterclockwise direction. The propane refill area near the propane storage tanks could operate in either direction of flow, but for consistency is recommended to operate as a counterclockwise direction also. The internal aisles have been designed wide to accommodate smooth operations of large trucks such as WB20s. **Figure 4.1** below illustrates the proposed internal circulation.

Figure 4.1: Internal Vehicle Circulation – 301 Somme Street



The widths of the site accesses have been designed to accommodate the site's function as a truck and loading area, in compliance with Section 17(1)(c) of the Access By-law (No. 2026-139). While the access dimensions exceed the 7.5m/17.5m property line/road edge widths in Sections 17(1)(a) and (1)(b), they are reasonable given the site's rural industrial context and available pavement width on Somme Street.

At the west access, widths are 13.0m and 45.4m at the property line and road edge, respectively. The large road edge width is owed to the curvature on Somme Street, which increases the required turning radius. In the east access, these dimensions are 8.9m and 32.6m. Accesses are illustrated in **Figure 4.2** and **Figure 4.3**. The full drawing is available in **Appendix D**.

Figure 4.2: WB20 Truck Turning at West Access (Outbound Only)

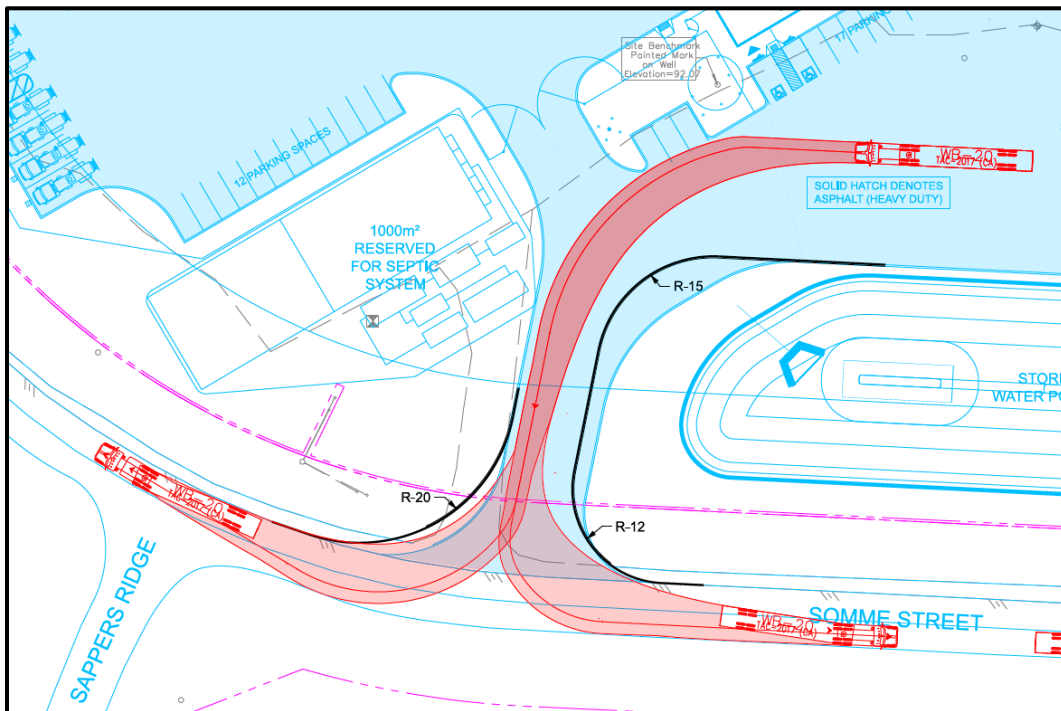
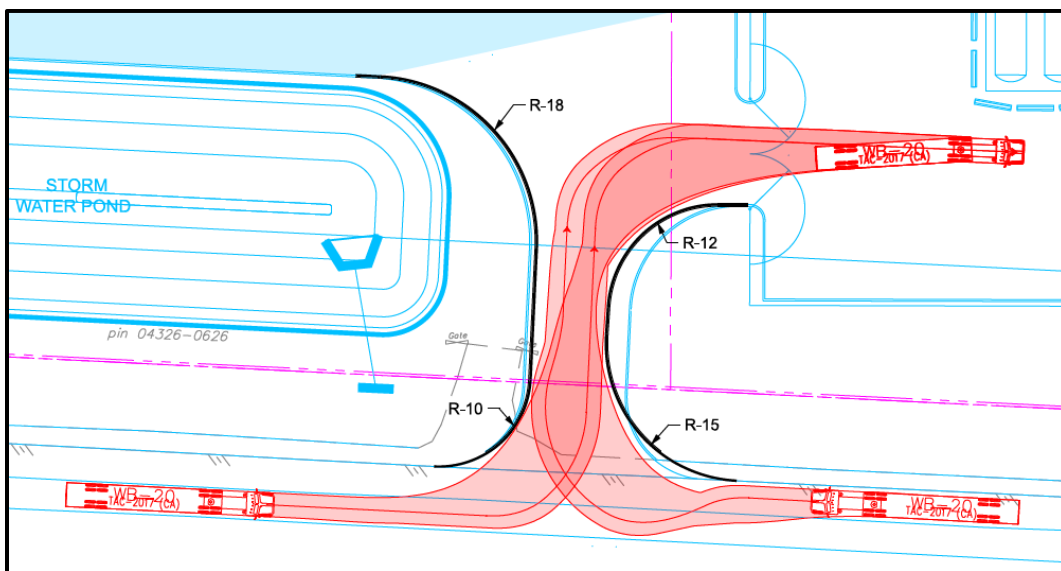


Figure 4.3: WB20 Truck Turning at East Access (Inbound Only)

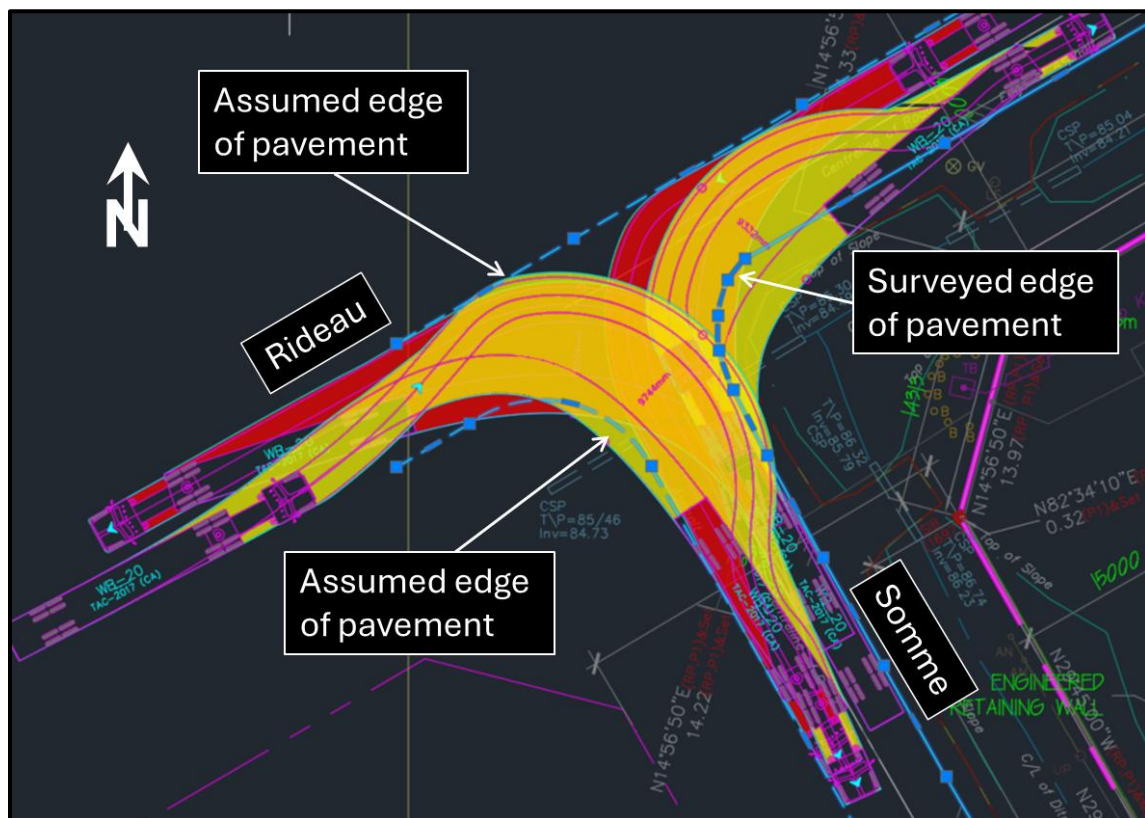


External Site Circulation: The municipal road network within the study area was also reviewed externally to the site. It is expected that the site would generate a range of heavy truck vehicle sizes, up to and include WB-20 tractor trailers (53 foot trailers). The site provides parking for 56 tandem trucks and 11 tractor trailer type trucks

- **Somme/Rideau Intersection:** A swept path analysis (**Figure 4.4**) found that the ~10m southwest and southeast curb radius at Somme/Rideau cannot accommodate the turning radius for tractor trailer trucks (WB-20s). WB-20s would be required to take the full oncoming lane, which would still require them to depart the existing asphalt surface. HSUs can navigate the intersection. The approximately 10m corner radii are not considered typical of intersections expected to serve large volumes of heavy vehicle movements.
- **Somme/Hawthorne Intersection:** This intersection provides acceptable curb radii which can accommodate WB-20 and HSU movements.

Based on the foregoing analysis, it is recommended that 301 Somme St tractor trailer units access the industrial park via Hawthorne/Somme. To facilitate WB-20 movements at Somme/Rideau, additional localized intersection widening would be required.

Figure 4.4: WB20 Truck Swept Paths at Somme/Rideau



Truck turning templates have been provided in **Appendix D**.

4.1.3. New Streets Network

Exempt, only required for Plans of Subdivision.

4.2. Parking

The site is a vehicle storage yard with ancillary uses such as small office components (for trucking logistics), service bays, and 3 fueling positions for the trucks to be stored at this yard. The client intends to provide 60 staff parking spaces which will serve those picking up a commercial truck to drive to/from the site, mechanics and service staff and office staff, which is anticipated to be minimal. In addition, despite the poor cycling infrastructure to the site, 2 bike parking spaces have been proposed indoors for anyone who wishes to commute to the site this way.

The site has been designed to accommodate 56 tandem trucks, 11 tractor trailer trucks and any trucks which may be temporarily parked within the vehicle service and lubrication bays or operating within the yard. Given that the site is meant to operate as a trucking service and storage yard, the proposed number of parking spaces are reasonable and fit within the rural heavy industrial zoned land.

4.3. Boundary Street Design

This section is exempt given the site's context and land uses, as confirmed based on scope of work requirements via an email with City Staff dated June 16, 2025.

4.4. Access Intersection Design

Note, former sections 4.4.2 (Access Control) and 4.4.3 (Access Design) have been moved to Section 4.9.1 and 4.9.2 as per the latest TIA Guidelines (revised June 2023).

4.4.1. Location and Design of Access

Vehicle Access and Circulation

The site plan proposes two vehicle accesses located 45m and 175m east of the Sappers/Somme intersection. The access spacing is sufficient to minimize conflict with the Sappers/Somme intersection.

The eastern access is proposed as an inbound only access while the western access is proposed as an outbound only access. Both accesses will consist of an 11m wide aisle, with wider flaring at the Somme St road edge to accommodate the truck turning templates of larger trucks such as WB20. Signage is to be installed to enforce the one-way operation of the accesses

As discussed in **Section 4.1.2**, it is recommended that larger WB20 trucks use Hawthorne Rd to access Somme St and then the site.

Left Turn Lane Requirements – Somme/Rideau Intersection

The need for a westbound left turn lane was considered at the Somme/Rideau intersection. Westbound left-turn volumes are less than 15 vehicles/hour during the weekday peak hour with up to 200 opposing vehicles/hour. The site is not anticipated to have a notable impact to the westbound left turn movement. Given the proximity to the Hawthorne/Rideau all-way stop-controlled intersection, there are not anticipated to be difficulties with turning left into the site.

A westbound left turn lane is not recommended based on the foregoing analysis.

Throat Length

The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads, Chapter 8 (Access) provides guidelines for clear throat length. Clear throat lengths are only recommended for arterial and collector roads. Since Somme St is a local road, no clear throat lengths are required, however the accesses have been designed long enough to allow a full WB20 truck to queue internally before entering or exiting the site.

Access By-law

This development's previous Step 3 Strategy Report referenced the Private Approach By-law (No. 2003-447), which was repealed on April 9, 2026 and replaced with the Access By-law (No. 2026-139).

The new Access By-law and Access Design Requirements were reviewed, with the following findings:

- Access By-law:
 - As discussed in Section 4.1.2., access widths exceed the maximums allowed in Section 17(1)(a) and (1)(b) for vehicular access. However, Section 17(1)(c) indicates that wider accesses may be permitted for specific uses.
 - Given the site's use as an off-street transport loading area, and its functional requirements (with a WB20 design vehicle), wider accesses are reasonable, especially given the site's rural and industrial context.
- Access Design Requirements:
 - The site has two frontages (approximately 210m and 300m long), each permitting a maximum of two (2) two-way approaches.
 - For 100 to 199 parking spaces, the minimum distance between any vehicular access and the nearest intersecting street line (and between a vehicular access and any other vehicular access) is 45m. The nearest intersecting street line is 45m and the accesses are 130m apart, satisfying requirements.
 - Each access is set back at least 3m from adjacent property lines.
 - The grade of the private approach is to not exceed 2% within the private property for a distance of 9.0m to the curb line.
 - The accesses do not cross any active transportation facilities.

The access designs are in conformance with the City of Ottawa's Access By-law (No. 2026-139) or have been justified based on their intended purpose.

4.5. TIA Sections 4.5-to-4.9

These sections have been exempted from the TIA report. Refer to **Table 3**.

5.0 FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

Based on the results summarized herein the following findings and recommendations are provided:

Existing Conditions

- W.O. Stinson & Son Limited is proposing a vehicle service lot at the municipal address of 301 Somme St. The 6.09-hectare site is currently vacant land within an industrial park.
- The site is located within the rural transect and is designated as heavy industrial land.
- The study area does not have any pedestrian or cycling infrastructure near the site.

Proposed Development

- The development will consist of approximately a tank and equipment storage building (3,483m²), a building containing an office area (167m²), lubricant storage, and seven service bays (1,662m²), and open areas for the storage, maintenance, and servicing of Stinson vehicles. The development is assumed to be fully constructed by the year 2026.
- The site will provide parking for 56 tandem trucks, 11 tractor trailer trucks, 60 staff parking spaces and 2 bike parking spaces to be located indoors.
- Neither the Official Plan or Transportation Master Plan propose any modifications to the road, transit, pedestrian or cycling network.
- The site proposes two accesses:
 - 45m east of Sappers/Somme intersection intended to operate as an outbound only.
 - 175m east of Sappers/Somme intersection intended to operate as an inbound only.
 - The east and west accesses have been designed with throat widths of 8.0m and 9.0m, respectively, with wide tapering at the road edge to accommodate large truck turning movements (WB20).
- The existing **Somme/Rideau** intersection does not offer sufficient curb radii and approach/egress width to safely accommodate WB20 truck turning movements. It is recommended that WB-20 type vehicles (tractor trailer units) access the industrial park via the **Hawthorne/Somme** intersection. The existing **Somme/Rideau** intersection would require pavement widening to satisfy WB-20 truck turning movements.

Future Conditions

- Given the low number of vehicle trips forecasted (less than 75), no major impacts to the study area network are anticipated. Future conditions are forecasted to operate similarly to today.

Based on the preceding report, the proposed development located at 301 Somme St is recommended from a transportation perspective.

Prepared By:



Juan Lavin, P. Eng.
Transportation Engineer

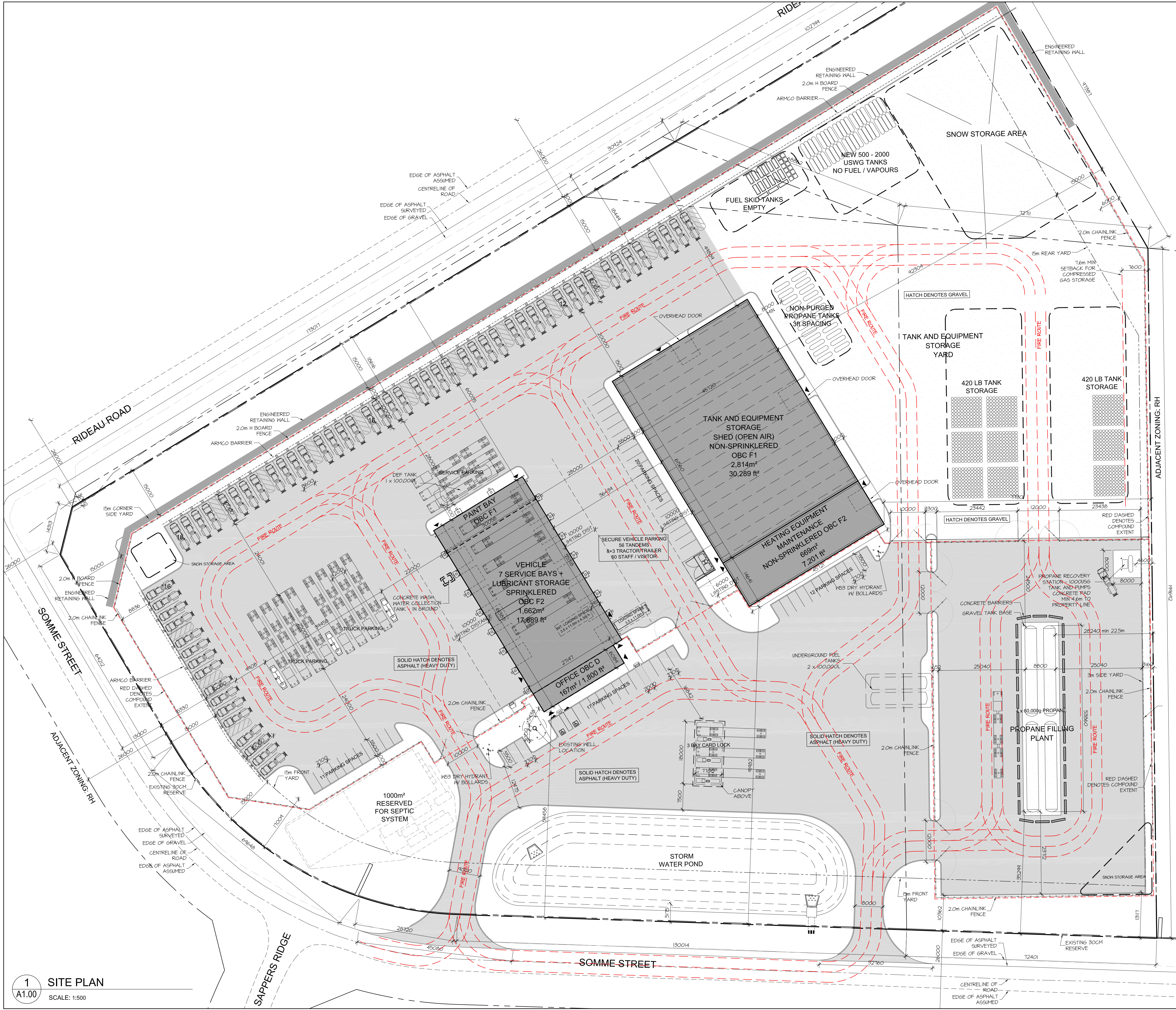
Reviewed By:



Jake Berube, P.Eng., RSP₁
Senior Transportation Engineer

Appendix A:

High Definition Site Plan



LEGAL DESCRIPTION:
PART OF LOT 26, CONCESSION 6 (RIDEAU FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER
and PARK OF BLOCKS 5 AND 14, REGISTERED PLAN 4M-1360
CITY OF OTTAWA

CIVIL ADDRESS:
301 SOMME STREET, OTTAWA

ZONING NOTES:
OFFICIAL PLAN DESIGNATION: RURAL
ZONING - RH - RURAL HEAVY INDUSTRIAL
ABUTTING - RH - RURAL HEAVY INDUSTRIAL

Owner
W. O. STINSON & SON LTD.
4128 Bank Street, Ottawa, ON K1T 3W1
Attn: Scott Stinson - 613-822-7400

Architect/Agent
HOBIN ARCHITECTURE INC.
63 Pamela Street, Ottawa, ON K1S 3K7
Attn: Doug van den Ham - 613-238-1200 x 115

Survey
ANNIS O'SULLIVAN VOLLEBEKK LTD
113 Prescott Street, Box 1340, Kemptville, Ontario K0G1J0
Attn: Emmett Ketchum - 613-258-1111

Civil
STANTEC OTTAWA
300 - 1551 Clyde Avenue Ottawa ON K2C 3G4
Attn: Peter Monro P.Eng - 613-244-2851

Structural
NOT YET CONTRACTED

Electrical
NOT YET CONTRACTED

Landscape
LEVSTEK CONSULTANTS
Attn: Rudy Levstek - 613-826-0518

Traffic
PARSONS ENGINEERING
1223 Michael St., Suite 100, Ottawa, ON K1J 7T2
Attn: Jake Benise - 613-641-1882

ZONE: RH	REQUIRED/PERMITTED	PROVIDED
PERMITTED USE (AMONG OTHERS)	ALL PROPOSED USED	HEAVY INDUSTRIAL USE, GAS BAR, HEAVY EQUIPMENT AND VEHICLE SALES, RENTAL AND SERVICING, ACCESSORY OFFICE
MIN. LOT AREA	8,000 sq.m.	60,611sq.m.
MIN. LOT WIDTH	50m	316m
MIN. FRONT YARD SETBACK	15 m	54 m
MIN. REAR YARD SETBACK	15 m	107 m
MIN. INTERIOR SIDE YARD SETBACK		
(i) ABUTTING INDUSTRIAL ZONE	3m	71m
(ii) OTHER	10m	NA
MIN. CORNER SIDE YARD SETBACK	15m	44m
MAX. PRINCIPAL BUILDING HEIGHT	15m	LESS THAN 15.0m
MAX. LOT COVERAGE (%)	50%	8.7%
PARKING SPACES AREA D ON SCHEDULE I & IA	GAS BAR: NONE OTHER: 11 spaces TOTAL: 11 SPACES	60
LOADING SPACES	HEAVY INDUSTRIAL USE: 1,000 - 1,800 sq ft of area = 1 space 1,800 - 3,450 sq ft of area = 2 spaces 3,450 - 5,000 sq ft of area = 3 spaces 5,000 - 10,000 sq ft of area = 4 spaces 10,000 - 15,000 sq ft of area = 5 spaces 15,000 - 20,000 sq ft of area = 6 spaces 20,000 - 25,000 sq ft of area = 7 spaces 25,000 - 30,000 sq ft of area = 8 spaces 30,000 - 35,000 sq ft of area = 9 spaces 35,000 - 40,000 sq ft of area = 10 spaces 40,000 - 45,000 sq ft of area = 11 spaces 45,000 - 50,000 sq ft of area = 12 spaces 50,000 - 55,000 sq ft of area = 13 spaces 55,000 - 60,000 sq ft of area = 14 spaces 60,000 - 65,000 sq ft of area = 15 spaces 65,000 - 70,000 sq ft of area = 16 spaces 70,000 - 75,000 sq ft of area = 17 spaces 75,000 - 80,000 sq ft of area = 18 spaces 80,000 - 85,000 sq ft of area = 19 spaces 85,000 - 90,000 sq ft of area = 20 spaces 90,000 - 95,000 sq ft of area = 21 spaces 95,000 - 100,000 sq ft of area = 22 spaces 100,000 - 105,000 sq ft of area = 23 spaces 105,000 - 110,000 sq ft of area = 24 spaces 110,000 - 115,000 sq ft of area = 25 spaces 115,000 - 120,000 sq ft of area = 26 spaces 120,000 - 125,000 sq ft of area = 27 spaces 125,000 - 130,000 sq ft of area = 28 spaces 130,000 - 135,000 sq ft of area = 29 spaces 135,000 - 140,000 sq ft of area = 30 spaces 140,000 - 145,000 sq ft of area = 31 spaces 145,000 - 150,000 sq ft of area = 32 spaces 150,000 - 155,000 sq ft of area = 33 spaces 155,000 - 160,000 sq ft of area = 34 spaces 160,000 - 165,000 sq ft of area = 35 spaces 165,000 - 170,000 sq ft of area = 36 spaces 170,000 - 175,000 sq ft of area = 37 spaces 175,000 - 180,000 sq ft of area = 38 spaces 180,000 - 185,000 sq ft of area = 39 spaces 185,000 - 190,000 sq ft of area = 40 spaces 190,000 - 195,000 sq ft of area = 41 spaces 195,000 - 200,000 sq ft of area = 42 spaces 200,000 - 205,000 sq ft of area = 43 spaces 205,000 - 210,000 sq ft of area = 44 spaces 210,000 - 215,000 sq ft of area = 45 spaces 215,000 - 220,000 sq ft of area = 46 spaces 220,000 - 225,000 sq ft of area = 47 spaces 225,000 - 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1,240,000 sq ft of area = 250 spaces 1,240,000 - 1,245,000 sq ft of area = 251 spaces 1,245,000 - 1,250,000 sq ft of area = 252 spaces 1,250,000 - 1,255,000 sq ft of area = 253 spaces 1,255,000 - 1,260,000 sq ft of area = 254 spaces 1,260,000 - 1,265,000 sq ft of area = 255 spaces 1,265,000 - 1,270,000 sq ft of area = 256 spaces 1,270,000 - 1,275,000 sq ft of area = 257 spaces 1,275,000 - 1,280,000 sq ft of area = 258 spaces 1,280,000 - 1,285,000 sq ft of area = 259 spaces 1,285,000 - 1,290,000 sq ft of area = 260 spaces 1,290,000 - 1,295,000 sq ft of area = 261 spaces 1,295,000 - 1,300,000 sq ft of area = 262 spaces 1,300,000 - 1,305,000 sq ft of area = 263 spaces 1,305,000 - 1,310,000 sq ft of area = 264 spaces 1,310,000 - 1,315,000 sq ft of area = 265 spaces 1,315,000 - 1,320,000 sq ft of area = 266 spaces 1,320,000 - 1,325,000 sq ft of area = 267 spaces 1,325,000 - 1,330,000 sq ft of area = 268 spaces 1,330,000 - 1,335,000 sq ft of area = 269 spaces 1,335,000 - 1,340,000 sq ft of area = 270 spaces 1,340,000 - 1,345,000 sq ft of area = 271 spaces 1,345,000 - 1,350,000 sq ft of area = 272 spaces 1,350,000 - 1,355,000 sq ft of area = 273 spaces 1,355,000 - 1,360,000 sq ft of area = 274 spaces 1,360,000 - 1,365,000 sq ft of area = 275 spaces 1,365,000 - 1,370,000 sq ft of area = 276 spaces 1,370,000 - 1,375,000 sq ft of area = 277 spaces 1,375,000 - 1,380,000 sq ft of area = 278 spaces 1,380,000 - 1,385,000 sq ft of area = 279 spaces 1,385,000 - 1,390,000 sq ft of area = 280 spaces 1,390,000 - 1,395,000 sq ft of area = 281 spaces 1,395,000 - 1,400,000 sq ft of area = 282 spaces 1,400,000 - 1,405,000 sq ft of area = 283 spaces 1,405,000 - 1,410,000 sq ft of area = 284 spaces 1,410,000 - 1,415,000 sq ft of area = 285 spaces 1,415,000 - 1,420,000 sq ft of area = 286 spaces 1,420,000 - 1,425,000 sq ft of area = 287 spaces 1,425,000 - 1,430,000 sq ft of area = 288 spaces 1,430,000 - 1,435,000 sq ft of area = 289 spaces 1,435,000 - 1,440,000 sq ft of area = 290 spaces 1,440,000 - 1,445,000 sq ft of area = 291 spaces 1,445,000 - 1,450,000 sq ft of area = 292 spaces 1,450,000 - 1,455,000 sq ft of area = 293 spaces 1,455,000 - 1,460,000 sq ft of area = 294 spaces 1,460,000 - 1,465,000 sq ft of area = 295 spaces 1,465,000 - 1,470,000 sq ft of area = 296 spaces 1,470,000 - 1,475,000 sq ft of area = 297 spaces 1,475,000 - 1,480,000 sq ft of area = 298 spaces 1,480,000 - 1,485,000 sq ft of area = 299 spaces 1,485,000 - 1,490,000 sq ft of area = 300 spaces 1,490,000 - 1,495,000 sq ft of area = 301 spaces 1,495,000 - 1,500,000 sq ft of area = 302 spaces 1,500,000 - 1,505,000 sq ft of area = 303 spaces 1,505,000 - 1,510,000 sq ft of area = 304 spaces 1,510,000 - 1,515,000 sq ft of area = 305 spaces 1,515,000 - 1,520,000 sq ft of area = 306 spaces 1,520,000 - 1,525,000 sq ft of area = 307 spaces 1,525,000 - 1,530,000 sq ft of area = 308 spaces 1,530,000 - 1,535,000 sq ft of area = 309 spaces 1,535,000 - 1,540,000 sq ft of area = 310 spaces 1,540,000 - 1,545,000 sq ft of area = 311 spaces 1,545,000 - 1,550,000 sq ft of area = 312 spaces 1,550,000 - 1,555,000 sq ft of area = 313 spaces 1,555,000 - 1,560,000 sq ft of area = 314 spaces 1,560,000 - 1,565,000 sq ft of area = 315 spaces 1,565,000 - 1,570,000 sq ft of area = 316 spaces 1,570,000 - 1,575,000 sq ft of area = 317 spaces 1,575,000 - 1,580,000 sq ft of area = 318 spaces 1,580,000 - 1,585,000 sq ft of area = 319 spaces 1,585,000 - 1,590,000 sq ft of area = 320 spaces 1,590,000 - 1,595,000 sq ft of area = 321 spaces 1,595,000 - 1,600,000 sq ft of area = 322 spaces 1,600,000 - 1,605,000 sq ft of area = 323 spaces 1,605,000 - 1,610,000 sq ft of area = 324 spaces 1,610,000 - 1,615,000 sq ft of area = 325 spaces 1,615,000 - 1,620,000 sq ft of area = 326 spaces 1,620,000 - 1,625,000 sq ft of area = 327 spaces 1,625,000 - 1,630,000 sq ft of area = 328 spaces 1,630,000 - 1,635,000 sq ft of area = 329 spaces 1,635,000 - 1,640,000 sq ft of area = 330 spaces 1,640,000 - 1,645,000 sq ft of area = 331 spaces 1,645,000 - 1,650,000 sq ft of area = 332 spaces 1,650,000 - 1,655,000 sq ft of area = 333 spaces 1,655,000 - 1,660,000 sq ft of area = 334 spaces 1,660,000 - 1,665,000 sq ft of area = 335 spaces 1,665,000 - 1,670,000 sq ft of area = 336 spaces 1,670,000 - 1,675,000 sq ft of area = 337 spaces 1,675,000 - 1,680,000 sq ft of area = 338 spaces 1,680,000 - 1,685,000 sq ft of area = 339 spaces 1,685,000 - 1,690,000 sq ft of area = 340 spaces 1,690,000 - 1,695,000 sq ft of area = 341 spaces 1,695,000 - 1,700,000 sq ft of area = 342 spaces 1,700,000 - 1,705,000 sq ft of area = 343 spaces 1,705,000 - 1,710,000 sq ft of area = 344 spaces 1,710,000 - 1,715,000 sq ft of area = 345 spaces 1,715,000 - 1,720,000 sq ft of area = 346 spaces 1,720,000 - 1,725,000 sq ft of area = 347 spaces 1,725,000 - 1,730,000 sq ft of area = 348 spaces 1,730,000 - 1,735,000 sq ft of area = 349 spaces 1,735,000 - 1,740,000 sq ft of area = 350 spaces 1,740,000 - 1,745,000 sq ft of area = 351 spaces 1,745,000 - 1,750,000 sq ft of area = 352 spaces 1,750,000 - 1,755,000 sq ft of area = 353 spaces 1,755,000 - 1,760,000 sq ft of area = 354 spaces 1,760,000 - 1,765,000 sq ft of area = 355 spaces 1,765,000 - 1,770,000 sq ft of area = 356 spaces 1,770,000 - 1,775,000 sq ft of area = 357 spaces 1,775,000 - 1,780,000 sq ft of area = 358 spaces 1,780,000 - 1,785,000 sq ft of area = 359 spaces 1,785,000 - 1,790,000 sq ft of area = 360 spaces 1,790,000 - 1,795,000 sq ft of area = 361 spaces 1,795,000 - 1,800,000 sq ft of area = 362 spaces 1,800,000 - 1,805,000 sq ft of area = 363 spaces 1,805,000 - 1,810,000 sq ft of area = 364 spaces 1,810,000 - 1,815,000 sq ft of area = 365 spaces 1,815,000 - 1,820,000 sq ft of area = 366 spaces 1,820,000 - 1,825,000 sq ft of area = 367 spaces 1,825,000 - 1,830,000 sq ft of area = 368 spaces 1,830,000 - 1,835,000 sq ft of area = 369 spaces 1,835,000 - 1,840,000 sq ft of area = 370 spaces 1,840,000 - 1,845,000 sq ft of area = 371 spaces 1,845,000 - 1,850,000 sq ft of area = 372 spaces 1,850,000 - 1,855,000 sq ft of area = 373 spaces 1,855,000 - 1,860,000 sq ft of area = 374 spaces 1,860,000 - 1,865,000 sq ft of area = 375 spaces 1,865,000 - 1,870,000 sq ft of area = 376 spaces 1,870,000 - 1,875,000 sq ft of area = 377 spaces 1,875,000 - 1,880,000 sq ft of area = 378 spaces 1,880,000 - 1,885,000 sq ft of area = 379 spaces 1,885,000 - 1,890,000 sq ft of area = 380 spaces 1,890,000 - 1,895,000 sq ft of area = 381 spaces 1,895,000 - 1,900,000 sq ft of area = 382 spaces 1,900,000 - 1,905,000 sq ft of area = 383 spaces 1,905,000 - 1,910,000 sq ft of area = 384 spaces 1,910,000 - 1,915,000 sq ft of area = 385 spaces 1,915,000 - 1,920,000 sq ft of area = 386 spaces 1,920,000 - 1,925,000 sq ft of area = 387 spaces 1,925,000 - 1,930,000 sq ft of area = 388 spaces 1,930,000 - 1,935,000 sq ft of area = 389 spaces 1,935,000 - 1,940,000 sq ft of area = 390 spaces 1,940,000 - 1,945,000 sq ft of area = 391 spaces 1,945,000 - 1,950,000 sq ft of area = 392 spaces 1,950,000 - 1,955,000 sq ft of area = 393 spaces 1,955,000 - 1,960,000 sq ft of area = 394 spaces 1,960,000 - 1,965,000 sq ft of area = 395 spaces 1,965,000 - 1,970,000 sq ft of area = 396 spaces 1,970,000 - 1,975,000 sq ft of area = 397 spaces 1,975,000 - 1,980,000 sq ft of area = 398 spaces 1,980,000 - 1,985,000 sq ft of area = 399 spaces 1,985,000 - 1,990,000 sq ft of area = 400 spaces 1,990,000 - 1,995,000 sq ft of area = 401 spaces 1,995,000 - 2,000,000 sq	

Appendix B:

Existing Peak Hour Volumes

Turning Movement Count - Study Results

HAWTHORNE RD @ RIDEAU RD

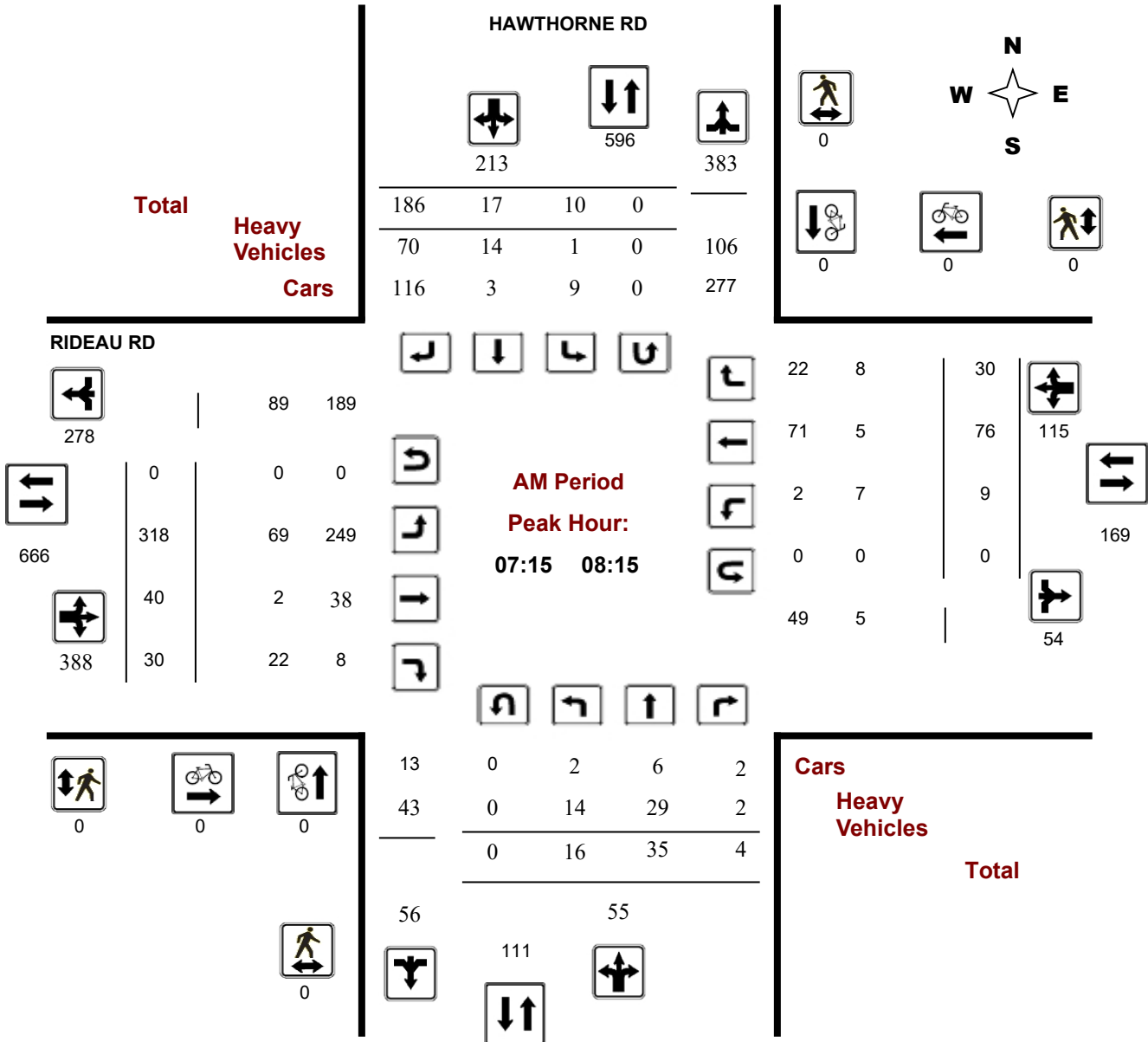
Survey Date: Wednesday, July 31, 2024

WO No: 41777

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

HAWTHORNE RD @ RIDEAU RD

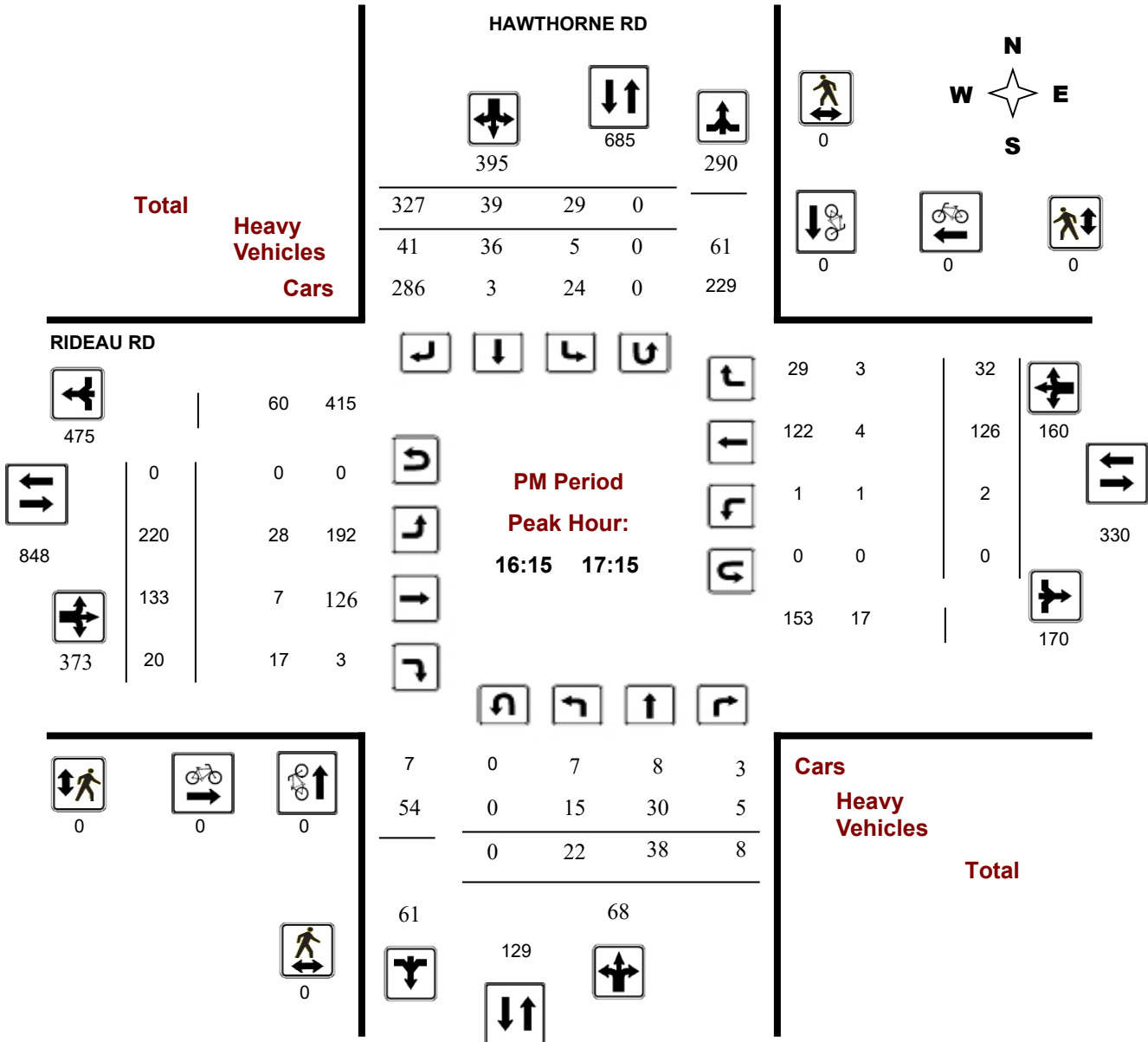
Survey Date: Wednesday, July 31, 2024

WO No: 41777

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram



Directional Traffic Flow

Intersection: Somme Street/Rideau Road

Date: Wednesday, Oct 29, 2025

Time: 7:00AM to 8:30AM

Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:00AM - 7:15AM	6	0	2	0	0	0	0	15	1	0	24	0	48	48
7:15AM - 7:30AM	1	0	2	0	0	0	0	14	0	0	38	0	55	103
7:30AM - 7:45AM	1	0	0	0	0	0	0	14	3	7	43	0	68	171
7:45AM - 8:00AM	0	0	0	0	0	0	0	23	5	3	42	0	73	244
8:00AM - 8:15AM	0	0	0	0	0	0	0	33	0	1	34	0	68	264
8:15AM - 8:30AM	4	0	0	0	0	0	0	31	1	0	32	0	68	277
1.5 Hour Total	12	0	4	0	0	0	0	130	10	11	213	0	380	
Peak Hour Total (7:30AM - 8:30AM)	5	0	0	0	0	0	0	101	9	11	151	0	277	
% of traffic = trucks, 7:00 -	67%		100%					13%	100%		8%		23%	
% of traffic = trucks, 7:15 -	100%		100%					43%			16%		27%	
% of traffic = trucks, 7:30 -	100%							14%	0%	29%	19%		19%	
% of traffic = trucks, 7:45 -								9%	20%	67%	17%		16%	
% of traffic = trucks, 8:00 -								18%		0%	9%		13%	
% of traffic = trucks, 8:15 -	75%							10%	100%		9%		15%	
% of traffic = trucks, 7:00 -	75%		100%					16%	30%	36%	14%		18%	

Directional Traffic Flow

Intersection: Somme Street/Rideau Road

Date: Wednesday, Oct 29, 2025

Time: 4:00PM to 5:30PM

Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
4:00PM - 4:15PM	4	0	2	0	0	0	0	55	4	0	69	0	134	134
4:15PM - 4:30PM	3	0	1	0	0	0	0	52	2	1	86	0	145	279
4:30PM - 4:45PM	0	0	1	0	0	0	0	57	2	2	93	0	155	434
4:45PM - 5:00PM	1	0	2	0	0	0	0	38	3	1	109	0	154	588
5:00PM - 5:15PM	12	0	11	0	0	0	0	44	0	0	93	0	160	614
5:15PM - 5:30PM	0	0	1	0	0	0	0	49	1	1	79	0	131	600
1.5 Hour Total	20	0	18	0	0	0	0	295	12	5	529	0	879	
Peak Hour Total (4:00PM - 5:30PM)	16	0	15	0	0	0	0	191	7	4	381	0	614	
% of traffic = trucks, 4:00 -	50%		50%					11%	75%		9%		13%	
% of traffic = trucks, 4:15 -	33%		0%					10%	50%	100%	7%		10%	
% of traffic = trucks, 4:30 -			100%					4%	50%	100%	4%		6%	
% of traffic = trucks, 4:45 -	0%		0%					5%	33%	100%	6%		6%	
% of traffic = trucks, 5:00 -	0%		0%					7%			4%		4%	
% of traffic = trucks, 5:15 -			0%					6%	0%	100%	4%		5%	
% of traffic = trucks, 4:00 -	15%		11%					7%	50%	100%	5%		8%	

Directional Traffic Flow

Intersection: Somme Street/Hawthorne Road

Date: Tuesday, Jul 08, 2025

Time: 7:00AM to 8:30AM

Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:00AM - 7:15AM	0	0	0	1	0	2	5	0	0	0	0	2	10	10
7:15AM - 7:30AM	0	0	0	1	0	7	10	0	0	0	0	4	22	32
7:30AM - 7:45AM	0	0	0	0	1	10	10	0	0	0	0	2	23	55
7:45AM - 8:00AM	0	1	0	3	10	9	11	0	0	0	0	0	34	89
8:00AM - 8:15AM	0	11	0	2	14	9	5	0	0	0	0	3	44	123
8:15AM - 8:30AM	0	13	0	3	6	6	12	0	0	0	0	3	43	144
1.5 Hour Total	0	25	0	10	31	43	53	0	0	0	0	14	176	
Peak Hour Total (7:30AM - 8:30AM)	0	25	0	8	31	34	38	0	0	0	0	8	144	
% of traffic = trucks, 7:00 - 7:15					100%		100%	80%				100%	90%	
% of traffic = trucks, 7:15 - 7:30					0%		86%	90%				25%	73%	
% of traffic = trucks, 7:30 - 7:45						100%	80%	100%				0%	83%	
% of traffic = trucks, 7:45 - 8:00							78%	73%					76%	
% of traffic = trucks, 8:00 - 8:15		100%		33%	90%									
% of traffic = trucks, 8:00 - 8:15		91%		0%	93%	100%	80%					0%	82%	
% of traffic = trucks, 8:15 - 8:30		100%		67%	100%	100%	92%					67%	93%	
% of traffic = trucks, 7:00 - 8:30		96%		40%	94%	88%	87%					36%	83%	

Directional Traffic Flow

Intersection: Somme Street/Hawthorne Road

Date: Tuesday, Jul 08, 2025

Time: 4:00PM to 5:30PM

Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
4:00PM - 4:15PM	1	5	1	4	5	7	8	1	1	0	1	4	38	38
4:15PM - 4:30PM	1	4	1	4	5	4	4	1	1	1	1	4	31	69
4:30PM - 4:45PM	0	4	0	5	4	3	10	0	0	0	0	5	31	100
4:45PM - 5:00PM	0	4	0	15	0	8	5	0	0	0	0	6	38	138
5:00PM - 5:15PM	0	4	0	9	0	2	7	0	0	0	0	20	42	142
5:15PM - 5:30PM	0	0	0	5	1	1	5	1	0	0	1	7	21	132
1.5 Hour Total	2	21	2	42	15	25	39	3	2	1	3	46	201	
Peak Hour Total (4:15PM - 5:15PM)	1	16	1	33	9	17	26	1	1	1	1	35	142	
% of traffic = trucks, :	100%	100%	100%	100%	100%	100%	75%	100%	100%		100%	100%	95%	
% of traffic = trucks, :	100%	100%	100%	100%	100%		75%	100%	100%	100%	100%	50%	90%	
% of traffic = trucks, :		100%		100%	75%	100%	80%					20%	77%	
% of traffic = trucks, :		50%		80%			88%	100%				83%	82%	
% of traffic = trucks, :		50%		78%			50%	86%				60%	67%	
% of traffic = trucks, :				80%	0%	100%	40%	100%			100%	71%	67%	
% of traffic = trucks, :	100%	81%	100%	86%	87%	88%	79%	100%	100%	100%	100%	63%	80%	

Appendix C:

Historic Collision Data

Total Area

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total
P.D. only	3	1	1	2	0	1	0	1	9
Non-fatal injury	0	0	0	0	0	0	0	0	0
Non-reportable	0	0	0	0	0	0	0	0	0
Total	3	1	1	2	0	1	0	1	9
	#1 or 33%	#3 or 11%	#3 or 11%	#2 or 22%	#7 or 0%	#3 or 11%	#7 or 0%	#3 or 11%	

100%
0%
0%
100%

HAWTHORNE RD/RIDEAU RD

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2018-2022	8	n/a	1825	n/a

Peds	Cyclists
0	0

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total
P.D. only	3	1	1	2	0	0	0	1	8
Non-fatal injury	0	0	0	0	0	0	0	0	0
Non-reportable	0	0	0	0	0	0	0	0	0
Total	3	1	1	2	0	0	0	1	8
	38%	13%	13%	25%	0%	0%	0%	13%	

100%
0%
0%
100%

RIDEAU RD, HAWTHORNE RD to SOMME ST

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2018-2022	1	n/a	1825	n/a

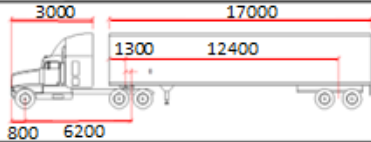
Peds	Cyclists
0	0

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total
P.D. only	0	0	0	0	0	1	0	0	1
Non-fatal injury	0	0	0	0	0	0	0	0	0
Non-reportable	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	1
	0%	0%	0%	0%	0%	100%	0%	0%	

100%
0%
0%
100%

Appendix D:

Truck Turning Templates

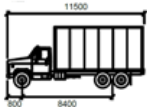


WB-20 Not to Scale
Width : 2600
Track : 2600
Lock to Lock Time : 6.0
Steering Angle : 28.2

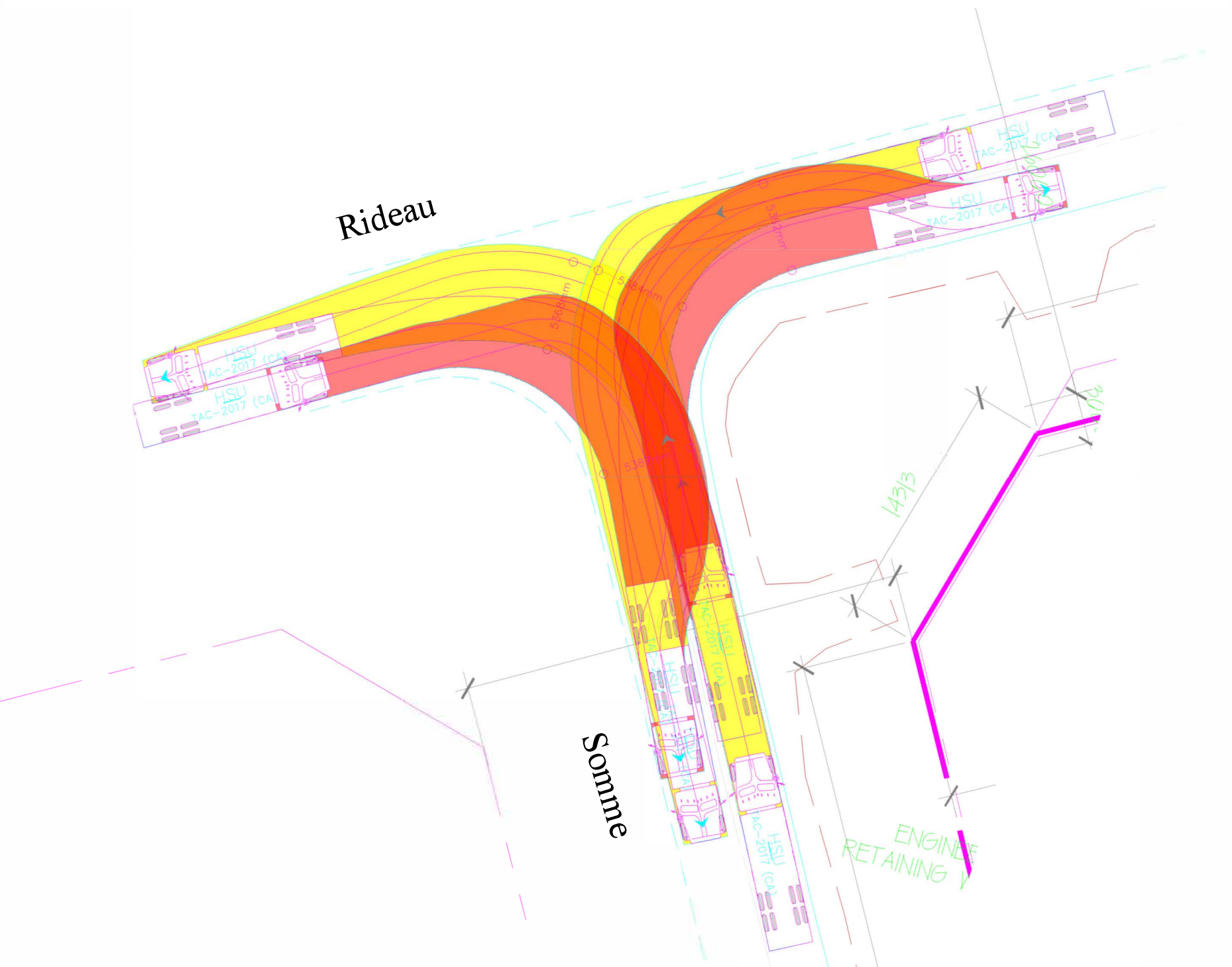
Drawing Description 301 Somme St	
Client W.O. Stinson & Son Lmt	Date 2025 08 15
Project Number 479529	Figure Number 1 of 2
Project Description WB20 Turning	

Note: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall provide the location of utilities and shall be responsible for adequate protection from damage.





Note: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall provide the location of utilities and shall be responsible for adequate protection from damage.



301 SOMME STREET
TRUCK TURNING MOVEMENTS
ENTRANCE AND EXIT



Contract No.

Dwg. No.

0

Sheet 0 of 0

Asset No.

Director, Infrastructure Services

Project Manager



Asset Group

Des. SB Chk'd. JB

Dwn. SB Chk'd. JB

Utility Circ. No. Index No.

Const. Inspector

Scale: HORIZONTAL

0m 5 10 20

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

No.	Description	By	Date (dd/mm/yy)
01	WB20 TRUCK TURNING MOVEMENTS (ENTRANCE AND EXIT)	SB	26/05/2026

