



# City of Hamilton

## PLANNING COMMITTEE REVISED AGENDA

**Meeting #:** 23-017  
**Date:** October 17, 2023  
**Time:** 9:30 a.m.  
**Location:** Council Chambers (Planning)  
Hamilton City Hall  
71 Main Street West

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

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	<b>Pages</b>
<b>1. CEREMONIAL ACTIVITIES</b>	
<b>2. APPROVAL OF AGENDA</b> (Added Items, if applicable, will be noted with *)	
<b>3. DECLARATIONS OF INTEREST</b>	
<b>4. APPROVAL OF MINUTES OF PREVIOUS MEETING</b>	
4.1 October 3, 2023	4
<b>5. COMMUNICATIONS</b>	
<b>6. DELEGATION REQUESTS</b>	
6.1 Michael Sabelli and Paul Kocsis respecting an Exemption to the Demolition By-law for 47 Whitfield Ave. (For the October 31st meeting)	
<b>7. DELEGATIONS</b>	
7.1 West End Home Builders Association, Chamber of Commerce and Smart Prosperity Institute respecting "Who Will Swing the Hammer" Report (Approved at the October 3rd meeting)	34
<b>8. STAFF PRESENTATIONS</b>	

## 9. CONSENT ITEMS

- |     |  |     |
|-----|--|-----|
| 9.1 | Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23219) (City Wide) | 91  |
| 9.2 | Provincial Streamline Development Approval Fund (PED22060(a)) (City Wide)  | 115 |

## 10. PUBLIC HEARINGS

- |      |   |     |
|------|---|-----|
| 10.1 | Application for Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4)        | 122 |
|      | *a. Staff Presentation  | 163 |
| 10.2 | Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) | 184 |
|      | *a. Staff Presentation  | 205 |
| 10.3 | Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13)                     | 215 |
|      | *a. Staff Presentation  | 241 |

## 11. DISCUSSION ITEMS

- |      |   |     |
|------|---|-----|
| 11.1 | By-Law Enforcement Strategy Update (PED23195) (City Wide)                     | 249 |
| 11.2 | Amendment to the Pool Enclosure By-law No. 16-184 (PED23214) (City Wide)      | 265 |
| 11.3 | Amendment to the Fortification By-law No. 10-122 (PED23215) (City Wide)       | 269 |
| 11.4 | Adjustment to School Crossing Guard Locations (PED23196) (Wards 7, 10 and 15) | 272 |
| 11.5 | School Crossing Warrants (PED23217) (City Wide)                               | 276 |

## 12. MOTIONS

## 13. NOTICES OF MOTION

## 14. GENERAL INFORMATION / OTHER BUSINESS

## **15. PRIVATE AND CONFIDENTIAL**

- \*15.1 Appeal to the Ontario Land Tribunal (OLT) for lands located at 140 and 164 Sulphur Springs Road, Ancaster, for Lack of Decision on Zoning By-law Amendment Application (ZAC-21-027) (Ward 12)  
(LS23029/PED23184(a))

Pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Subsections (e), (f) and (k) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

## **16. ADJOURNMENT**



## **PLANNING COMMITTEE MINUTES**

### **23-016**

**October 3, 2023**

**9:30 a.m.**

**Council Chambers, Hamilton City Hall  
71 Main Street West**

**Present:** Councillor J.P. Danko (Chair)  
Councillor T. Hwang (1st Vice Chair)  
Councillor C. Cassar (2nd Vice Chair)  
Councillors C. Kroetsch, M. Francis, T. McMeekin,  
E. Pauls, M. Tadeson, A. Wilson, M. Wilson, J. Beattie

**Absent with Regrets:** Councillor N. Nann - Personal

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#### **THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:**

- 1. Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-23-001 and Zoning By-law Amendment Application ZAC-23-001 for Non-Decisions for Lands Located at 499 Mohawk Road East, Hamilton (PED23205) (Ward 7) (Item 9.1)**

**(Pauls/Beattie)**

That Report PED23205 respecting Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-23-001 and Zoning By-law Amendment Application ZAC-23-001 for Non-Decisions for Lands Located at 499 Mohawk Road East, Hamilton (Ward 7), be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
YES – Ward 2 Councillor C. Kroetsch  
NOT PRESENT – Ward 3 Councillor N. Nann  
YES – Ward 4 Councillor T. Hwang  
YES – Ward 5 Councillor M. Francis  
YES – Ward 7 Councillor E. Pauls  
YES – Ward 8 Councillor J.P. Danko  
YES – Ward 10 Councillor J. Beattie  
NOT PRESENT – Ward 11 Councillor M. Tadeson  
YES – Ward 12 Councillor C. Cassar  
YES – Ward 13 Councillor A. Wilson

YES – Ward 15 Councillor T. McMeekin

- 2. Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-20-021, Zoning By-law Amendment Application ZAC-20-037 and Draft Plan of Subdivision Application 25T-202006 for Lack of Decision for Lands Located at 544 and 550 Rymal Road East, Hamilton (PED23211) (Ward 7) (Item 9.2)**

**(Pauls/Francis)**

That Report PED23211 respecting Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-20-021, Zoning By-law Amendment Application ZAC-20-037 and Draft Plan of Subdivision Application 25T-202006 for Lack of Decision for Lands Located at 544 and 550 Rymal Road East, Hamilton, be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

- 3. Application for a Zoning By-law Amendment for Lands Located at 212 and 220 Rymal Road West, Hamilton (PED23154) (Ward 8) (Item 10.1)**

**(Danko/M. Wilson)**

- (a) That Amended Zoning By-law Amendment Application ZAC-20-018, by T. Johns Consulting Group Ltd. c/o Diana Morris, on behalf of Atlas Homes Corp. c/o Tarik Abbas, Owner, for a change in zoning from the “B” (Suburban Agriculture and Residential, Etc.) District to the Low Density Residential (R1, 854, H149) Zone and Low Density Residential (R1, 854, H149, H159) Zone, to permit the development of five single detached dwellings, for lands located at 212 and 220 Rymal Road West, as shown on Appendix “A” attached to Report PED23154, be DENIED on the following basis:

- (i) The application does not meet the City's planning vision for the Rymal Road Corridor.

**Result: Motion CARRIED by a vote of 7 to 3, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 NO – Ward 4 Councillor T. Hwang  
 NO – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 NO – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**4. Application for a Zoning By-law Amendment for Lands Located at 65 Guise Street East, Hamilton (PED23201) (Ward 2) (Item 10.2)**

**(Kroetsch/McMeekin)**

- (a) That Zoning By-law Amendment Application ZAC-23-035 by WEBB Planning Consultant c/o James Webb on behalf of the City of Hamilton, owner, for a change in zoning from the Conservation / Hazard Land (P5) Zone to Conservation / Hazard Land (P5, 873, H152) Zone, to permit the construction of underground parking accessory to a residential use for a portion of the lands located at 65 Guise Street East (Blocks 12, 13 & 14 of 62M-1287), Hamilton, as shown on Appendix "A" attached to Report PED23201, be APPROVED on the following basis:

- (i) That the draft By-law, attached as Appendix "B" to Report PED23201, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That the amending By-law apply the Holding Provisions of Section 36(1) of the *Planning Act*, R.S.O 1990 to the subject property by introducing the Holding symbol 'H' to the proposed Conservation / Hazard Land (P5, 873, H152) Zone.

The Holding Provision 'H' is to be removed, conditional upon:

- (1) The Owner or authorized applicant submits a Functional Servicing and Stormwater Management Report, including design and construction details to identify and implement any required modifications to the proposed stormwater management system to the satisfaction of Director of Growth Management and Chief Development Engineer.
  - (2) The Owner or authorized applicant submits a Tree Protection Plan and Landscape Plan concept, including sections showing the planting depth of landscaped area with parking below to the satisfaction of the Director of Heritage and Design.
  - (3) The owner or authorized applicant shall obtain Ministry of Environment, Conservation and Parks approval of an amended Certificate of Property Use that reflects the intended use of Blocks 12, 13 & 14 to include below grade parking.”
- (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), complies with the Hamilton-Wentworth Official Plan and West Harbour (Setting Sail) Secondary Plan.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**5. Application for a Zoning By-law Amendment for Lands Located at 1898 and 1900 Rymal Road East, Glanbrook (PED23206) (Ward 9) (Item 10.3)****(Beattie/Francis)**

- (a) That Amended Zoning By-law Amendment Application ZAC-23-036, by Weston Consulting (c/o Kayly Robbins) on behalf of Komil Jasdev Bhalla and Jasdev Singh Bhalla and 1900 Holdco Inc. (c/o Mackenzie Paterson), Owners, for a change in zoning from General Agricultural "A1" Zone to the Residential Multiple – Holding "H-RM2-328" Zone, Modified, to permit the development of eight, three storey townhouse dwellings and 11, two storey townhouse dwellings including 38 parking spaces and four visitor parking spaces inclusive of one barrier free, for lands located at 1898 and 1900 Rymal Road East, Glanbrook, as shown on Appendix "A" attached to Report PED23206, be APPROVED on the following basis:
- (i) That the draft By-law, attached as Appendix "B" to Report PED23206, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed change in zoning is consistent with Provincial Policy Statement (2020), conforms to A Place of Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended, and complies with the Urban Hamilton Official Plan and Rymal Road Secondary Plan;
  - (iii) That the amending By-law apply the Holding Provisions of Section 36(1) of the *Planning Act*, R.S.O. 1990 to the subject lands by introducing the Holding "H" symbol as a prefix to the proposed Residential Multiple – Holding "H-RM2-328" Zone, Modified, as shown on Schedule "A" of Appendix "B" attached to Report PED23206 and shall be lifted conditional upon the following:
    - (1) That the owner submits and receives approval of a Transportation Impact Study to the satisfaction of the Manager, Transportation Planning;
    - (2) That the Owner submits and receives approval of a Watermain Hydraulic Analysis, to the satisfaction of the Director of Growth Management and Chief Development Engineer;
    - (3) That the Owner submits a revised Tree Protection Plan addressing the protection of the trees and finalizes the



justification for the removal of the identified trees, including submission of written confirmation from the abutting owners of 55 and 63 Bocelli Crescent and 11 Enclave Place for permission to encroach into the dripline of Trees A, B, C, H and P, to the satisfaction of the Director of Planning and Chief Planner. The resubmission is to include the applicable Tree Protection Plan review fee payable to the City of Hamilton.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**6. Application for a Zoning By-law Amendment for Lands Located at 1177, 1183, and 1187 West 5th Street (PED23179) (Ward 8) (Item 10.4)**

**(Hwang/Danko)**

- (a) That Zoning By-law Amendment Application ZAC-22-047, by UrbanSolutions Planning & Land Development Consultants Inc. c/o Matt Johnston on behalf of 1333664 Ontario Ltd. c/o Mike Valvasori, owner, for a change in zoning from the “AA” (Agricultural) District (Block 1) and the “RT-20-H” (Townhouse-Maisonette) District, Modified, Holding (Block 2) to the “E-3/S-1830-H” (High Density Multiple Dwellings) District, Modified, Holding, to permit the development of a 10 storey multiple dwelling containing 206 dwelling units and 229 parking spaces, on lands located at 1177, 1183, and 1187 West 5<sup>th</sup> Street, Hamilton, as shown on Appendix “A” attached to Report PED23179, be APPROVED on the following basis:
- (a) That the draft By-law, attached as Appendix “B” to Report PED23179, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;

- (b) That the amending By-law apply the Holding Provisions of Section 36(1) of the *Planning Act*, R.S.O. 1990 to the subject property by introducing the Holding symbol 'H' to the proposed "E-3/S-1830" (High Density Multiple Dwellings) District, Modified;

The Holding Provision 'H' is to be removed, conditional upon:

- (i) That the Owner confirms that the construction of the municipal storm sewer along West 5<sup>th</sup> Street has been completed and is fully operational to provide a stormwater outlet for the subject site, to the satisfaction of the Director of Development Engineering;
- (ii) That the Owner confirms that the municipal sanitary sewer along West 5<sup>th</sup> Street has been upgraded to support the proposed development, to the satisfaction of the Director of Development Engineering;
- (iii) That the Owner submit and receives approval of a Functional Servicing Report that addresses the required fire flow, to the satisfaction of the Director of Development Engineering;
- (c) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and complies with the Urban Hamilton Official Plan.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**7. Applications for an Official Plan Amendment and Zoning By-law Amendment for Lands Located at 117 Jackson Street East, Hamilton (PED23191) (Ward 2) (Item 10.5)**

**(Kroetsch/Francis)**

- (a) That Official Plan Amendment Application UHOPA-23-009, by Bousfields Inc. c/o David Falletta on behalf of DiCenzo Construction Company Limited c/o Anthony DiCenzo, owner, to establish a Site Specific Policy Area in the Downtown Hamilton Secondary Plan to permit a 39 storey and 30 storey mixed use development on lands located at 117 Jackson Street East, as shown on Appendix "A" attached to Report PED23191, be DENIED on the following basis:
- (i) That the proposed Official Plan Amendment does not demonstrate adequate infrastructure capacity to service the proposed development nor how green infrastructure and sustainable design elements will be implemented to minimize impacts on air quality and climate change which will contribute to environmental sustainability and appropriate low impact development, therefore, the proposal is not consistent with the Provincial Policy Statement (2020) and does not conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
  - (ii) That the proposed amendment to the Downtown Hamilton Secondary Plan does not comply with the Urban Hamilton Official Plan and the Downtown Hamilton Secondary Plan with regards to matters including, but not limited to, a proposed building height exceeding the height of the Niagara Escarpment and an increase of shadow impacts on a prominent public gathering space (Prince's Square – 50 Main Street East);
- (b) That Zoning By-law Amendment Application ZAC-23-024, by Bousfields Inc. c/o David Falletta on behalf of DiCenzo Construction Company Limited c/o Anthony DiCenzo, owner, for a change in zoning from the Downtown Central Business District (D1, H17, H19, H20) Zone to a site specific Downtown Central Business District (D1, XXX), to permit the lands to be developed for a 39 and 30 storey mixed use development containing 741 dwelling units with 297 square metres of commercial floor area at grade on lands located at 117 Jackson Street East, as shown on Appendix "A" attached to Report PED23191, be DENIED on the following basis:
- (i) That the proposal does not demonstrate adequate infrastructure capacity to service the proposed development nor how green

infrastructure and sustainable design elements will be implemented to minimize impacts on air quality and climate change which will contribute to environmental sustainability and appropriate low impact development, therefore the proposal is not consistent with the Provincial Policy Statement (2020), does not conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and does not comply with the Urban Hamilton Official Plan;

- (ii) That the proposed Zoning By-law amendment to the City of Hamilton Zoning By-law No. 05-200 does not comply with the Urban Hamilton Official Plan and Downtown Hamilton Secondary Plan with regards to matters including, but not limited to, a proposed building height exceeding the height of the Niagara Escarpment and an increase of shadow impacts on a prominent public gathering space (Prince's Square – 50 Main Street East);
- (iii) That the proposal is not considered to be good planning and in staff's opinion is an overdevelopment of the site based on the building height in relation to the Niagara Escarpment and the shadow impacts on a prominent public gathering space.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
YES – Ward 2 Councillor C. Kroetsch  
NOT PRESENT – Ward 3 Councillor N. Nann  
YES – Ward 4 Councillor T. Hwang  
YES – Ward 5 Councillor M. Francis  
YES – Ward 7 Councillor E. Pauls  
YES – Ward 8 Councillor J.P. Danko  
YES – Ward 10 Councillor J. Beattie  
NOT PRESENT – Ward 11 Councillor M. Tadeson  
YES – Ward 12 Councillor C. Cassar  
YES – Ward 13 Councillor A. Wilson  
YES – Ward 15 Councillor T. McMeekin

**8. Sign Variance Appeal SV-14-005 for the Property known as 523 Carlisle Road, Flamborough, Denied by the Director of Development Planning and Appealed by the Owner (PED23204) (Ward 15) (Item 11.1)**

**(M. Wilson/Kroetsch)**

- (a) That the Appeal of Sign Variance Application SV-14-005, by Kaneff Properties Ltd. Owner, submitted Fontur International Inc. c/o Joel Swagerman, to add a sign on the top of an existing telecommunications tower to advertise the, ownership group of the Carlisle Golf and Country Club, for the property located at 523 Carlisle Road, (Flamborough), as shown on Appendix "A" attached to Report PED23204, be DENIED on the following basis:
- (i) That the requested variances are not in keeping with the intent of Sign By-law No. 10-197;
  - (ii) That the requested variances do not meet the tests of Sign By-law No. 10-197.

**Result: Motion CARRIED by a vote of 6 to 4, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 NO – Ward 5 Councillor M. Francis  
 NO – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 NO – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 NO – Ward 15 Councillor T. McMeekin

**9. Hamilton Municipal Heritage Committee Report 23-009 (Item 11.2)**

**(Kroetsch/Hwang)**

**(a) Appointment of Vice-Chair (Item 1)**

That Graham Carroll be appointed as Vice-Chair of the Hamilton Municipal Heritage Committee for the remainder of the term.

**(b) Recommendation to Designate 54 and 56 Hess Street South, Hamilton, under Part IV of the *Ontario Heritage Act* (PED23218) (Ward 2) (Item 8.1)**

- (i) That the City Clerk be directed to give notice of Council's intention to designate 54 and 56 Hess Street South, Hamilton, shown in Appendix "A" attached to Report PED23218, as properties of cultural heritage value pursuant to the provisions of Part IV, Section 29 of the *Ontario Heritage Act*, in accordance with the Statement of Cultural Heritage Value or Interest and Description of Heritage Attributes, attached as Appendix "B" to Report PED23218, subject to the following:
- (1) For each property that receives no objections to the notice of intention to designate in accordance with the *Ontario Heritage Act*, City Council directs staff to introduce the necessary by-law to designate the property to be of cultural heritage value or interest to City Council; and,
  - (2) For each property that receives any objection to the notice of intention to designate in accordance with the *Ontario Heritage Act*, City Council directs staff to report back to Council to allow Council to consider the objection and decide whether or not to withdraw the notice of intention to designate the property.

**(c) Monthly Report on Recommended Proactive Listings for the Municipal Heritage Register, September 2023 (PED23197) (Ward 13) (Item 10.1)**

That staff be directed to list the property located at 98 Sydenham Street, Dundas (Ward 13) on the Municipal Heritage Register as a non-designated property that Council believes to be of cultural heritage value or interest, as outlined in Report PED23197, in accordance with Section 27 of the *Ontario Heritage Act*.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
YES – Ward 2 Councillor C. Kroetsch  
NOT PRESENT – Ward 3 Councillor N. Nann  
YES – Ward 4 Councillor T. Hwang  
YES – Ward 5 Councillor M. Francis

YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**FOR INFORMATION:**

**(a) APPROVAL OF AGENDA (Item 2)**

The Committee Clerk advised of the following changes to the agenda:

**6. DELEGATION REQUESTS**

6.2 Kevin Freeman respecting Sign Variance Appeal for 523 Carlisle Road (Item 11.1) (For today's meeting)

**10. PUBLIC HEARINGS**

10.4 Application for a Zoning By-law Amendment for Lands Located at 1177, 1183, and 1187 West 5th Street (PED23179) (Ward 8)

(b) Revised Appendix "B"

**ADDITIONS:**

Staff Presentations added for Item 9.1, 10.2 – 10.5, and 11.1

**(Hwang/Pauls)**

That the agenda for the October 3, 2023 Planning Committee meeting be approved, as amended.

**Result: Motion CARRIED by a vote of 11 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko

YES – Ward 10 Councillor J. Beattie  
 YES – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**(b) DECLARATIONS OF INTEREST (Item 3)**

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)**

**(i) Approval of Committee Minutes (Items 4.1 and 4.2)**

**4.1 September 14, 2023**

**4.2 September 19, 2023**

**(Cassar/Tadeson)**

That the Minutes of the September 14, 2023 and September 19, 2023 meetings be approved, as presented.

**Result: Motion CARRIED by a vote of 11 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 YES – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**(d) COMMUNICATIONS (Item 5)**

**(i) Elizabeth Knight respecting implementing a New Noise By-law for Excessive Loud Vehicles (Item 5.1)**

**(Beattie/A. Wilson)**



That the correspondence from Elizabeth Knight respecting implementing a New Noise By-law for Excessive Loud Vehicles, be received.

**Result: Motion CARRIED by a vote of 11 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 YES – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**(ii) Russell Cheeseman for Brown's Wharf Development respecting Designation of 54 and 56 Hess St. South (Item 5.2)**

**(Hwang/Beattie)**

That the correspondence from Russell Cheeseman for Brown's Wharf Development respecting Designation of 54 and 56 Hess St. South, be received and referred to the consideration of Item 11.2.

**Result: Motion CARRIED by a vote of 11 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 YES – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**(e) DELEGATION REQUESTS (Item 6)**

**(i) (Hwang/Cassar)**

That the following Delegation Requests be approved as follows:

- (i) West End Home Builders Association, Chamber of Commerce and Smart Prosperity Institute respecting "Who Will Swing the Hammer" Report (For the October 17th meeting) (Item 6.1)
- (ii) Kevin Freeman respecting Sign Variance Appeal for 523 Carlisle Road (Item 11.1) (For today's meeting) (Added Item 6.2)

**Result: Motion CARRIED by a vote of 11 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 YES – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**(f) DELEGATIONS (Item 7)**

**(i) Bernadette Bowen respecting Enclosure of Twin Compactors at Canadian Tire on 777 Upper James St. (Approved at the September 19th meeting)**

Bernadette Bowen addressed the Committee respecting Enclosure of Twin Compactors at Canadian Tire on 777 Upper James Street.

**(Pauls/Beattie)**

That the Delegation from Bernadette Bowen respecting Enclosure of Twin Compactors at Canadian Tire on 777 Upper James St., be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson

YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Councillor Danko relinquished the Chair to Councillor Hwang in order to introduce the following Motion:

**(Danko/McMeekin)**

- (a) That staff be directed to review and implement every enforcement option available to compel Canadian Tire (or the current registered property owner of 777 Upper James Street) to immediately complete the construction of a full sound proof compactor enclosure in accordance with the original 1987 Committee of Adjustment terms of approval; and,
- (b) That staff be directed to review the entire property at 777 Upper James for all violations of current Zoning By-Law 05-200, and approved site-plans including delivery locations and access, lot entrance locations, lot line offsets, residential buffer zones and planting strips, soundproofing, pedestrian and vehicular hazards and report back on options to compel Canadian Tire to upgrade the property in it's entirety to the current provisions of 05-200 including but not limited to City initiated site-specific re-zoning as required.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson

YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Councillor Danko assumed the Chair.

**(ii) Kevin Freeman respecting Sign Variance Appeal for 523 Carlisle Road (Item 11.1) (Added Item 7.2)**

Kevin Freeman addressed the Committee respecting Sign Variance Appeal for 523 Carlisle Road (Item 11.1).

**(McMeekin/Beattie)**

That the Delegation from Kevin Freeman respecting Sign Variance Appeal for 523 Carlisle Road, be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

**(g) CONSENT ITEMS (Item 9)**

**(i) Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-23-001 and Zoning By-law Amendment Application ZAC-23-001 for Non-Decisions for Lands Located at 499 Mohawk Road East, Hamilton (PED23205) (Ward 7) (Item 9.1)**

Aminu Bello, Planner II, addressed the Committee with the aid of a PowerPoint presentation.

**(Pauls/Beattie)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

For disposition of this matter, refer to Item 1.

**(h) PUBLIC HEARINGS (Item 10)**

In accordance with the *Planning Act*, Chair J.P. Danko advised those viewing the meeting that the public had been advised of how to pre-register to be a delegate at the Public Meetings on today's agenda.

In accordance with the provisions of the *Planning Act*, Chair J.P. Danko advised that if a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of the City of Hamilton before Council makes a decision regarding the Development applications before the Committee today, the person or public body is not entitled to appeal the decision of the Council of the City of Hamilton to the Ontario Land Tribunal, and the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

**(i) Application for a Zoning By-law Amendment for Lands Located at 212 and 220 Rymal Road West, Hamilton (PED23154) (Ward 8) (Item 10.1) (Deferred from the August 15<sup>th</sup> meeting)**

The Committee was advised that there were no members of the public registered as Delegations to this matter.

Mark Michniak, Planner II, addressed the Committee with the aid of a PowerPoint presentation.

**(McMeekin/M. Wilson)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Katelyn Gillis with T. Johns Consulting, was in attendance, and indicated support for the staff report.

**(Hwang/Cassar)**

That the presentation from Katelyn Gillis with T. Johns Consulting, be received.

**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 NOT PRESENT – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Chair Danko called three times for public delegations and none came forward.

**(Cassar/Hwang)**

- (a) That there were no public submissions received regarding this matter; and,
- (b) That the public meeting be closed.

**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
NOT PRESENT – Ward 2 Councillor C. Kroetsch  
NOT PRESENT – Ward 3 Councillor N. Nann  
YES – Ward 4 Councillor T. Hwang  
YES – Ward 5 Councillor M. Francis  
YES – Ward 7 Councillor E. Pauls  
YES – Ward 8 Councillor J.P. Danko  
YES – Ward 10 Councillor J. Beattie  
NOT PRESENT – Ward 11 Councillor M. Tadeson  
YES – Ward 12 Councillor C. Cassar  
YES – Ward 13 Councillor A. Wilson  
YES – Ward 15 Councillor T. McMeekin

**(Beattie/Hwang)**

- (a) That Amended Zoning By-law Amendment Application ZAC-20-018, by T. Johns Consulting Group Ltd. c/o Diana Morris, on behalf of Atlas Homes Corp. c/o Tarik Abbas, Owner, for a change in zoning from the “B” (Suburban Agriculture and Residential, Etc.) District to the Low Density Residential (R1, 854, H149) Zone and Low Density Residential (R1, 854, H149, H159) Zone, to permit the development of five single detached dwellings, for lands located at 212 and 220 Rymal Road West, as shown on Appendix “A” attached to Report PED23154, be APPROVED on the following basis:
  - (i) That the draft By-law, attached as Appendix “B” to Report PED23154, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the amending By-law apply the Holding Provisions of Section 36(1) of the Planning Act, R.S.O. 1990 to the subject property by introducing the Holding symbol ‘H149’ and ‘H159’ to the proposed Low Density Residential (R1) Zone;

The Holding Provisions 'H149' and 'H159' be removed conditional upon:

H149. The Owner submits and receives approval of a Stormwater Management Report to demonstrate that post-development drainage is maintained to the open watercourse downstream of the site within William Connell Park, to the satisfaction of the Director of Growth Management and Chief Development Engineer and the Hamilton Conservation Authority;

H159. That development of the easternmost lot, extending 12.2 metres westerly from the shared property line with 204 Rymal Road West, shall not occur until such time that the remnant lands at the rear of the property within the "AA" (Agricultural) District are consolidated with lands to the west to provide access to a public right-of-way, to the satisfaction of the Director of Planning and Chief Planner;

- (c) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and complies with the Urban Hamilton Official Plan.

**Result: Motion DEFEATED by a vote of 4 to 6, as follows:**

NO – Ward 1 Councillor M. Wilson  
 NO – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 NO – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 NO – Ward 12 Councillor C. Cassar  
 NO – Ward 13 Councillor A. Wilson  
 NO – Ward 15 Councillor T. McMeekin

For disposition of this matter, refer to Item 3.



**(ii) Application for a Zoning By-law Amendment for Lands Located at 65 Guise Street East, Hamilton (PED23201) (Ward 2) (Item 10.2)**

The Committee was advised that there were no members of the public registered as Delegations to this matter.

Alaina Baldassarra, Planner II, addressed the Committee with the aid of a PowerPoint presentation.

**(Kroetsch/Cassar)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

James Webb with WEBB Planning, was in attendance, and indicated support for the staff report.

**(McMeekin/Kroetsch)**

That the presentation from James Webb with WEBB Planning, be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko

YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Chair Danko called three times for public delegations and none came forward.

**(Kroetsch/McMeekin)**

- (a) That there were no public submissions received regarding this matter; and,
- (b) That the public meeting be closed.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

For disposition of this matter, refer to Item 4.

**(iii) Application for a Zoning By-law Amendment for Lands Located at 1898 and 1900 Rymal Road East, Glanbrook (PED23206) (Ward 9) (Item 10.3)**

The Committee was advised that there were no members of the public registered as Delegations to this matter.

Michael Fiorino, Planner II, addressed the Committee with the aid of a PowerPoint presentation.

**(Beattie/Francis)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Paul Tobia with Weston Consulting, was in attendance, and indicated support for the staff report.

**(Hwang/McMeekin)**

That the presentation from Paul Tobia with Weston Consulting, be received.

**Result: Motion CARRIED by a vote of 8 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 NOT PRESENT – Ward 5 Councillor M. Francis  
 NOT PRESENT – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Chair Danko called three times for public delegations and none came forward.

**(Beattie/Francis)**

- (a) That the public submissions regarding this matter were received and considered by the Committee; and,
- (b) That the public meeting be closed.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

For disposition of this matter, refer to Item 5.

**(iv) Application for a Zoning By-law Amendment for Lands Located at 1177, 1183, and 1187 West 5th Street (PED23179) (Ward 8) (Item 10.4)**

The Committee was advised that there were no members of the public registered as Delegations to this matter.

Mark Michniak, Planner II, addressed the Committee with the aid of a PowerPoint presentation.

**(Cassar/Danko)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko

NOT PRESENT – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Matt Johnson with UrbanSolutions, was in attendance, and indicated support for the staff report.

**(Hwang/Danko)**

That the presentation from Matt Johnston with UrbanSolutions, be received.

**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 NOT PRESENT – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Chair Danko called three times for public delegations and none came forward.

**(Hwang/Danko)**

- (a) That the public submissions regarding this matter were received and considered by the Committee; and,
- (b) That the public meeting be closed.

**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang

YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 NOT PRESENT – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

For disposition of this matter, refer to Item 6.

**(v) Applications for an Official Plan Amendment and Zoning By-law  
 Amendment for Lands Located at 117 Jackson Street East, Hamilton  
 (PED23191) (Ward 2) (Item 10.5)**

Chair Danko advised that this matter has been appealed by the owner to the Ontario Land Tribunal; and this public meeting is a non-statutory public meeting under the *Planning Act*.

The Committee was advised that there were no members of the public registered as Delegations to this matter.

Daniel Barnett, Planner II, addressed the Committee with the aid of a PowerPoint presentation.

**(Kroetsch/Hwang)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

David Falletta with Bousfields Inc, was in attendance, and indicated they were not in support of the staff report.

**(Kroetsch/Hwang)**

That the presentation from David Falletta with Bousfields Inc., be received.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson  
 YES – Ward 15 Councillor T. McMeekin

Chair Danko called three times for public delegations and none came forward.

**(Kroetsch/Hwang)**

- (a) That the public submissions regarding this matter were received and considered by the Committee; and,
- (b) That the public meeting be closed.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
 YES – Ward 2 Councillor C. Kroetsch  
 NOT PRESENT – Ward 3 Councillor N. Nann  
 YES – Ward 4 Councillor T. Hwang  
 YES – Ward 5 Councillor M. Francis  
 YES – Ward 7 Councillor E. Pauls  
 YES – Ward 8 Councillor J.P. Danko  
 YES – Ward 10 Councillor J. Beattie  
 NOT PRESENT – Ward 11 Councillor M. Tadeson  
 YES – Ward 12 Councillor C. Cassar  
 YES – Ward 13 Councillor A. Wilson

YES – Ward 15 Councillor T. McMeekin

For disposition of this matter, refer to Item 7.

**(i) ADJOURNMENT (Item 16)**

**(Pauls/McMeekin)**

That there being no further business, the Planning Committee be adjourned at 1:00 p.m.

**Result: Motion CARRIED by a vote of 10 to 0, as follows:**

YES – Ward 1 Councillor M. Wilson  
YES – Ward 2 Councillor C. Kroetsch  
NOT PRESENT – Ward 3 Councillor N. Nann  
YES – Ward 4 Councillor T. Hwang  
YES – Ward 5 Councillor M. Francis  
YES – Ward 7 Councillor E. Pauls  
YES – Ward 8 Councillor J.P. Danko  
YES – Ward 10 Councillor J. Beattie  
NOT PRESENT – Ward 11 Councillor M. Tadeson  
YES – Ward 12 Councillor C. Cassar  
YES – Ward 13 Councillor A. Wilson  
YES – Ward 15 Councillor T. McMeekin

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Councillor J.P. Danko, Chair  
Planning Committee

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Lisa Kelsey  
Legislative Coordinator







5.21

July 14, 2023

Dear Mayor Horwath, and Members of Council,

The City of Hamilton is facing a crisis across our entire housing continuum. This is impacting our region's economic and social viability. To help us resolve these challenges, the [Hamilton Chamber of Commerce](#) and the [West End Home Builders' Association](#) partnered to commission a report from the [Smart Prosperity Institute](#). The report provides a foundation of good data and evidence as a basis for which the industry, in partnership with the City of Hamilton, can respond. On behalf of the membership of the West End Home Builders' Association and the Hamilton Chamber of Commerce we are proud to submit this recently released Hamilton-area focused housing report, "[Who Will Swing the Hammer?](#)", for your consideration.

This report builds on and complements the work the City of Hamilton is already doing through the Housing and Sustainability Investment Road Map. When paired together, we believe both documents can bring us closer to developing a whole of Hamilton housing strategy in partnership with the City of Hamilton. **The Hamilton Chamber of Commerce and West End Home Builders' Association would like to extend an offer for Council to hear directly from [Dr. Mike Moffatt of the Smart Prosperity Institute](#) about the findings of "[Who Will Swing the Hammer?](#)" at a future Committee of Council Meeting.** Our organizations will be submitting a joint delegation request.

Hamilton's vision is to be the best community to raise a child and age successfully. To achieve that goal we must urgently address the current housing shortage and begin to tackle our 2030 housing target. This will require significant partnership between all stakeholders, the business community, home builders, and all levels of government. We are pleased to share the results of the partnership between our two organizations with Council. We look forward to the ongoing collaboration towards advancing the economic and social prosperity of our community through addressing our current housing shortages.

Sincerely,

Terri Johns, RPP, MCIP  
**T Johns Consulting Group**  
 President of the Board, West End Home  
 Builders' Association

Jaimie Lickers  
**Vice President, Indigenous Markets - CIBC**  
 Chair of the Board, Hamilton Chamber  
 of Commerce



**Appendix – A copy of “Who Will Swing the Hammer?” provided for Council’s reference.**



# WHO WILL SWING THE HAMMER?

MAY 2023



**Smart Prosperity  
Institute**

### About Smart Prosperity Institute

Smart Prosperity Institute is a national research network and policy think tank based at the University of Ottawa. We deliver world-class research and work with public and private partners—all to advance practical policies and market solutions for a stronger, cleaner economy.

[institute.smartprosperity.ca](https://institute.smartprosperity.ca)

### About the West End Home Builders' Association

The West End Home Builders' Association (WE HBA), established in 1942, is the voice of the land development, new housing and professional renovation industries in Hamilton and Burlington. The WE HBA represents 300 member companies made up of all disciplines involved in land development and residential construction (both high-rise and low-rise), including: builders, developers, professional renovators, trade contractors, consultants, and suppliers. We are actively engaged in working to ensure our members' interests are represented at all three levels of government and we advocate on behalf of consumers for choice, affordability and sufficient supply. For more information on the West End Home Builders' Association visit [westendhba.ca](https://westendhba.ca)

### About the Hamilton Chamber of Commerce

For 178 years, the Hamilton Chamber of Commerce has been facilitating connections to strengthen the economic engine of our community. The Hamilton Chamber of Commerce is the third oldest chamber of commerce in Canada, created in 1845 by Isaac Buchanan and other merchants considered to be the "Founding Fathers" of Hamilton. Comprising many of the great leaders in Hamilton's history, the Hamilton Chamber of Commerce has harnessed the collective ambition of its thousands of members to play a leading role in Hamilton becoming an important and leading Canadian city. We are an ambitious organization that strives to meet the needs of our members of all sizes while also providing city-building leadership to renew Hamilton. We provide solutions to everyday challenges of Hamilton entrepreneurs and business owners. Whether it's needing a key introduction, helping deal with government red tape or providing local market intelligence, we act as a lifeline and partner in business so that our members can focus on what they do best. For more information on joining the Chamber, leveraging member benefits, or to get involved in our projects and initiatives, visit [hamiltonchamber.ca](https://hamiltonchamber.ca)

### Acknowledgements

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## WHO WILL SWING THE HAMMER?

### Ten Key Points From This Report

1. **Hamilton's population is aging:** Canada's population is aging, and Hamilton's is no exception. For Hamilton to thrive, it needs to attract and retain talent, from high-tech positions like software engineers to the healthcare workers needed to care for an aging population to the tradespeople needed to build the homes for those workers.
2. **Hamilton is struggling to attract young talent:** In recent years, Hamilton has struggled to attract young workers. It receives fewer immigrants than Kitchener-Cambridge-Waterloo. It receives fewer families moving in from the Greater Toronto Area than Oshawa. It receives fewer international students, particularly compared to places like London.
3. **Hamilton is also struggling to retain young families:** Hamilton is also having difficulty retaining talent. It is losing thousands of people, on net, yearly to Brantford and St. Catharines-Niagara. It is also losing greater numbers of persons to other provinces than other mid-sized Ontario metros.
4. **Hamilton is losing families to communities with lower housing costs, like Brantford and St. Catharines:** This migration should not be a surprise, as Hamilton's home prices are higher than those in Brantford and St. Catharines-Niagara, but lower than those in the GTA.
5. **Housing availability is the primary driver of migration in the Hamilton area:** From the Canadian Housing Survey, we can identify the most common reason for people in Hamilton to move. It is to upgrade to a larger or better-quality dwelling for existing homeowners. For first-time owners, it is to become a homeowner. Those moving to and from Hamilton are looking for attainable housing that meets their needs, particularly families with young children.
6. **Hamilton has a housing shortage, which helps explain both high home prices and outmigration:** there is a pre-existing housing shortage of roughly 14,500 units in the City of Hamilton alone.
7. **In particular, Hamilton has a shortage of family-friendly housing:** Despite this need to attract families with young children, Hamilton's housing stock is shifting towards building smaller, less-child-friendly units.
8. **Hamilton and Burlington need to double-home building over the next decade:** The province has given Burlington a homebuilding target of 29,000 units and Hamilton a target of 47,000 units over the next decade. These targets align with the projected needs from the SPI report *Ontario's Need for 1.5 Million More Homes* and will present a monumental challenge, as it requires a doubling of homebuilding. As such, it will be crucial that the Hamilton area has enough skilled tradespeople to hit those targets.
9. **Hamilton will have increased difficulty competing with cities like Ottawa and Calgary for talent due to a lack of attainable housing:** Hamilton is still relatively competitive in attracting families without children, but families are being priced out.
10. **Hamilton's economic prosperity and ability to ensure enough social services for an aging population requires a substantial increase in family-friendly housing:** Hamilton needs to ensure an adequate supply of family-friendly climate-friendly housing, so the next generation of workers can live in the city.

## Table of Contents

Acknowledgements	1
Ten Key Points From This Report	2
Introduction	4
Part I: Hamilton's population is aging	7
Part II: Hamilton is struggling to attract young talent	8
Part III: Hamilton is also struggling to retain young families	16
Part IV: Hamilton is losing families to communities with lower housing costs, like Brantford and St. Catharines	23
Part V: The primary driver of migration in the Hamilton area is the availability of housing	26
Part VI: Hamilton has a housing shortage, which helps explain both high home prices and outmigration	28
Part VII: In particular, Hamilton has a shortage of family-friendly housing	30
Appendix A: Ontario's 6 Regions and 49 Census Divisions	43
Appendix B: Competing Population Estimates and the Census Undercount	44
Appendix C: The RoCA Benchmark – Estimating the Number of Suppressed Households and Projected Number of Family Formations	50
Data Sources Used in the Report	52
References	53

## WHO WILL SWING THE HAMMER?

### Introduction

The City of Hamilton, along with Burlington and Grimsby, the three communities that comprise metropolitan Hamilton, find themselves at the centre of a troubling paradox:

1. Metro Hamilton has a pre-existing housing shortage and needs to double homebuilding over the next decade to address this shortage and keep up with population growth.
2. The shortage of housing in Metro Hamilton has caused home prices and rents to rise higher than in other communities in Canada.
3. Metro Hamilton's high home prices and rents risk pricing out the workers needed to build those homes.

Failing to address the housing shortage will not just cause living in Hamilton to become less affordable, but it will also strain the social and economic viability of the community. With an aging population, the region must attract and retain experienced workers to replace those retiring. It will need healthcare workers to care for an aging population and education workers to ensure Hamilton is a viable option for families with children. Hamilton's growing manufacturing, tech, and health sectors will need to be able to attract young workers and retain them when they consider having children.

To determine Hamilton's competitiveness with other Canadian communities when it comes to attracting and retaining workers, we examine four examples of families:

1. **The young, single tech worker: Sabrina** is a 27-year-old software engineer. She is looking for a one-bedroom apartment in downtown Hamilton.
2. **The mid-career, blue-collar family: Tony and Gabrielle** work as a pipefitter and bus driver, respectively, are in their mid-40s and have two teenage children. They would like to live in an average single-detached house.
3. **The early-career health and education couple: Laura and Matthew** are in their early 30s, have a 2-year-old child, and both work, as an early-childhood educator and a nurse, respectively. They are looking to buy a townhouse.
4. **The young working roommates: Sunny and Ali** are roommates renting a two-bedroom apartment. Sunny works as a retail supervisor, and Ali works as a carpenter.

Taking into consideration both income and housing costs (and no other factors), we find the following:

1. **The young, single tech worker:** The City of Hamilton and Burlington are attractive locations for high-skilled workers without children.
2. **The mid-career, blue-collar family:** Even with good incomes, our mid-career family would be in core-housing need were they to buy today. Communities such as Calgary, Halifax, and London, Ontario, would provide much lower housing costs and comparable or higher wages.
3. **The early-career health and education couple:** This family would also get priced out of Hamilton and Burlington. They might *drive until they qualify* and move to a community like Brantford or



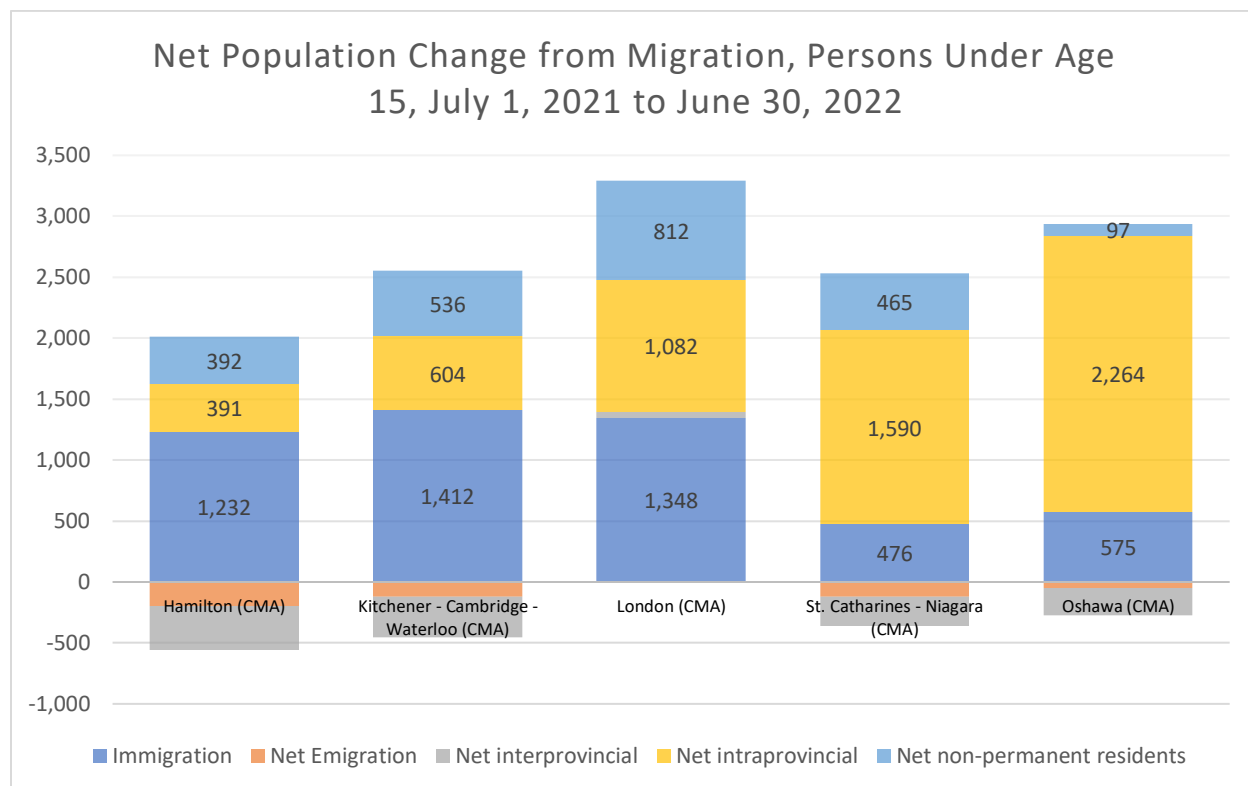
London or look for opportunities in Ottawa, Calgary, and Halifax, which would see their salaries go further.

4. **The young working roommates:** Burlington and Hamilton, remain good choices for this pair until they consider having children and moving into a more child-friendly unit.

A common theme among these four case studies is that Hamilton remains a viable and attractive place to work or live for those without children with more limited housing needs. For those with children, Hamilton is lagging behind many other parts of the province. The City of Hamilton has made its vision to be the best community to raise a child and age successfully, but the reality is that individuals and families are provided with limited housing options impacting their ability to live affordably in Hamilton at any stage of their lives. These impacts are even more pronounced for those not deemed above-average income earners.

The concern about the ability of Hamilton to attract and retain families with children is not a hypothetical one. Comparing metro Hamilton to four smaller, mid-sized Ontario metros reveals that the community is struggling to attract and retain families with children under 15. Figure 1 shows that, in the last 12 months for which we have data, fewer children under 15 moved to metro Hamilton than to Kitchener-Cambridge-Waterloo, London, St. Catharines-Niagara, or Oshawa.

**Figure 1: Net Population Change from Migration, Persons Under the Age of 15, July 1, 2021, to June 30, 2022.**



In short, Hamilton will struggle to attract and retain the talent it needs without a substantial increase in the supply of attainable child-friendly housing.

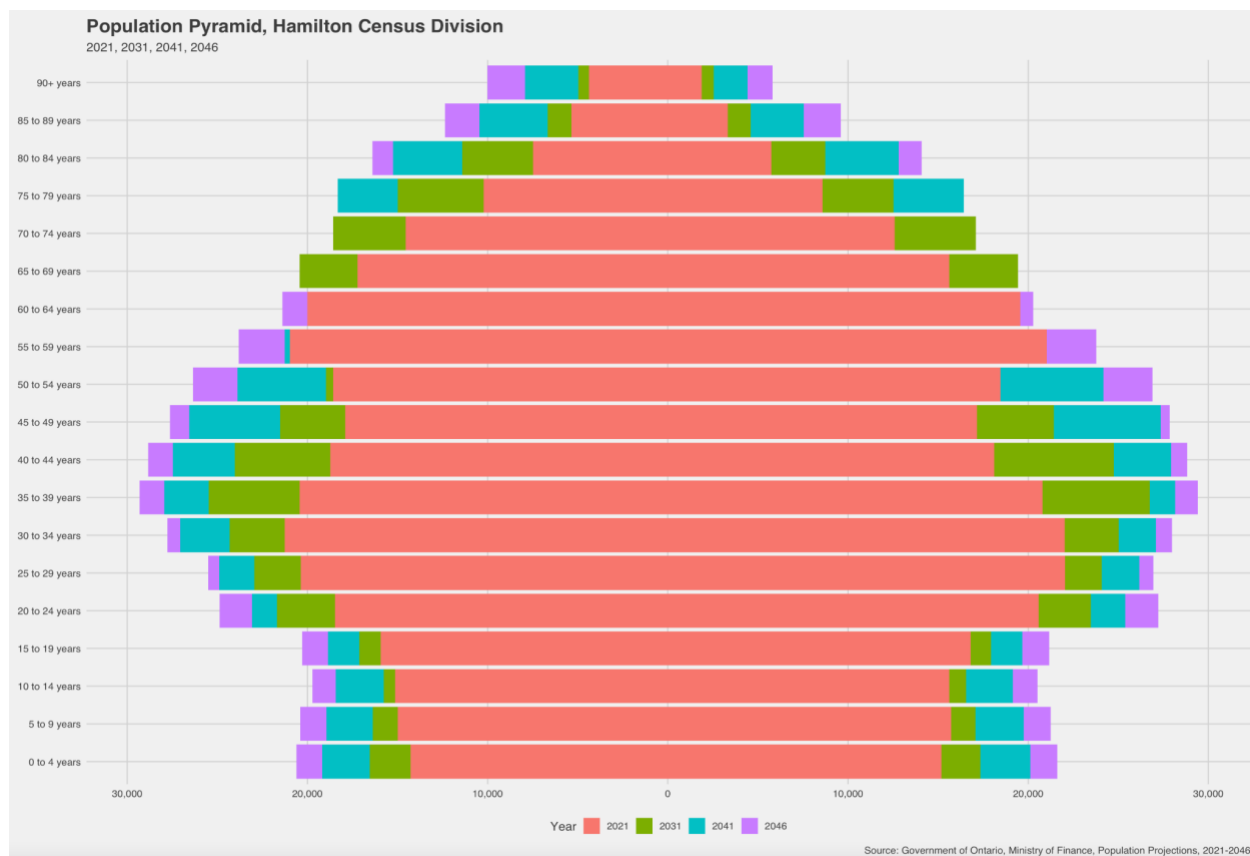
The story of how metro Hamilton lags other communities in attracting and retaining families with children and what it means for the community's vitality is long but not particularly complicated. The story, in ten parts, is as follows:

1. Hamilton's population is aging, which places pressure on the local labour force and creates the need for senior-friendly housing. Hamilton must attract and retain younger workers to help the economy thrive and care for an aging population.
2. Despite the need to attract younger workers, including workers with young children, Hamilton is falling behind London and Kitchener-Waterloo in attracting newcomers to Canada with children.
3. Hamilton is also failing to retain the families it has, losing them to other parts of the country. Metro Hamilton is experiencing high levels of net outmigration to other provinces and lags Oshawa and St. Catharines-Niagara when it comes to attracting and retaining talent from within Ontario.
4. Hamilton does attract many families from the Greater Toronto Area, though it lags somewhat behind Oshawa. However, Hamilton also loses many residents to Brantford and St. Catharines-Niagara.
5. Hamilton's high housing costs relative to cities from Brantford to Edmonton is a primary driver of young families leaving the area. The Canadian Housing Survey identifies the desire for larger housing and home ownership as primary drivers of migration in the Hamilton area.
6. Hamilton attracting and retaining fewer families with children can be linked to the overall housing shortage in the community. The SPI report *Ontario's Need for 1.5 Million Homes* identifies a shortage of 14,500 housing units in the City of Hamilton alone to house the current population. This figure is an underestimate, as it does not consider those who left Hamilton or chose not to move to Hamilton due to a lack of housing options.
7. Hamilton's struggle to attract and retain young families, in particular, can be explained by the type of housing built in the metro. There has been a shift away from building family-sized housing towards building smaller, less child-friendly apartment units.
8. Without significant reforms, the problem of a lack of attainable housing for families in Hamilton and Burlington is likely to get worse. Due to demographic change and population growth within Ontario, Hamilton and Burlington must double housing completions over the next decade.
9. Examining the housing situation at the individual level illustrates Hamilton's challenge with attracting and retaining workers with children. While younger workers without children can find suitable housing, so long as they have a well-paying job, middle-income families with children are not so lucky. In particular, those employed as a nurse, early childhood educator, or pipefitter will find cities from Calgary to Ottawa more attractive to raise a family.
10. Hamilton's lack of attainable housing for families leaves the city in the uncomfortable situation of being unable to house the workers it needs to build more homes. This paradox leaves us to ask, *who will swing the hammer?*

## Part I: Hamilton's population is aging

Like much of the rest of Canada, Hamilton has a large cohort of people about to enter their 60s and 70s, which will cause a wave of retirements in Hamilton's labour market. Figure 2 shows the Ontario Ministry of Finance's projected population pyramid for the City of Hamilton for 2031, 2041, and 2051. The Baby Boomers (born between 1946 and 1965) are the first bulge in the red population pyramid; only the older half of this generation aged into their retirement years between 2011 and 2021. They will range in age from 66 to 85 in 2031 and 76 to 95 in 2041. The large green and blue bars in the population pyramid from 65 years of age and up show the progression of this large cohort.

**Figure 2: Projected Population Pyramid, City of Hamilton, 2021, 2031, 2041 and 2046**



The aging of the Baby Boomers impacts the labour market and the need for healthcare and other social supports. It also changes the housing type needed to support that population. The aging of the Baby Boomer generation into Super Seniors (85+ years old), starting in 2031, is critical, as the proportion of people who drive as their primary form of transportation starts to drop around age 80, drops more quickly at age 85 and is less than one in three (for men) and less than one in ten (for women) by age 90.<sup>1</sup> Suppose we apply these rates of non-driving to the estimates of the male and female Super Senior populations. In that case, Hamilton's population of non-driving Super Seniors should increase by nearly 6,000 persons, or 34%, over the next decade. Many of these Super Seniors will be looking for housing

<sup>1</sup> See Table 1 in Turcotte (2012).

and mobility options that work for them now that they are no longer driving as their primary mode of transportation. By 2041, the number of non-driving Super Seniors will increase even more dramatically, doubling to roughly 35,000 relative to 2021 levels.

Fortunately for Hamilton's labour market, many experienced individuals will be in their 30s, 40s and 50s to take those positions. These include Millennials (born between 1981 and 1996), who are the second bulge in the red population pyramid, who will be aging from 40 to 50 years old (at the older end) and from 25 to 35 years old (at the younger end) by 2031. Millennials are estimated to be the largest generation *before* 2031 (represented by the green bars on the population pyramid for age groups from 35 to 49 years old).

The progression of these two large generational cohorts will affect the demand for different types of housing units. Providing attractive options for the Baby Boomers to move to within Hamilton, places that meet their housing and mobility needs now and as they age into Super Seniors, will be critical for the local housing market over the next decade.

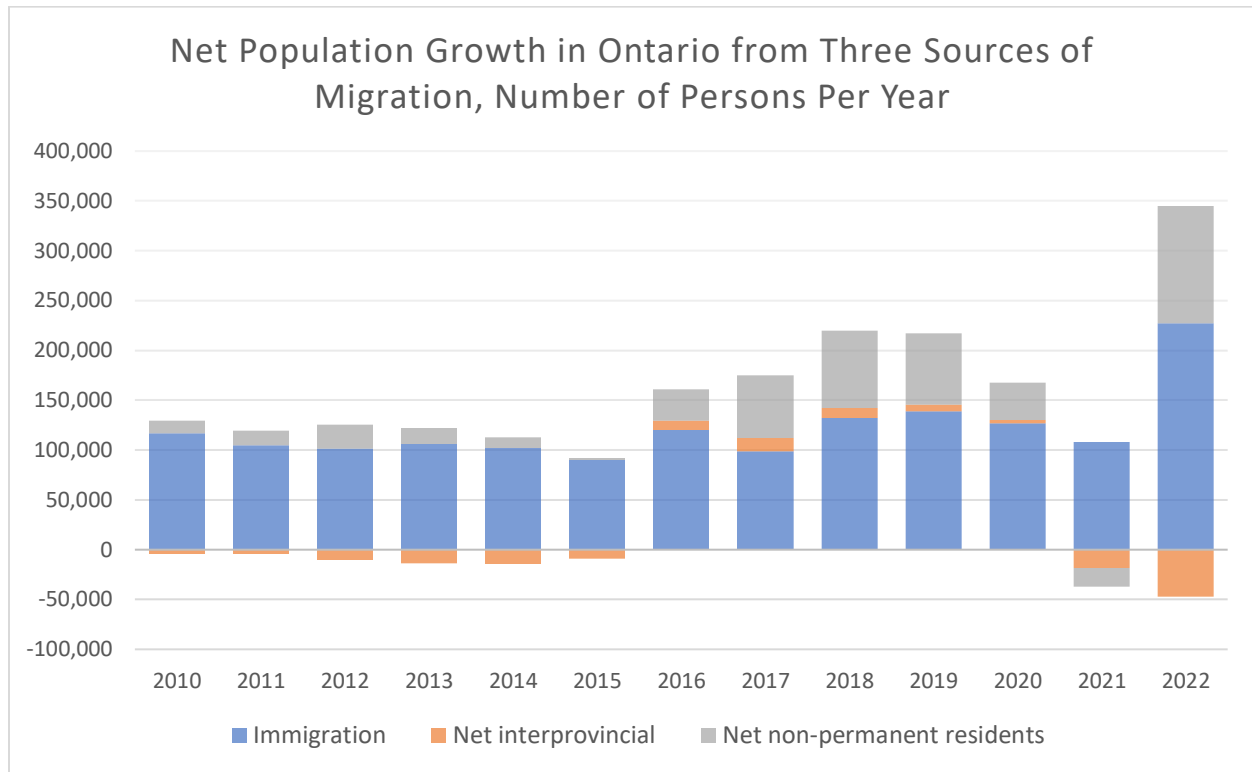
Hamilton needs to ensure there are enough attainable, family-friendly housing choices for both Millennials and Generation Z (born between 1997 and 2012) to ensure enough workers to support an aging population. In particular, Hamilton must ensure that there are enough attainable homes suitable for raising kids. Unfortunately, Hamilton is lagging behind communities like Kitchener-Cambridge-Waterloo when it comes to attracting younger families.

## Part II: Hamilton is struggling to attract young talent

Ontario's population has experienced rapid growth in recent years, primarily due to migration. Ontario has added just over one million people to the population in the last five years. Of this growth, 138,000, or 13.3 percent, comes from "natural" population growth, the difference between births and deaths. The rest of this growth, over 900,000 persons, has come from domestic and international migration.

There has been a steady rise in population growth from migration since 2015, outside of the first year of the pandemic. Figure 3 shows migration-based population growth from three sources of migration. Population growth in Ontario is up from both immigration and non-permanent residents, which includes international students, temporary foreign workers, and refugees. This growth is offset somewhat by the record number of Ontarians leaving for other provinces; between July 1, 2021, and June 30, 2022, over 47,000 people, on net, left for other parts of Canada.

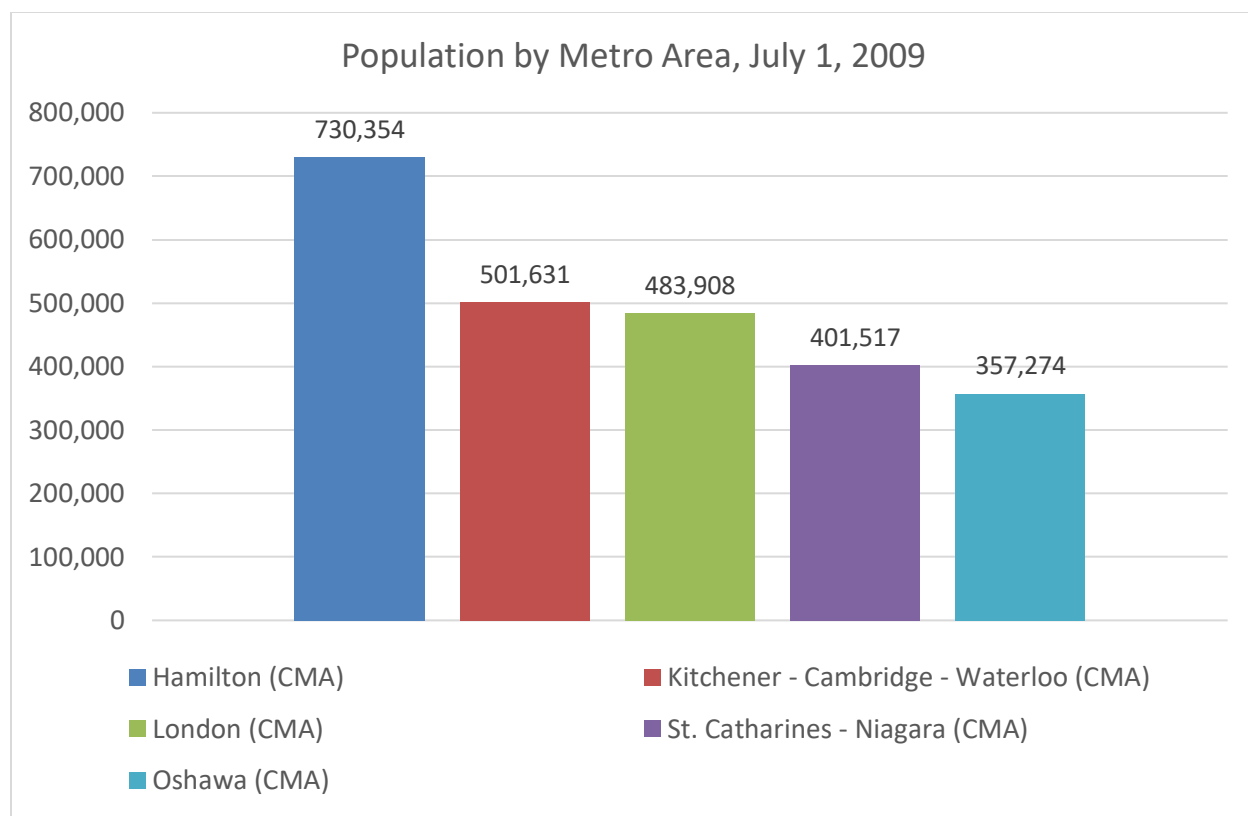
**Figure 3: Net Population Growth in Ontario from Three Sources of Migration, Number of Persons Per Year<sup>2</sup>**



Like other communities in southern Ontario, Hamilton has experienced migration-driven population growth. However, that growth has lagged in recent years compared to similar metropolitan areas in southern Ontario, as families have "voted with their feet" and moved to other communities rather than Hamilton.

In 2009, metropolitan Hamilton (Hamilton CMA), which consists of the cities of Hamilton and Burlington and the town of Grimsby, had a population of just over 730,000, well above other mid-sized Ontario metros, such as Kitchener-Cambridge-Waterloo, London, St. Catharines-Niagara, and Oshawa as shown in Figure 4:

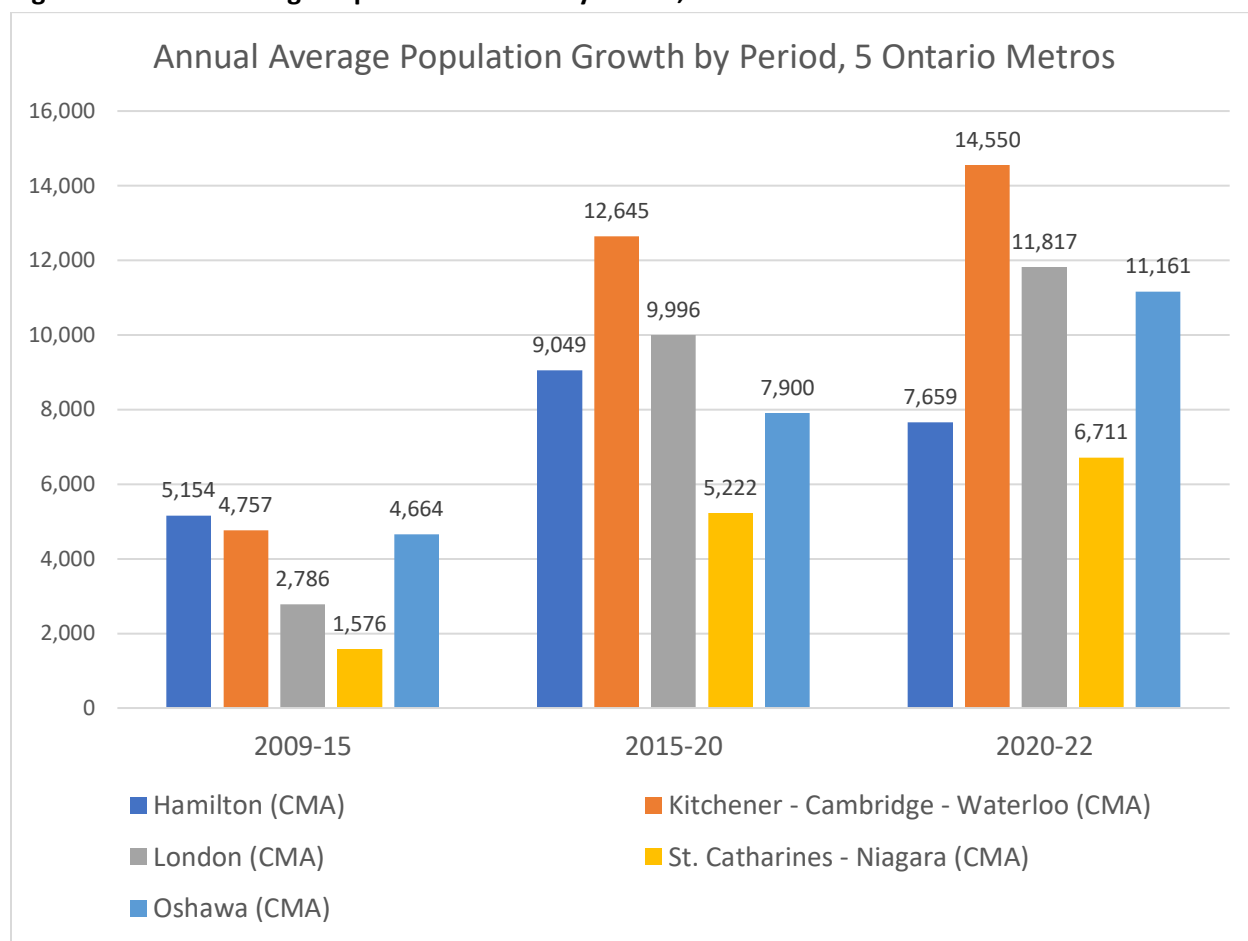
<sup>2</sup> Statistics Canada (2023a).

**Figure 4: Population of Five Mid-sized Ontario Metros on July 1, 2009<sup>3</sup>**

When examining post-2009 population growth, we divide the era into three segments. The first is the **post-recession recovery** (2009-2015), where Ontario's population growth was relatively modest. Second, is the **international student boom** (2015-2020), where population growth in Ontario nearly doubled due to increased international student enrollments and immigration targets. Finally, there is the **pandemic** (2020-present), where there has been an outmigration from more expensive to less expensive communities across Canada.

During the post-recession recovery, Hamilton experienced higher overall population growth (measured in the number of persons per year) than other mid-sized Ontario metros, growing by an average of just over 5,000 persons per year, as shown in Figure 5. As with most of Ontario, population growth accelerated after 2015 in Hamilton, though not nearly as much as the rest of the province. Over the last two years, Hamilton's population growth has averaged 7,659 persons per year; it lags substantially behind Kitchener-Cambridge-Waterloo, London, and Oshawa, each of which has averaged over 10,000 persons per year of growth.

<sup>3</sup> Source: Statistics Canada (2023b)

**Figure 5: Annual Average Population Growth by Period, 5 Ontario Metros<sup>4</sup>**

As in most of Ontario, in each of these communities, population growth is driven primarily by people moving there from other communities, with births exceeding deaths playing a secondary role. There are four primary sources of migration-based population growth:

1. Immigration (international residents obtaining permanent residence)
2. An increase in the number of non-permanent residents, such as students and temporary-foreign workers
3. Interprovincial migration; people moving to the community from outside Ontario.
4. Intraprovincial migration; people moving to the community from other parts of Ontario.

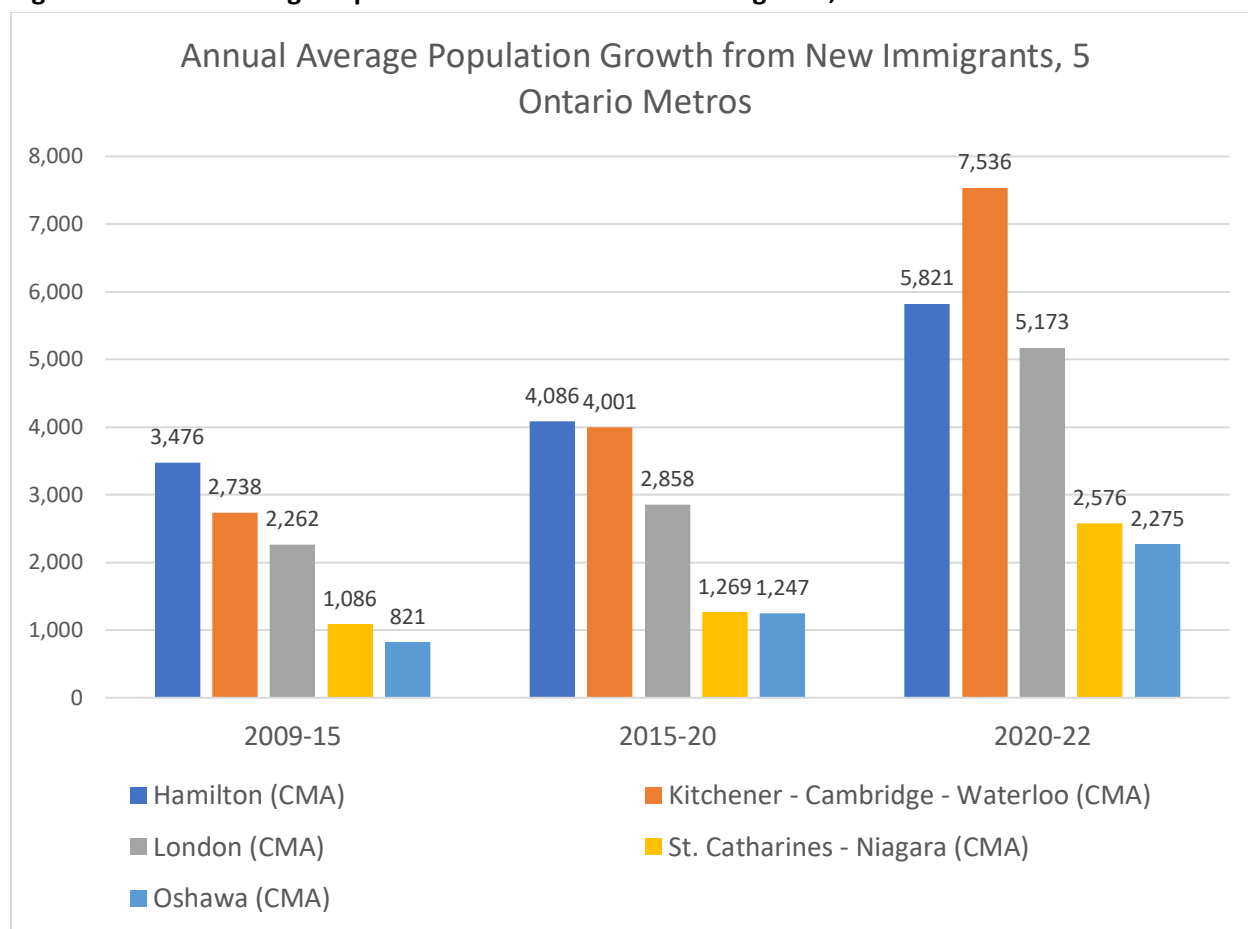
Examining these sources provides insights into Hamilton's lagging population growth.

<sup>4</sup> Source: Statistics Canada (2023b)

### Population growth from immigration

In most mid-sized and large metropolitan areas in Ontario, immigration is the most significant driver of population growth. The number of immigrants locating in Hamilton has risen in recent years, but at a slower pace than in other communities. In 2009-15, Hamilton attracted the most immigrants of our five mid-sized Ontario metros. Since the beginning of the pandemic, Kitchener-Cambridge-Waterloo has taken the top spot, with London reaching near-Hamilton levels, as shown in Figure 6.

**Figure 6: Annual Average Population Growth from New Immigrants, 5 Ontario Metros<sup>5</sup>**

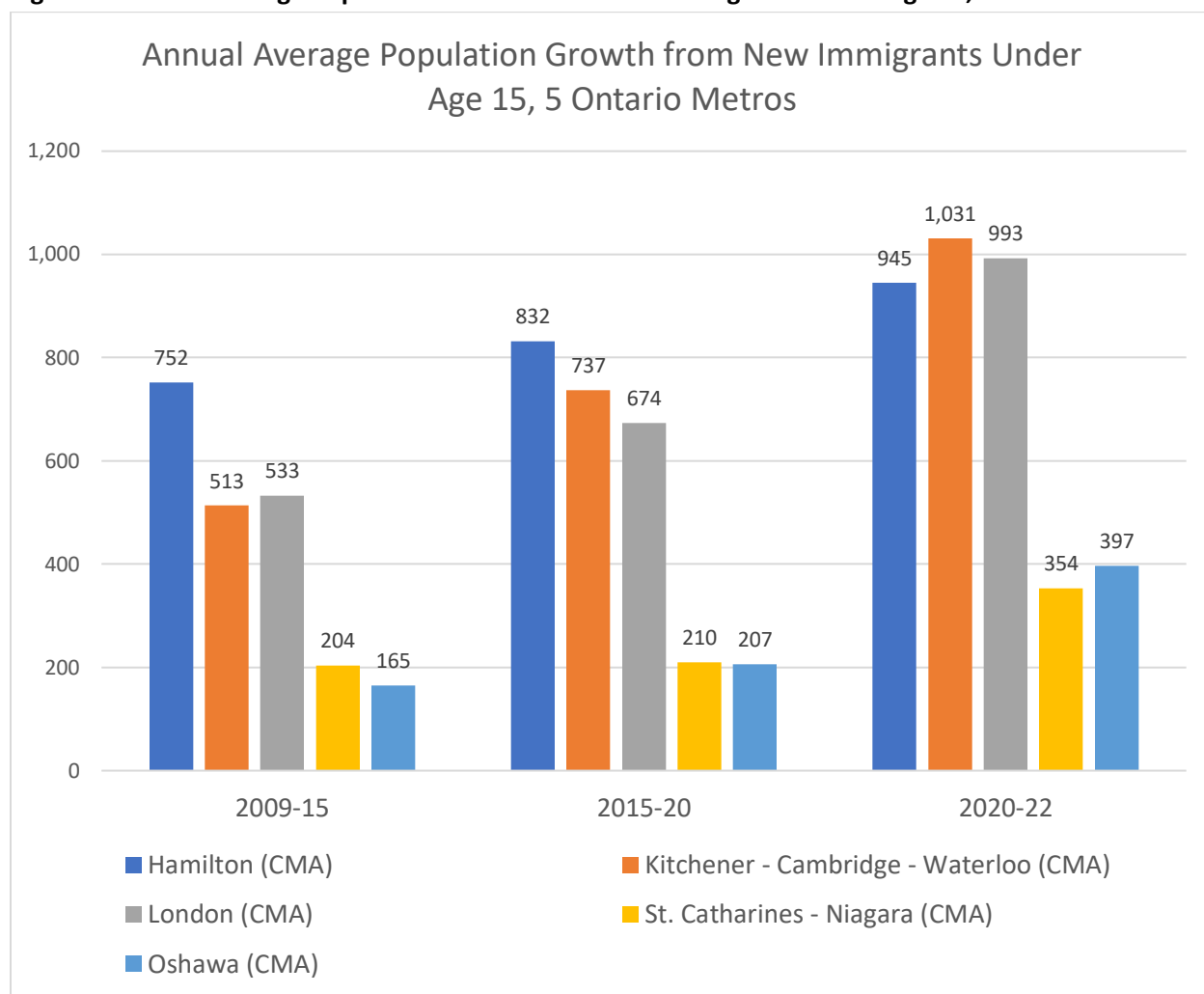


Regarding attracting immigrant families with children, Hamilton has been passed by both Kitchener-Cambridge-Waterloo and London. Figure 7 shows the number of new immigrants under 15 in each community. While Hamilton was substantially ahead of the four other metros in the post-recession period (2009-15), it has since fallen to third place.

<sup>5</sup> Source: Statistics Canada (2023b).



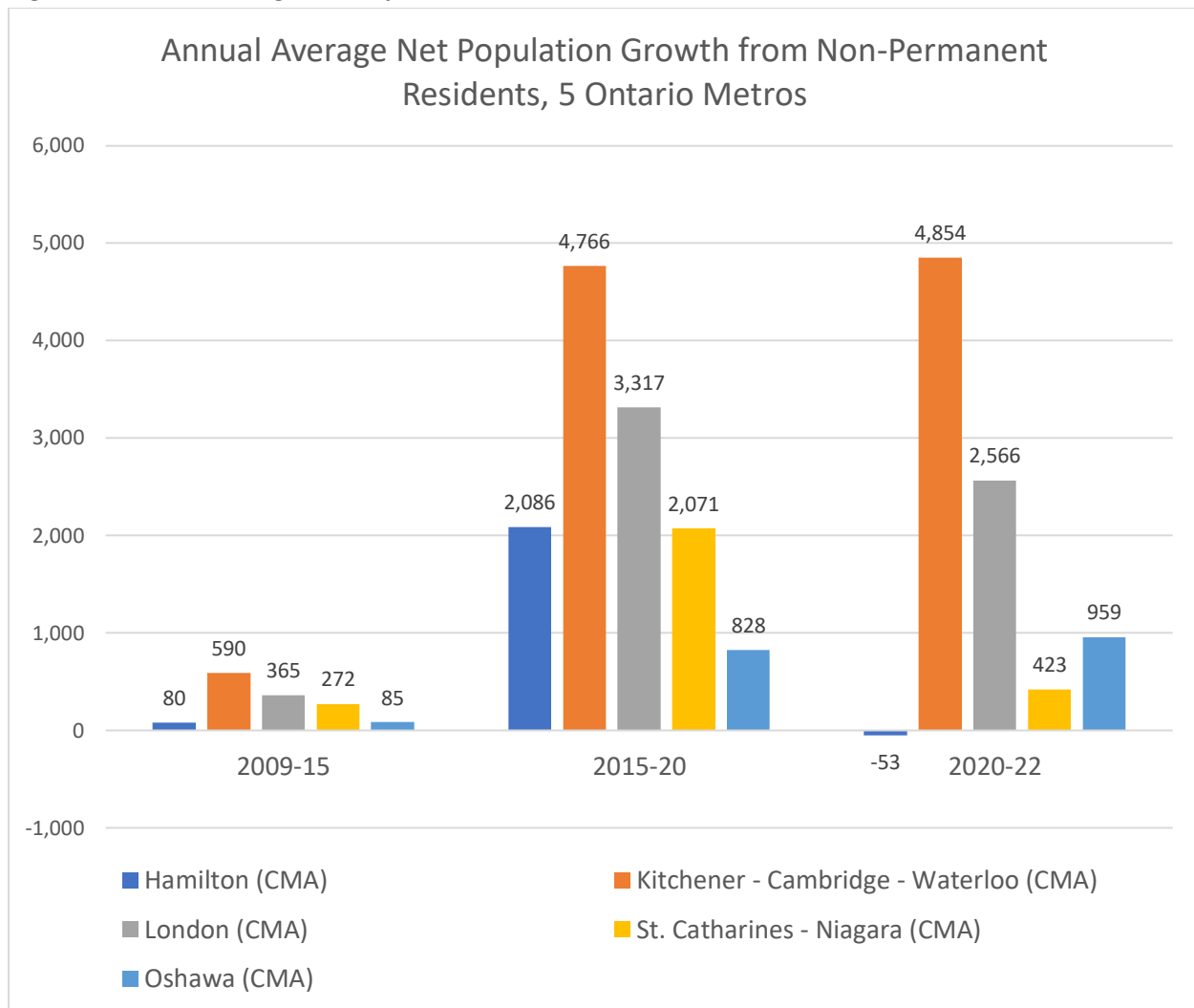
**Figure 7: Annual Average Population Growth from New Immigrants Under Age 15, 5 Ontario Metros<sup>6</sup>**



### Population growth from net non-permanent residents

The Non-permanent resident category includes international students and those with temporary work permits, as well as refugee claimants. As a university and college metro region, Hamilton CMA is a draw for international students, though it lags behind other mid-sized Ontario metros, as shown by Table 8. Note that the figures here are *net* growth, so those who return to their home country or obtain permanent residency are considered to be a reduction in the number of non-permanent residents.

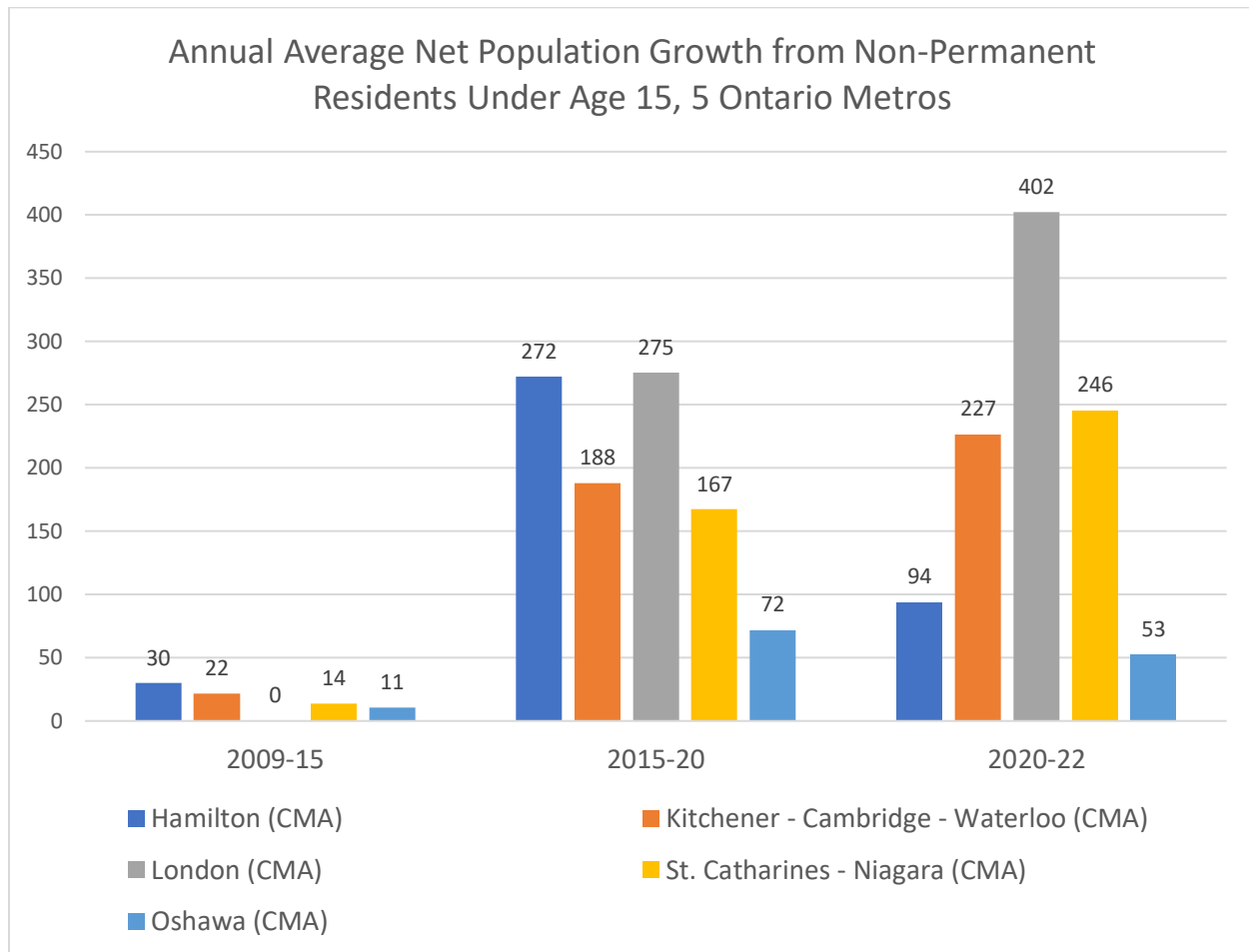
<sup>6</sup> Source: Statistics Canada (2023b).

**Figure 8: Annual Average Net Population Growth from Non-Permanent Residents, 5 Ontario Metros<sup>7</sup>**

Postsecondary age (ages 17 to 24) non-permanent residents account for most of this growth component. However, there are other age groups within this cohort, including children. These could be the children of those enrolled in school or the post-graduate work permit program. They also include refugees, such as those from Syria and Ukraine. Regarding the growth of non-permanent residents under age 15, Hamilton, in the pandemic era, is fourth of our five communities, ahead of only Oshawa, as shown by Figure 9.

<sup>7</sup> Source: Statistics Canada (2023b).

**Figure 9: Annual Average Net Population Growth from Non-Permanent Residents Under Age 15, 5 Ontario Metros<sup>8</sup>**



It is essential to recognize that non-permanent resident is a category that applies when the person first enters Canada. Still, there are pathways from non-permanent resident to permanent resident. In 2021, for example, 191,383 people transitioned from non-permanent to permanent residency. Since this component of population change is a net contribution (the difference between entries and exits of temporary residents), the effect of these status changes would be a shift between components of population change (from non-permanent to immigrant) as the temporary residents are not leaving but becoming permanent residents instead. In other words, non-permanent residents often become permanent residents, staying in the community to work and raise a family.

Regarding the international pathways of population growth, immigration and non-permanent residency, Hamilton lags behind other communities. Regarding domestic pathways of population growth, we will see that Hamilton has trouble retaining their existing population, and it attracts fewer families with children from the Greater Toronto Area than Oshawa.

<sup>8</sup> Source: Statistics Canada (2023b).

### Part III: Hamilton is also struggling to retain young families

While Hamilton is still attracting more young families than it is losing, recent trends are not encouraging, and Hamilton is attracting fewer than other midsized Canadian metros. The metro is losing more families to other parts of Canada and Ontario while gaining fewer from the Greater Toronto Area than Oshawa does.

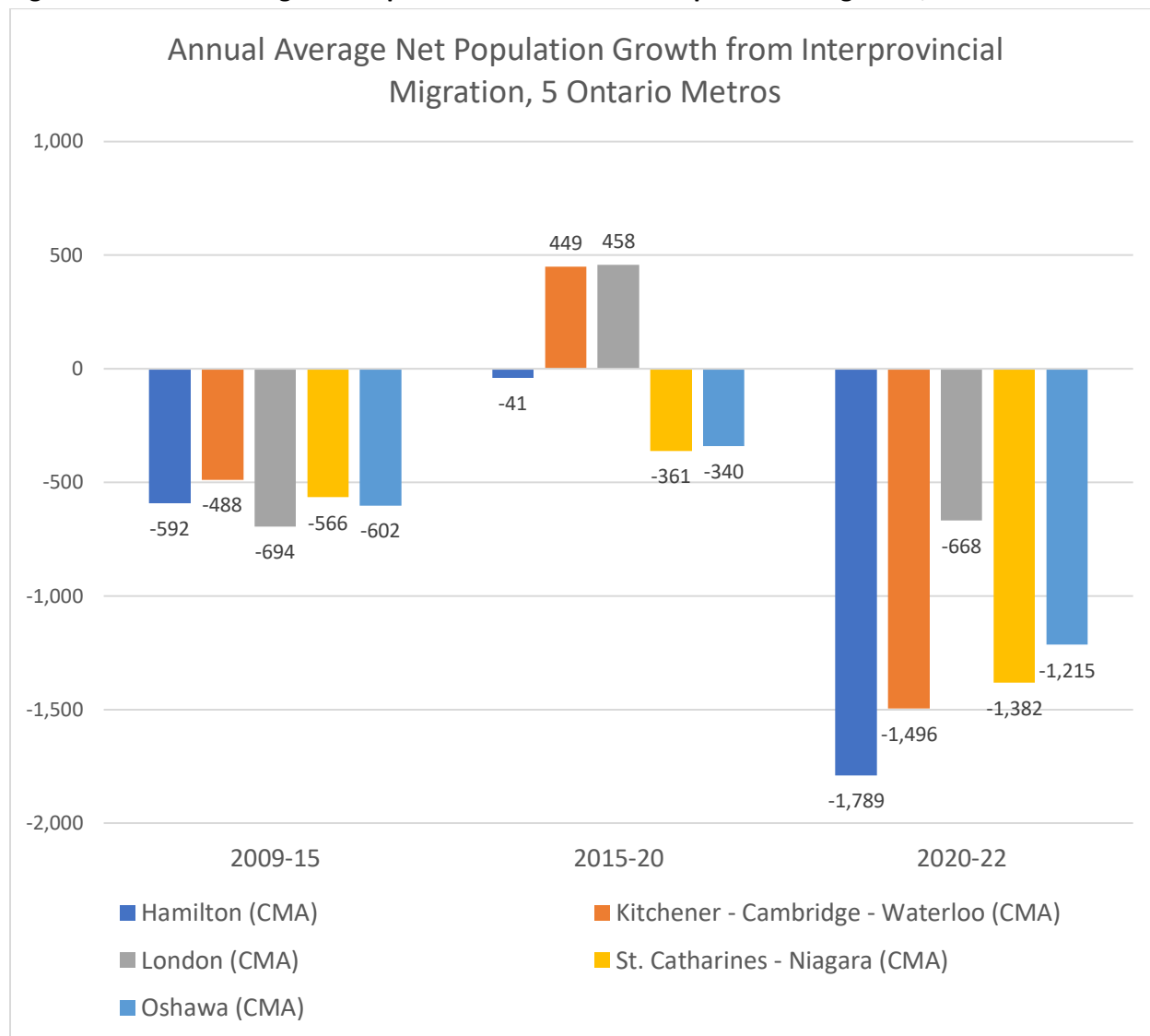
#### Population growth from interprovincial (between provinces) migration

Population migration between Ontario and other provinces is somewhat cyclical and is often driven by the relative performance of each province's economy. When Ontario's economy is doing well, it attracts families from other provinces, particularly those in Atlantic Canada. When oil prices surge and there is a boom in the sector, many Ontarians leave to work in Alberta and often return when oil prices crash.

In absolute terms, the net number of persons Ontario gains or loses from interprovincial migration is less than 20,000. This phenomenon changed last year when the province lost 47,000 persons to other provinces. This loss was primarily due to the rise of working from home coupled with Ontario's higher home prices. Young workers, in particular, found that they could often keep working for their Ontario-based employer but work remotely from places such as Edmonton or Moncton, where home prices are often less than half of what they are in southern Ontario.

Hamilton was not immune to this trend of workers leaving the province. In Figure 10, we see that metro Hamilton has lost, on net, an average of almost 1,800 persons to other provinces. This figure is higher than our comparator metros and nearly double the loss of metro London.

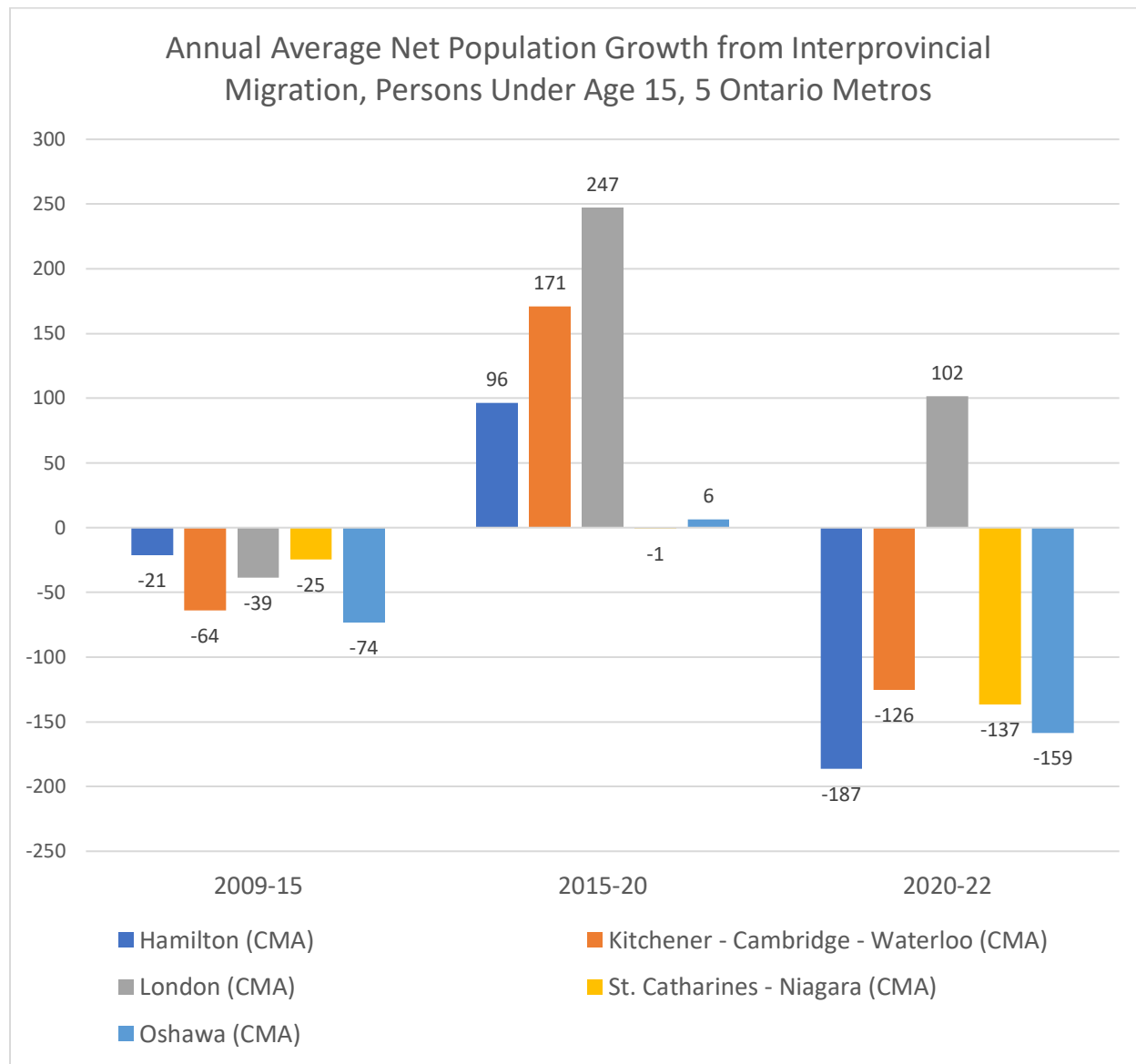
**Figure 10: Annual Average Net Population Growth from Interprovincial Migration, 5 Ontario Metros<sup>9</sup>**



Some leaving workers have families with children, though the losses are relatively modest. On average, metro Hamilton has lost nearly 200 children per year to provinces outside Ontario, as Figure 11 shows. Once again, this is above the levels experienced in other provinces.

<sup>9</sup> Source: Statistics Canada (2023b).

**Figure 11: Annual Average Net Population Growth from Interprovincial Migration, Persons Under Age 15, 5 Ontario Metros<sup>10</sup>**

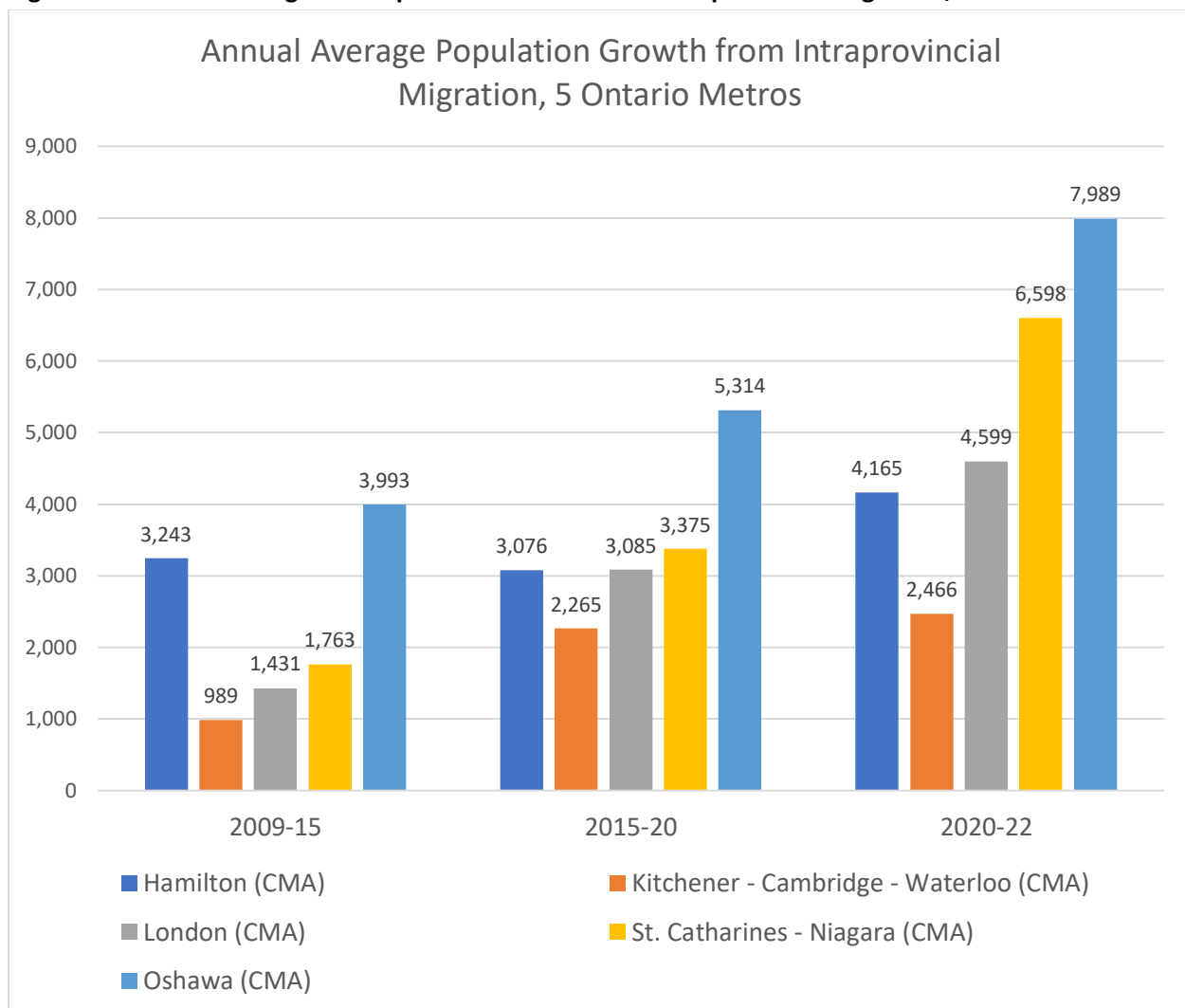


<sup>10</sup> Source: Statistics Canada (2023b).

## Population growth from intraprovincial (within Ontario) migration

Hamilton continues to attract many residents from the rest of the province. In the post-recession era of 2009-15, metro Hamilton attracted, on net, an average of 3,243 residents per year from other parts of the province, as shown in Figure 12. This level of migration was the second highest of all our comparator metros, only behind Oshawa. In the pandemic era, metro Hamilton's intraprovincial migration average has increased to 4,165 persons per year. However, it has increased slower than most of our comparator metros, so Hamilton is now behind Oshawa, St. Catharines-Niagara, and London when attracting residents from other parts of Ontario.

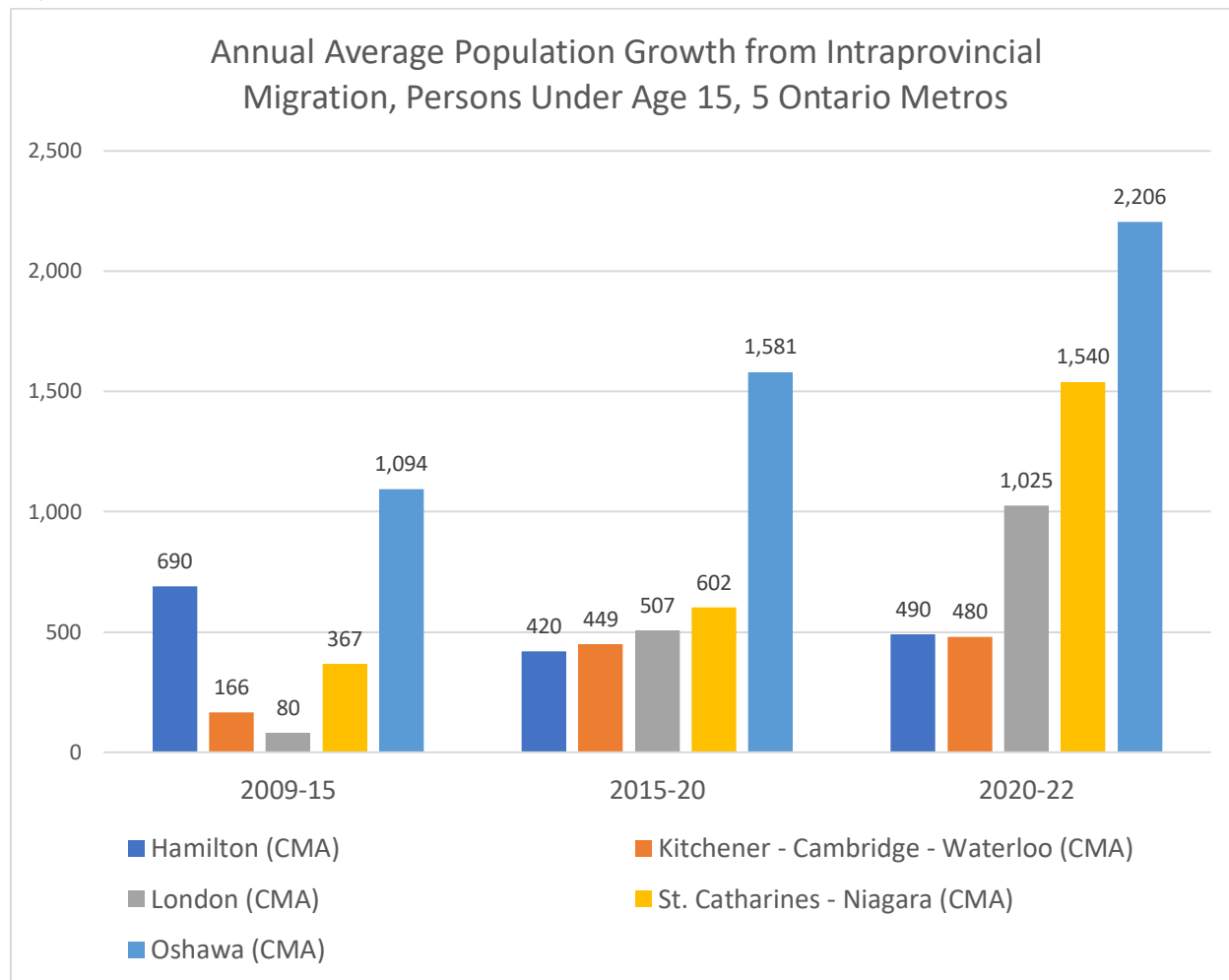
**Figure 12: Annual Average Net Population Growth from Intraprovincial Migration, 5 Ontario Metros<sup>11</sup>**



<sup>11</sup> Source: Statistics Canada (2023b).

In particular, Hamilton is falling behind in attracting families with children. In the post-recession era, an average of 690 children under 15, on net, moved to metro Hamilton each year. This figure has fallen to 490 in the pandemic era, which is less than half the level of London, less than a third of St. Catharines-Niagara, and less than a quarter of Oshawa's levels.

**Figure 13: Annual Average Net Population Growth from Intraprovincial Migration, Persons Under Age 15, 5 Ontario Metros<sup>12</sup>**



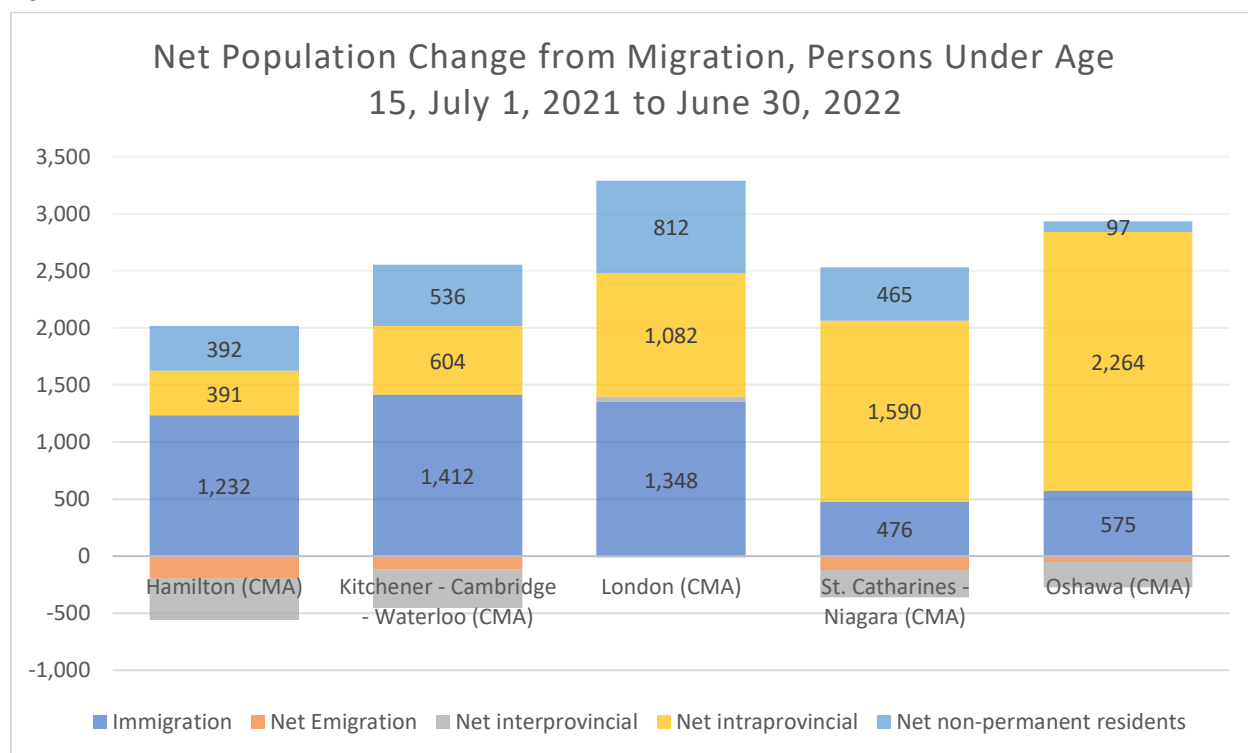
<sup>12</sup> Source: Statistics Canada (2023b).



## Hamilton lags behind similar communities when it comes to attracting families with children, particularly from other parts of Ontario

We should not overstate the issue. Hamilton does still, on net, attract families with children. While it does lose some families to interprovincial migration, it continues to add families from immigration, non-permanent residency, and intraprovincial migration. However, as shown by Figure 14, on net last year, it gained fewer children under the age of 15 through migration than any of our comparator metros, all of which have smaller populations than metro Hamilton.

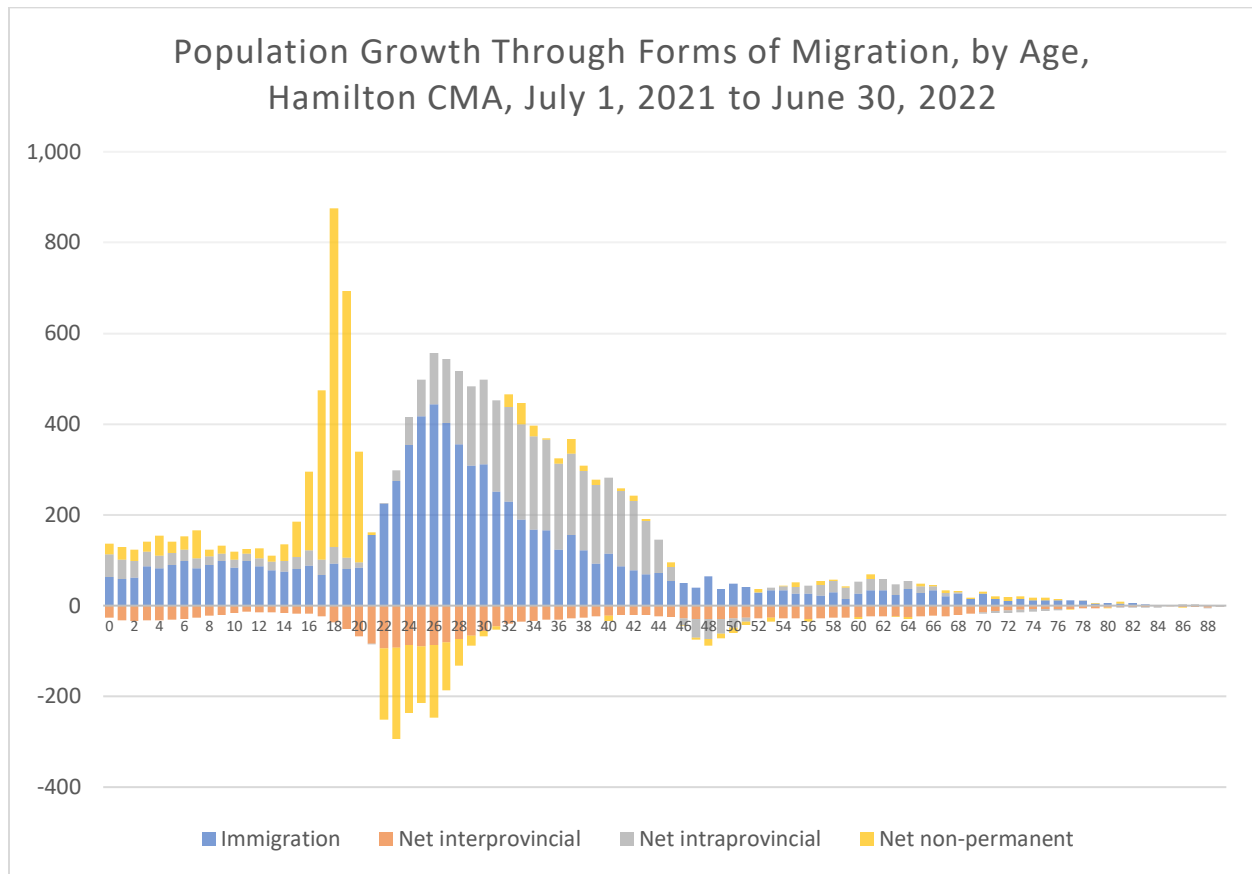
**Figure 14: Net Population Change from Migration, Persons Under Age 15, July 1, 2021, to June 30, 2022<sup>13</sup>**



We can break this down further by looking at net migration by age. Figure 15 shows that metro Hamilton gains high numbers of non-permanent residents in their late teens and early 20s; these are primarily international students. The metro also gains many persons in their late 20s and early 30s through intraprovincial migration and immigration. It does lose quite a few non-permanent residents in their 20s, but they may not be leaving at all; instead, they may be simply gaining permanent residency, then placing them in the 'immigration' category. Unfortunately, we lack data on the rate at which former international students obtain permanent residency in metro Hamilton.

<sup>13</sup> Source: Statistics Canada (2023b).

**Figure 15: Population Growth Through Four Forms of Migration, by Age, Hamilton CMA, July 1, 2021, to June 30, 2022<sup>14</sup>**



The relatively modest growth from intraprovincial migration is perhaps the most surprising portion of the data. Hamilton is less expensive than the Greater Toronto Area, has a booming economy, and gains fewer people on net, moving from other parts of the province than Oshawa or London. Being closer to Toronto yet gaining fewer people than farther-away London would seem to be a puzzle.

As it turns out, Hamilton gains fewer intraprovincial migrants than London, not because London attracts more families from the GTA, but because Hamilton loses high numbers of families to St. Catharines-Niagara and Brantford, as we will see in the next section.

<sup>14</sup> Source: Statistics Canada (2023b).

## Part IV: Hamilton is losing families to communities with lower housing costs, like Brantford and St. Catharines

Hamilton's population growth has lagged that of other mid-sized Ontario metros. Although Hamilton attracts a fair number of immigrants to Canada, it lags in attracting non-permanent residents and families from other parts of Ontario. It is also losing its population to communities in other provinces.

This outmigration naturally raises the question, "Where are families from Hamilton moving to?" The Statistics Canada table 17-10-0141-01 contains origin and destination data by CMA and CA, which allows us to understand where people moving to Hamilton are coming from and where those leaving Hamilton are moving to. Unfortunately, the data only covers the five years between July 1, 2016, and June 30, 2020, and does not have a breakdown by age, but that provides more than enough information to let us know that Hamilton is gaining population from metro Toronto, and losing it to the rest of Canada.

We can start by examining our five midsized Ontario metros, the population flows between them, and the population flows from Toronto. Figure 16 shows that metro Toronto lost, on net, nearly 11,000 people to Hamilton CMA in 2020-21 and over 13,000 people to Oshawa CMA. Hamilton's gain from Toronto was offset by losing over 200 people, on net, to London CMA and Kitchener-Cambridge-Waterloo, and nearly 2,000 in a single year to St. Catharines-Niagara.

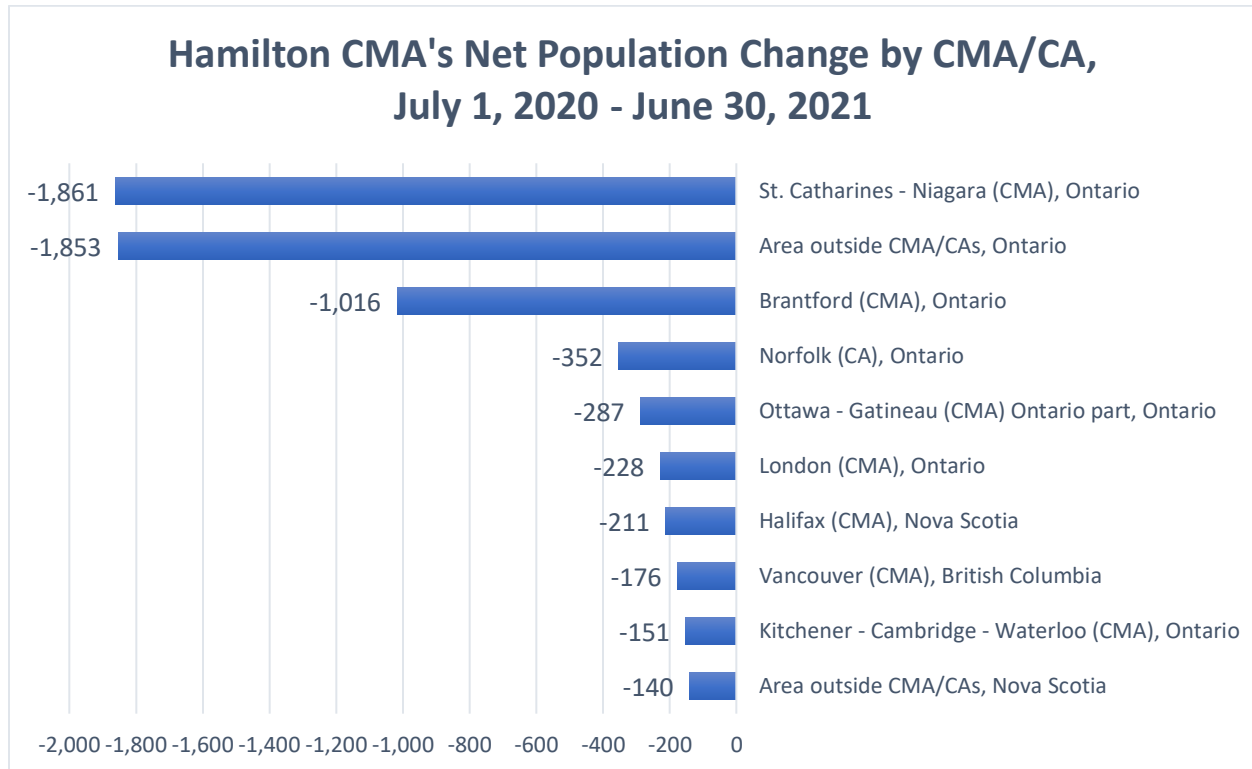
**Figure 16: Net Population Change from Migration by Destination/Source, July 1, 2020, to June 30, 2021, 5 Ontario Metros<sup>15</sup>**

Net Population Change	From Oshawa (CMA)	From Toronto (CMA)	From Hamilton (CMA)	From St. Catharines - Niagara (CMA)	From Kitchener - C - W (CMA)	From London (CMA)
To Oshawa (CMA)		13,228	-23	-112	-92	-83
To Toronto (CMA)	-13,228		-10,913	-4,551	-6,160	-3,522
<b>To Hamilton (CMA)</b>	<b>23</b>	<b>10,913</b>		<b>-1,861</b>	<b>-151</b>	<b>-228</b>
To St. Catharines - Niagara (CMA)	112	4,551	1,861		97	-32
To Kitchener - C - W (CMA)	92	6,160	151	-97		-362
To London (CMA)	83	3,522	228	32	362	

<sup>15</sup> Source: Statistics Canada (2023c).

St. Catharines-Niagara is not the only community that Hamilton families are moving to. In Figure 17, we see that over 1,000 persons, on net, moved to Brantford CMA from Hamilton, and nearly 2,000, on net, moved to rural parts of Ontario, noted here as "Area outside CMA/CAs, Ontario."

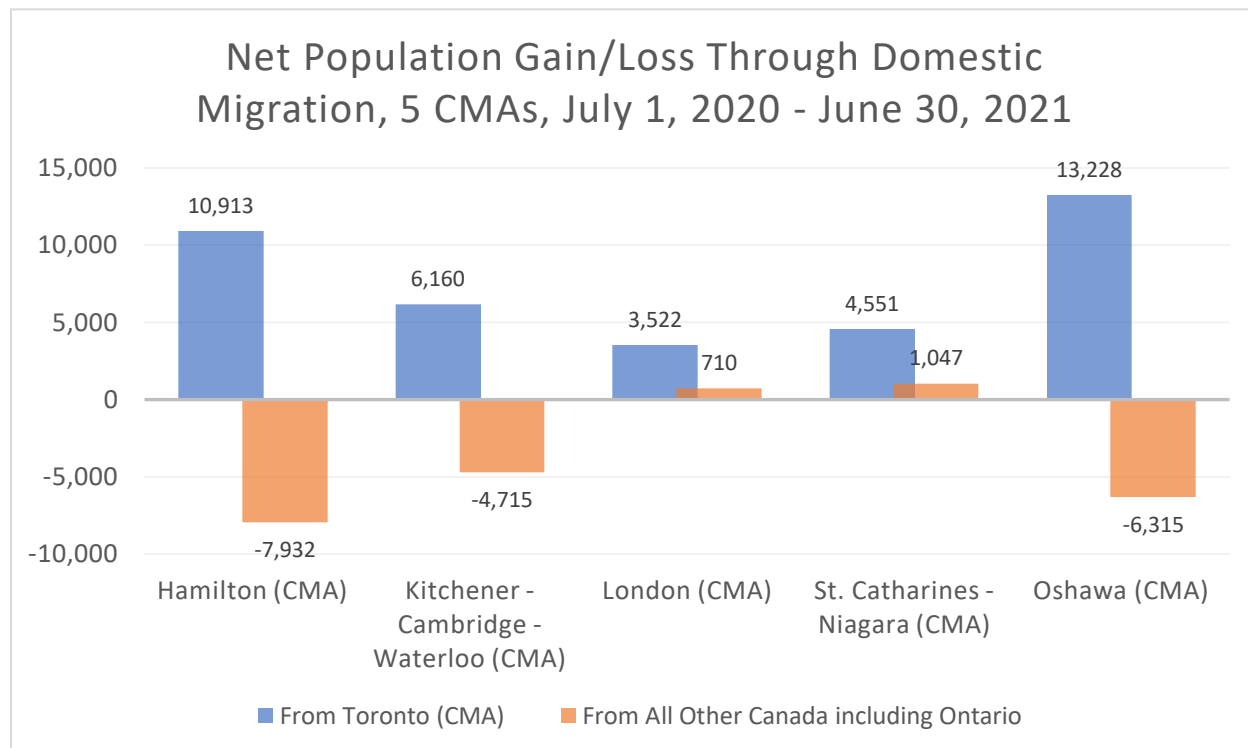
**Figure 17: Net Population Change from Migration by Destination/Source, July 1, 2020, to June 30, 2021, 5 Ontario Metros<sup>16</sup>**



This phenomenon of gaining families from metro Toronto but losing them to other parts of the province (and county) is not unique to Hamilton. However, Hamilton tends to lose more population than other mid-sized Ontario metros. Figure 18 shows that while Oshawa gained more people from metro Toronto in 2020-21, it lost fewer residents to other parts of the country.

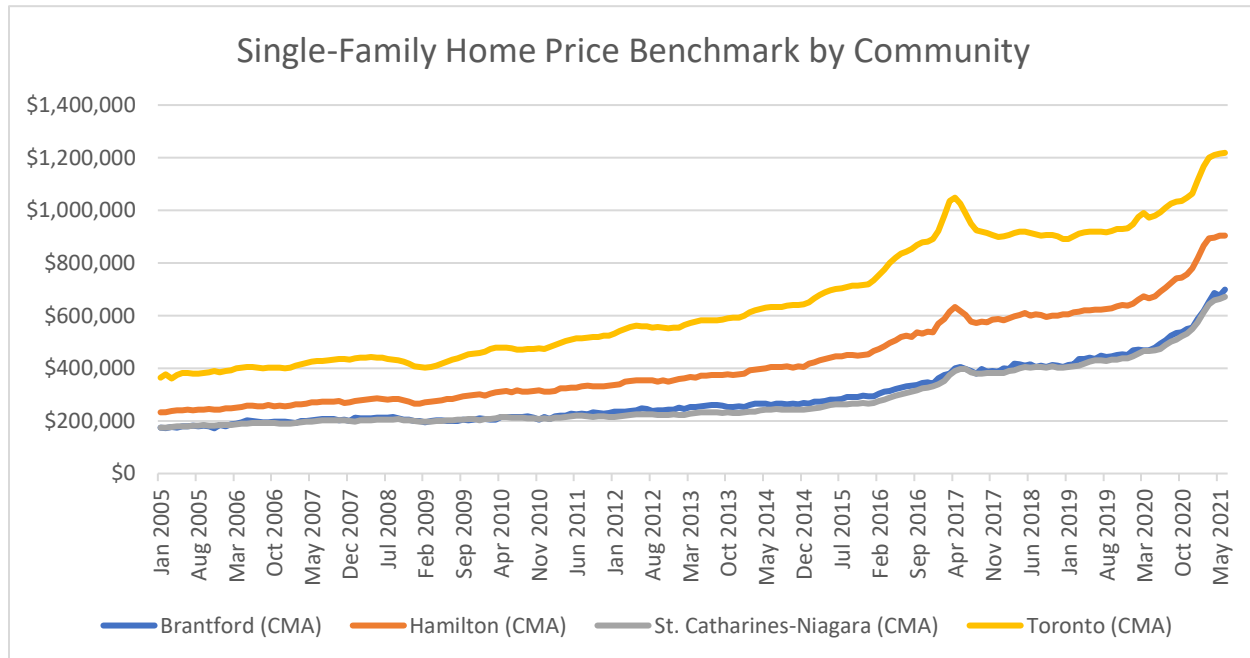
<sup>16</sup> Source: Statistics Canada (2023c).

**Figure 18: Net Population Change from Migration from Toronto CMA and all other domestic sources, July 1, 2020, to June 30, 2021, 5 Ontario Metros<sup>17</sup>**



This phenomenon may be due to what's known as the **musical chairs effect**: Torontonians priced out of Toronto moving to Hamilton and Hamiltonians priced out of Hamilton moving to smaller municipalities. Given the cost of housing, it would not be surprising to learn that families were moving due to cost-of-living concerns in 2020-21. Using the Canadian Real Estate Association's single-family benchmark home price, Figure 19 shows that home prices were substantially higher in metro Toronto than metro Hamilton and higher in metro Hamilton than in metro Brantford and St. Catharines-Niagara, the two communities that have received the most families from Hamilton.

<sup>17</sup> Source: Statistics Canada (2023c).

**Figure 19: Single-Family Home Price Benchmark to June 2021, Four Ontario Metros<sup>18</sup>**

However, we do not need to speculate that high housing costs are an essential driver of migration patterns to and from Hamilton, as survey data is available from the federal government, which asks those who moved why they moved. Unsurprisingly, it is to obtain a more suitable home or become a homeowner.

## Part V: The primary driver of migration in the Hamilton area is the availability of housing

Let's dig into the responses for people who moved to (or within) Hamilton CMA, drawn from the Canadian Housing Survey in 2018 and 2021. This survey covers many topics and samples owners, first-time homebuyers and renters. There are 13 different reasons for moving, plus a catch-all for "another reason." More than 95% of respondents who are homeowners give one of the top nine reasons. In the 2018 pre-pandemic survey, for homeowners, the most cited reason for moving is to upgrade to a larger or better-quality dwelling (22.7%). In combination with "to become a homeowner" and "change in household or family size," the desire for more or better living space accounts for 54% of reasons for moving given by homeowners in Hamilton CMA.

In contrast, reducing costs (either direct housing costs or time costs of commuting) accounts for a combined 9.7% (6.3% and 3.4%) of the reasons given by homeowners. For renters, who give a more comprehensive range of reasons for moving, the top three reasons are to reduce housing costs (13.8%), to upgrade to a larger or better dwelling (13.8%) and to live in a more desirable neighbourhood (11.7%).

<sup>18</sup> Source: Canadian Real Estate Association (2022).

Being forced to move by a landlord, bank, financial institution or government, a reason that is rarely given by homeowners (0.8%), accounts for 7.5% of reasons given by renters (included in the table under "all other reasons"). Responses for 2021 are presented alongside 2018 in Figure 20.

**Figure 20: Reasons for Moving, Hamilton CMA, Canadian Housing Survey, 2018 and 2021**<sup>19</sup>

Reason	Housing tenure	% of the total (2018)	% of the total (2021)
<b>Moved to upgrade to a larger dwelling or better-quality dwelling</b>	<b>Owner</b>	<b>22.7%</b>	<b>22.0%</b>
	First-time owner	14.8%	17.1%
	Renter	13.8%	18.6%
<b>Moved to become a homeowner</b>	Owner	19.0%	21.7%
	<b>First-time owner</b>	<b>34.6%</b>	<b>36.0%</b>
	Renter	0.8%	1.0%
Moved to be in a more desirable neighbourhood	Owner	13.4%	11.6%
	First-time owner	5.4%	5.5%
	Renter	11.7%	9.5%
Moved because of a change in household or family size	Owner	12.4%	12.2%
	First-time owner	1.4%	6.5%
	Renter	5.2%	15.4%
Moved to form own household	Owner	10.0%	7.9%
	First-time owner	19.4%	17.8%
	Renter	8.4%	8.1%
Moved to reduce housing costs	Owner	6.3%	4.4%
	First-time owner	3.9%	0.0%
	Renter	13.8%	10.0%
Moved to be closer to family	Owner	4.7%	4.9%
	First-time owner	4.3%	3.4%
	Renter	7.5%	9.5%
Moved for a new job or job transfer	Owner	3.8%	4.3%
	First-time owner	3.7%	2.6%
	Renter	6.1%	8.0%
Moved to reduce commuting time	Owner	3.4%	4.6%
	First-time owner	1.2%	5.1%
	Renter	3.9%	3.6%
All other reasons	Owner	4.3%	6.4%
	First-time owner	3.7%	6.0%
	Renter	10.1%	14.8%

In short, families are moving not because they are getting new jobs but because they are moving to obtain housing that better suits their needs. And too often, they cannot find that housing at a price they can afford, in metro Hamilton, so they are moving to lower-priced markets like Brantford.

<sup>19</sup> Source: Statistics Canada (2022).

## Part VI: Hamilton has a housing shortage, which helps explain both high home prices and outmigration

Ontario suffers from a housing shortage, which has helped contribute to high-and-rising prices since the end of the Great Financial Crisis of 2008-09. Estimating the size of the shortage is somewhat challenging. In the report *Ontario's Need for 1.5 Million Homes*, we develop a methodology to estimate housing shortages.<sup>20</sup> The methodology, known as the Rest of Canada Average Benchmark, or RoCA Benchmark, estimates the number of homes needed to bring a community up to the average housing levels in the "Rest of Canada" (which is defined as all of Canada except Ontario and British Columbia), taking into account the ages of the residents of the community.

Using the RoCA Benchmark, we have that Ontario had a roughly 471,500 housing unit shortage in 2021, as shown in Figure 21. Over half, or 264,000, of these units were found in the Peel Region, York Region, and the City of Toronto, which helps explain the high levels of outmigration to places like Oshawa and Hamilton. This outmigration and the subsequent musical chairs effect has led to a shortage of 14,500 units in Hamilton, as well as 31,100 in Halton and 11,000 in Niagara, the Census Divisions that contain Burlington and Grimsby, respectively. These are likely underestimates, as they only consider the housing shortage for existing residents, not the number of people who would have moved there had housing been more available.

In Figure 21, we estimate the number of homes each Ontario Census Division will need to build to accommodate projected population growth and the pre-existing shortage. Ontario will need to build just over 1.5 million homes, which is likely underestimated as it was calculated before the federal government increased immigration targets. We estimate that the City of Hamilton will need to build 52,400 homes over the next ten years, a figure slightly higher than the 47,000-unit target set by the provincial government and endorsed by Hamilton City Council.

While estimating the number of units needed is a valuable exercise, it is not without its limitations. One of the primary difficulties is treating a "unit as a unit as a unit," not considering each unit's characteristics, including size and cost. However, a small studio condo unit can not house as many people as a 3-bedroom apartment. It fails to capture that the most pressing needs are for family-sized units.

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<sup>20</sup> Moffatt, Dudu, Hosseini (2022).



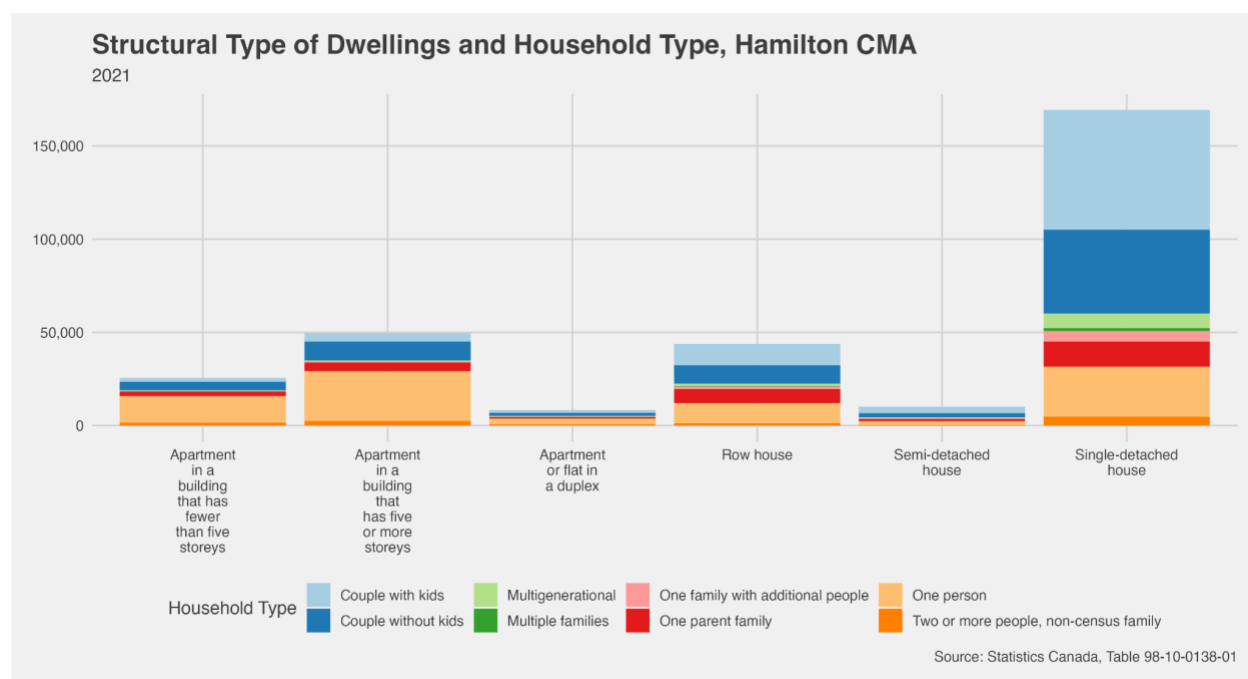
Figure 21: Housing Needs by Ontario Census Division, 2021-31

Census Division	Projected Number of Family Formations (2021-31)	Existing Housing Shortage from Suppressed Household Formations	Total 2021-31 Housing Needs	Census Division	Projected Number of Family Formations (2021-31)	Existing Housing Shortage from Suppressed Household Formations	Total 2021-31 Housing Needs
Peel	143,500	133,500	277,000	Muskoka	4,400	2,300	6,700
Toronto	224,700	34,300	259,000	Perth	5,500	1,000	6,500
York	83,900	96,200	180,100	Leeds and Grenville	4,000	2,400	6,400
Ottawa	89,700	10,400	100,100	Frontenac	6,900	-600	6,300
<b>Halton</b>	<b>59,300</b>	<b>31,100</b>	<b>90,400</b>	Bruce	4,200	1,000	5,200
Durham	50,000	39,900	89,900	Renfrew	3,300	1,000	4,300
Waterloo	57,400	13,400	70,800	Stormont, Dundas and Glengarry	3,000	1,200	4,200
Simcoe	47,000	22,900	69,900	Huron	3,400	800	4,200
<b>Hamilton</b>	<b>37,900</b>	<b>14,500</b>	<b>52,400</b>	Lennox and Addington	1,800	2,200	4,000
Middlesex	38,300	1,200	39,500	Parry Sound	1,900	1,300	3,200
<b>Niagara</b>	<b>28,000</b>	<b>11,100</b>	<b>39,100</b>	Greater Sudbury / Grand Sudbury	3,800	-1,000	2,800
Essex	20,500	9,900	30,400	Lambton	2,300	400	2,700
Wellington	22,800	6,800	29,600	Chatham-Kent	1,800	600	2,400
Brant	9,400	3,900	13,300	Haliburton	1,200	500	1,700
Oxford	9,700	2,400	12,100	Kenora	900	700	1,600
Haldimand-Norfolk	7,000	4,000	11,000	Prince Edward	600	900	1,500
Dufferin	6,300	3,600	9,900	Nipissing	1,100	-100	1,000
Hastings	7,000	2,800	9,800	Manitoulin	400	100	500
Peterborough	6,500	2,800	9,300	Sudbury	100	300	400
Prescott and Russell	6,400	2,600	9,000	Algoma	1,000	-900	100
Northumberland	4,700	3,700	8,400	Rainy River	200	-200	0
Kawartha Lakes	4,900	3,400	8,300	Timiskaming	100	-500	-400
Grey	6,100	2,100	8,200	Thunder Bay	500	-1,200	-700
Elgin	6,000	2,000	8,000	Cochrane	-100	-900	-1,000
Lanark	5,600	1,700	7,300	<b>Total</b>	<b>1,034,900</b>	<b>471,500</b>	<b>1,506,400</b>

## Part VII: In particular, Hamilton has a shortage of family-friendly housing

In focusing on the general demand for more homes, the simple fact that not all housing units are the same is sometimes overlooked. Each housing unit can be classified by structural type of dwelling (apartments, single detached, semi-detached and row house) and its intended market (homeowner, rental, condo and co-op, other). Figure 22 shows the breakdown of the type of units in Hamilton CMA and who is likely to inhabit them.

**Figure 22: Structural Type of Dwellings and Household Type, Hamilton CMA, 2021<sup>21</sup>**



As of 2021, 55.2% of all dwellings in Hamilton CMA — 169,925 homes out of 306,695 — were single-detached. Just over one-quarter are apartments of one kind or another, with buildings with five or more storeys (49,655 total units) being the dominant kind, ahead of buildings with fewer than five storeys (25,565 units) and duplexes (8,310 units). Just under one-fifth of the housing stock is either row house (43,795 units) or semi-detached (10,105 units).

The overall mix of dwelling types is essential when considering housing affordability, as these different types of homes vary considerably in price. In the Hamilton and Burlington market, the Canadian Real Estate Association reports benchmark prices as of Dec 2022 of \$909,600 (single-detached), \$715,600 (townhouse) and \$559,300 (apartment).<sup>22</sup> The ratio between the benchmark price for row houses and apartments (compared to single-detached) in 2022, 1.27 and 1.63, respectively, is similar to what it was at the start of 2009 (1.30 and 1.48).

<sup>21</sup> Source: Statistics Canada (2022).

<sup>22</sup> Source: Canadian Real Estate Association (2022).

Different households and families tend to live in different kinds of dwellings. The four most numerous types of households in Hamilton CMA are couples with kids (87,190 families), one person (83,050 families) and couples without kids (73,425 families). The remaining types of households include one-parent families (30,465 families), multigenerational (10,440 families), multiple families (1,990 families), one family with additional people (8,735 families) and two or more people who are not in a family (11,400 families).

Families have different needs and occupy different housing types in different proportions. Families with children occupy high-rise apartments at relatively low rates, and one-person households occupy a more diverse range of housing options.

### Couples with children

Almost three-quarters of all couples with children in Hamilton CMA live in single-detached homes (73.6%). Half of the remaining one-quarter of couples with children live in row houses (13.1%), and the rest live in 5+ storey apartments (5.2%), semi-detached homes (4.0%), less than five storey apartments (2.4%) and duplex apartments (1.7%).

### One-person households

Perhaps counter-intuitively, one-person households in Hamilton CMA are just as likely to be in single-detached homes (32.3%) as in taller apartment buildings (32.0%). However, many of these one-person households are widows or widowers. Shorter apartments (17%) and row houses (12.9%) are the next most common types of dwellings, followed by duplexes (3.5%) and semi-detached homes (2.3%).

### Couples without children

Roughly six in ten couples without children live in single-detached homes (61.3%). Compared to couples with children, it is much more common for these households to live in apartments, whether taller (13.8%), shorter (6.2%) or duplexes (2.2%). The proportion of these households living in row houses (13.5%) and semi-detached homes (3.0%) is close to couples with children.

### Single parents

Single-detached homes account for the most significant proportion of single-parent households (44.3%). However, row houses are much more common for single-parent households than they are for any other kind of household (25% of single-parent households compared to a range of 10%-15% for other types of households). A relatively high proportion of single parents live in taller apartments (15.4%) and smaller apartments (8.4%), with the remaining living in semi-detached (4.2%) or duplex apartments (2.8%).

### Roommates

More than 4 in 10 roommate households (two or more people not in a census family) live in apartments (43.1%): taller apartments (22.1%), shorter apartments (14%) and duplexes (7%). Interestingly, roommate and one-person households account for just over half of all households in taller apartments (54.1%) and just under one-third of households in shorter apartments (31%).

### Multigenerational families

Accounting for a similar proportion of the population as roommate households, multigenerational families live predominantly in single-detached homes (75.5%). Generally, and consistent with

expectations given the greater average size of the families, the distribution of these families is very similar to couples with children.

### Other types of households

The remaining types of households include one family with additional people and multiple families. Together, they account for roughly 3.4% of all households in Hamilton CMA. For both types of families, single-detached homes are the most common (64.1% for one family plus additional and 76.4% for multiple families).

### What this means for families with children

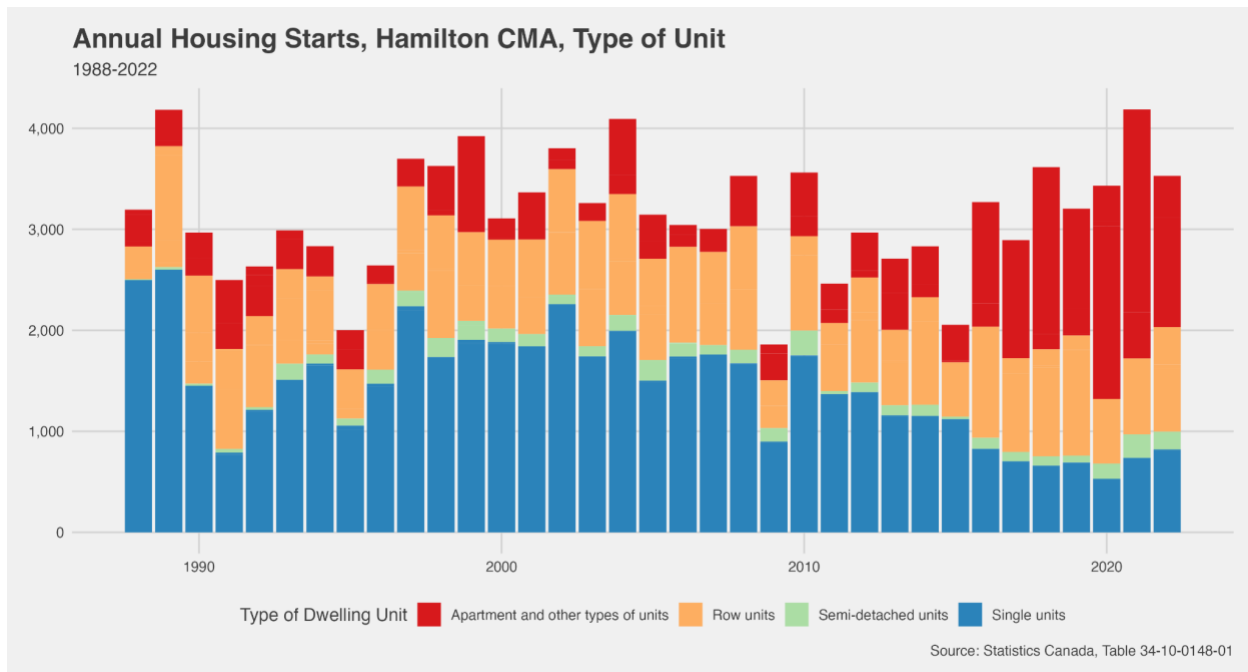
Roughly three-quarters of the larger family types — couples with kids, multigenerational and multiple families — live in single-detached homes. Household types that tend to be smaller — couples without kids, one family with additional people — are more likely to live in various types of apartments. Single-parent and single-person households, which collectively account for almost 4 in 10 households in Hamilton CMA, and likely have only one source of income, are the most likely to live in apartments. Row houses are the second or third most common dwelling type for all households except roommates and single-person households.

The need for more family-friendly housing presents a challenge for metro Hamilton, as the types of units that families tend to occupy tend to be the most land-intensive. The metro needs to find ways to allow more of these homes to be built, or make larger apartment units more attractive to families, to increase the proportion of families living in that housing type. The high number of one-person families living in single-detached homes also provides an opportunity; if housing options can be created that are attractive to this population, it may encourage them to sell their existing homes, which would free them up for the next generation of families with children.

However, in recent years what has been built in Hamilton has been disproportionately smaller apartment units than homes suitable for families. These smaller units are needed, but as Hamilton scales up its homebuilding, larger units suitable for families should be a bigger part of the mix.

### Hamilton's housing construction shifted to apartments in recent years

Anyone who has seen Hamilton's skyline in recent years knows there has been an apartment-building boom. The data bears this out, as Figure 23 shows a dramatic and sustained jump in apartment unit starts since the middle of the last decade. This increase has been offset somewhat by a reduction in semi-detached and single units.

**Figure 23: Annual Housing Starts by Year and Type of Unit, Hamilton CMA**

### Single-detached homes

In the post-recession period, roughly 1,300 single-detached homes were started in Hamilton CMA annually (1,287). The peak was in 2010 when 1,753 single-detached homes were started. During the international student boom, the new single-detached home construction rate declined to roughly 800 per year. During the pandemic, an average of 700 single-detached homes per year have been started.

### Apartments and other kinds of units

Apartment construction in Hamilton CMA has gone in the opposite direction. New builds went from an average of 500 units per year in the post-recession period to almost 1,200 per year during the international student boom and, more recently, to over 2,000 units per year during the pandemic. The peak year for apartment starts in Hamilton CMA was in 2021, when 2,465 units were started, accounting for 6 in 10 new home starts.

### Row houses

The annual average for row house starts has stayed reasonably consistent. In the post-recession period, an average of 822 row houses were started. Construction increased to nearly 1,000 per year during the international student boom (963) — peaking in 2019 at 1,191 row houses started — before declining to an average of 809 per year during the pandemic. As a proportion of all housing starts, row houses have declined from almost one-third to just over one-fifth.

## Semi-detached

The change in the rate of semi-detached starts has been relatively volatile. Post-recession, an average of 118 semi-detached homes were started, with a peak of 246 started in 2010. This rate plummeted during the international student boom to an average of 77 units per year. But it has increased significantly during the pandemic to an average of 186 units annually.

## The housing unit shift summarized

Overall, single-detached homes have gone from 47% of all homes started during the post-recession period to 19% of all homes started in the pandemic period. In absolute terms, half as many single-detached homes are being started during the pandemic compared to the post-recession period. Apartment construction has headed in the opposite direction, with four times as many apartment units being started during the pandemic compared to the post-recession period. Apartments now account for over half of all new housing starts, up from just 19% during the post-recession period. Row houses have stayed steady, declining as a proportion of new housing units built, and semi-detached homes have been volatile.

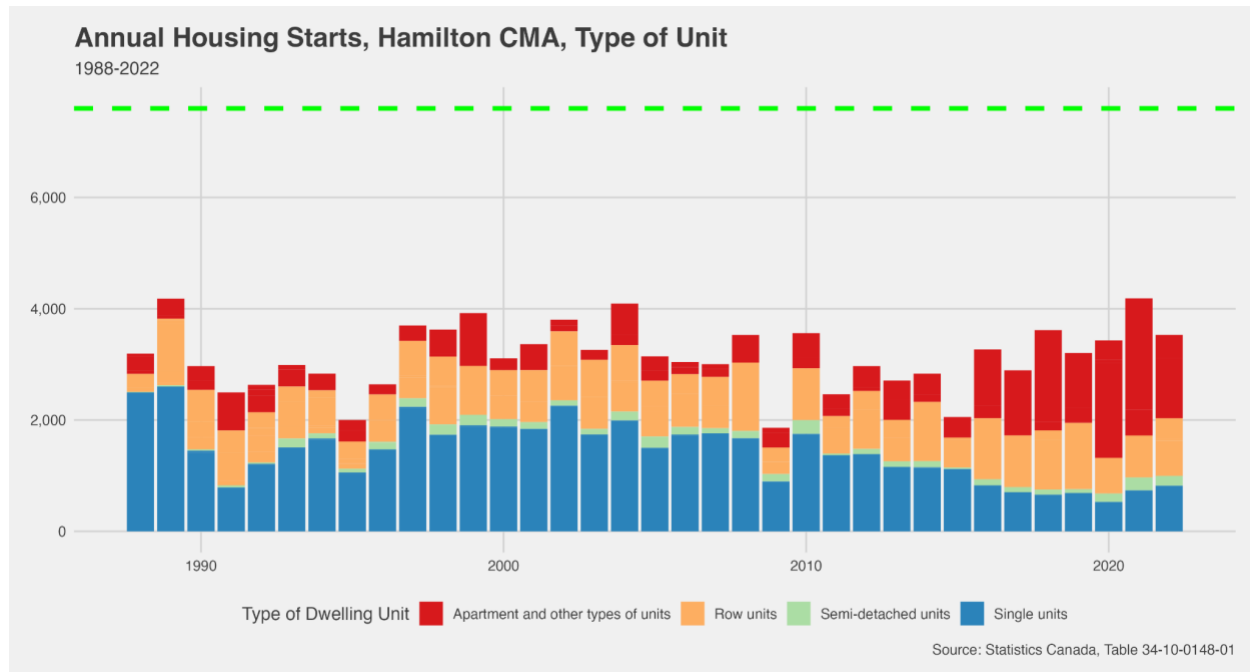
Despite this boom in apartment housing starts, Hamilton and Burlington, the two largest municipalities in Hamilton CMA, have a long way to go to meet the homebuilding target provided to them by the provincial government.

## Part VIII: Hamilton and Burlington need to double-home building over the next decade

The provincial government has set housing targets for 29 municipalities in Ontario, including Burlington and Hamilton, which both reside in Hamilton CMA. Burlington's target of 29,000 and Hamilton's target of 47,000 give an overall target for Hamilton CMA of 76,000 over ten years for an average of 7,600 per year. Grimsby, the fastest-growing municipality in the CMA in percentage terms, does not have a provincial housing target.

We can see in Figure 24 how the combined Burlington and Hamilton targets, collectively the CMA target, compared to the historical housing level starting in 1988. The **dashed green line** is the provincial target for the CMA, annualized.

**Figure 24: Annual Housing Starts by Year and Type of Unit Relative to Hamilton/Burlington Housing Target, Hamilton CMA**



The scale of the change needed to reach that provincial target is significant. Only in a handful of years out of more than three decades has new housing construction reached *half* of the provincial target for the CMA, and the actual housing start numbers include Grimsby, which is not included in the target.

It is one thing to set a target; it is another to meet it. Failure to construct enough housing, mainly attainable family-friendly housing, will make it challenging for Hamilton employers to attract and retain talent, whether in the private or public sectors. As we will see, Hamilton already lacks affordability for families; the region cannot allow the problem to worsen.

## Part IX: Hamilton and Burlington will have increased difficulty competing with cities such as Calgary for talent due to a lack of attainable housing

Imagine a young person graduating from university or a family deciding to have children. They have a tough decision to make on where to live. They will want a community where they can earn a good income, but they also want to stretch that dollar as far as possible.

We can answer this question by examining income and housing costs across several cities. We have chosen 11, in total, to examine. These include:

- Two cities within Hamilton CMA (the cities of Hamilton and Burlington)
- Three cities in the region that provide more attainable options than Hamilton CMA (Brantford, St. Catharines, and Niagara Falls)
- Seven cities within Canada across Canada that Hamilton is competing for talent with (Montréal, Toronto, Calgary, London, Halifax, and Ottawa)

The relative median housing costs and household incomes for each community are shown in Figure 25.

**Figure 25: Median housing costs and income for 11 selected Canadian cities<sup>23</sup>**

City	Population	Population Density	Median monthly shelter costs (owned)	Median monthly rent	Median total household income (2020)	The ratio of monthly shelter costs (owned) to median household income
Montréal	1,762,949	4,833	\$1,360	\$870	\$63,600	25.7%
Toronto	2,794,356	4,428	\$1,740	\$1,500	\$84,000	24.9%
Calgary	1,306,784	1,592	\$1,720	\$1,350	\$98,000	21.1%
<b>Hamilton</b>	<b>569,353</b>	<b>509</b>	<b>\$1,440</b>	<b>\$1,120</b>	<b>\$86,000</b>	<b>20.1%</b>
Brantford	104,688	1061	\$1,330	\$1,130	\$79,500	20.1%
London	422,324	1,004	\$1,250	\$1,130	\$76,500	19.6%
Halifax	439,819	80	\$1,290	\$1,170	\$81,000	19.1%
St. Catharines	136,803	1,422	\$1,140	\$1,100	\$72,500	18.9%
<b>Burlington</b>	<b>186,948</b>	<b>1,004</b>	<b>\$1,720</b>	<b>\$1,660</b>	<b>\$110,000</b>	<b>18.8%</b>
Niagara Falls	94,415	449	\$1,150	\$1,110	\$74,500	18.5%
Ottawa	1,017,449	365	\$1,560	\$1,380	\$102,000	18.4%

<sup>23</sup> Source: 2021 Census of Population.



Medians and average incomes and costs are helpful; however, they do not tell the whole story. To understand how incomes and housing costs influence location decisions, we need to bring our analysis down to the family level. We can do that using case studies.

### Case Studies: Four families considering where to live

Thinking only about averages and medians can make it easy to miss some of the challenges different households face in the housing market. To get a clearer sense of how the relative cost of housing, relative to income, differs from place to place, we have developed four households of seven adults with different jobs and types of housing. We have focused on younger working-age people (25-44 years old) with and without kids. Incomes for each occupation are the average hourly salary for the Hamilton—Niagara economic region in 2022, annualized to a standard number of full-time working hours.<sup>24</sup> To highlight the specific differences in the cost of buying a home in these different communities, owned housing costs are calculated using the Canadian Real Estate Association Home Price Index single-family benchmark (for Oct 2022), the Bank of Canada's published rate for a five-year conventional mortgage rate at a chartered financial institution (the week of 26 Oct 2022) and a 20% down payment.<sup>25</sup> Average rental costs are from the Canadian Mortgage and Housing Corporation's Rental Market Survey for Oct 2022.<sup>26</sup>

- **Sabrina** is a 27-year-old software engineer. She is looking for a one-bedroom apartment in downtown Hamilton.
- **Tony** and **Gabrielle** work as a pipefitter and bus driver, respectively, and are in their mid-40s and have two kids aged 16 and 13. They would like to live in an average single-detached house.
- **Laura** and **Matthew** are in their early 30s, have a 2-year-old child, and work as an early-childhood educator (ECE) and a nurse, respectively. They are looking to buy a townhouse.
- **Sunny** and **Ali** are roommates renting a two-bedroom apartment. Sunny works as a retail supervisor, and Ali works as a carpenter.

Figure 26 summarizes their employment, individual income, and desired housing type.

**Figure 26: Details on four case study families**

People in Household	Work	Income	Desired Housing
<b>Sabrina</b> (27 years old)	Software engineer	\$100,343	One-bedroom apartment
<b>Tony</b> (44 years old)	Pipefitter	\$78,325	Single-detached
<b>Gabrielle</b> (43 years old)	Bus driver	\$51,820	
<b>Laura</b> (33 years old)	Early childhood educator	\$44,661	Townhouse
<b>Matthew</b> (32 years old)	Nurse	\$81,893	
<b>Sunny</b> (22 years old)	Retail sales supervisor	\$45,955	Two-bedroom apartment
<b>Ali</b> (24 years old)	Carpenter	\$63,653	

<sup>24</sup> Source: Employment and Social Development Canada (2022).

<sup>25</sup> Source: Canadian Real Estate Association (2022). These monthly shelter costs include only the cost of carrying a mortgage for an average property; other shelter costs such as utilities, property taxes, etc are not included.

<sup>26</sup> Source: Canadian Mortgage and Housing Corporation (2022).

## Hamilton and Burlington are relatively attractive choices for young, single tech workers wanting smaller housing options

Using a shelter-cost-to-income ratio, we can compare the relative cost of housing, given the differences in housing costs and incomes for these four households. As a software engineer, Sabrina's options for where she could live and work as a software engineer were already fairly open — companies in virtually every major city hire people with her skill set. With the shift to hybrid and remote working arrangements, some of these companies are maintaining a hybrid or remote-first workplace, making Sabrina's options for employers and places to live broader than they were pre-pandemic. She could work for a company in Austin, Texas and live in Hamilton or other cities in our comparator group.

**Figure 27: Income and Monthly Shelter Costs for Sabrina**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Toronto	\$104,350	\$2,082	23.9%
Halifax	\$85,296	\$1,631	23.0%
Calgary	\$96,315	\$1,585	19.8%
Montreal	\$99,529	\$1,566	18.9%
<b>Burlington</b>	<b>\$100,343</b>	<b>\$1,574</b>	<b>18.8%</b>
<b>Hamilton</b>	<b>\$100,343</b>	<b>\$1,470</b>	<b>17.6%</b>
Niagara Falls	\$100,343	\$1,470	17.6%
Brantford	\$100,343	\$1,425	17.0%
Ottawa	\$104,893	\$1,348	15.4%
St. Catharines	\$100,343	\$1,101	13.2%
London	N/A	\$1,205	N/A

Because of her higher-than-average income and housing choice of a one-bedroom apartment downtown, Sabrina's shelter-cost-to-income ratios are all well below the 30% threshold to be considered in *core housing need*, as shown in Figure T7. But the difference between communities is still significant, with a low of 13.2% in St. Catharines and a high of 24.9% in Toronto — a difference of almost 12 percent of her gross income. Hamilton is in the middle of the pack for a household like Sabrina's. Still, Hamilton does provide substantially higher levels of affordability than Toronto, which would be an obvious competitor for Sabrina's talents.

## Hamilton and Burlington would struggle to retain our 44-year-old tradesperson and 43-year-old bus driver

Unlike Sabrina, our couple in their 40s will likely find themselves in core housing need unless they choose to live in Calgary, Montreal, or Halifax, as shown by Figure 28.

**Figure 28: Income and Monthly Shelter Costs for Tony and Gabrielle**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Toronto	\$145,151	\$7,065	58.4%
<b>Hamilton</b>	<b>\$130,688</b>	<b>\$4,870</b>	<b>44.7%</b>
<b>Burlington</b>	<b>\$130,688</b>	<b>\$4,870</b>	<b>44.7%</b>
Ottawa	\$132,358	\$3,918	35.5%
Brantford	\$130,688	\$3,834	35.2%
Niagara Falls	\$130,688	\$3,624	33.3%
St. Catharines	\$130,688	\$3,624	33.3%
London	\$129,394	\$3,409	31.6%
Calgary	\$141,916	\$3,142	26.6%
Montreal	\$146,090	\$3,197	26.3%
Halifax	\$127,370	\$2,646	24.9%

Tony and Gabrielle each have jobs that pay above Hamilton's median total income. They would like to live in an average single-detached home with two kids. If they bought in Hamilton in October 2022, their shelter-cost-to-income ratio would be 44.8%, meaning they are in core housing need. If they lived in Halifax, they would be ahead 19.8% of their gross household income. The difference is almost as significant in two other cities outside Ontario — Montreal (18.5% better) and Calgary (18.2%) better. Toronto is much worse — Tony and Gabrielle would be spending almost 60 percent of their gross income on housing to live in an average single-detached home in Toronto. Tony and Gabrielle's situation is stark; they are a family earning well above the average wage in the community that cannot comfortably afford to live in an average single-detached home. This situation would be even worse for families earning a median or below the median wage.

## Hamilton and Burlington will particularly struggle to retain healthcare and education workers

Laura and Matthew, our younger couple looking for a townhouse, would also find themselves in core housing need to live in Hamilton or Burlington, as shown by Figure 29.

**Figure 29: Income and Monthly Shelter Costs for Laura and Matthew**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Toronto	\$116,997	\$4,416	45.3%
<b>Hamilton</b>	<b>\$127,307</b>	<b>\$3,831</b>	<b>36.1%</b>
<b>Burlington</b>	<b>\$127,307</b>	<b>\$3,831</b>	<b>36.1%</b>
Niagara Falls	\$127,307	\$3,344	31.5%
St. Catharines	\$127,307	\$3,344	31.5%
Montreal	\$114,743	\$2,935	30.7%
Brantford	\$127,307	\$3,172	29.9%
London	\$112,907	\$2,762	29.4%
Halifax	\$117,060	\$2,498	25.6%
Ottawa	\$134,403	\$2,786	24.9%
Calgary	\$130,834	\$2,112	19.4%

Laura and Matthew are a bit earlier in their careers and family. They live in an average townhouse and have one child. In almost half of these communities, they could live in an average townhouse and not be in core housing need. But in Hamilton, they spend over 36% of their gross income on housing. Living and working in Toronto would cost them an additional 9% of their gross income. Living in Calgary, through a combination of higher income and much lower housing costs, would save them 16.7% of their gross income — a massive difference. Moving to Halifax or Ottawa would put them ahead by 10% of their gross income. Given the absolute need for healthcare and education workers, cities like Hamilton and Burlington can ill-afford to price a couple like Laura and Matthew out of the community.

## Hamilton is still attractive for younger middle-income workers, but will they stay when they want to have children?

The situation is somewhat brighter for Sunny and Ali, our roommates looking for a two-bedroom apartment. Figure 30 shows they would not be in core-housing need in Burlington, and Hamilton is a desirable choice compared to many other large cities.

**Figure 30: Income and Monthly Shelter Costs for Sunny and Ali**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Halifax	\$84,482	\$2,470	35.1%
Toronto	\$103,661	\$2,983	34.5%
<b>Burlington</b>	<b>\$100,823</b>	<b>\$2,395</b>	<b>28.5%</b>
London	\$94,959	\$2,076	26.2%
Ottawa	\$91,118	\$1,862	24.5%
Calgary	\$103,035	\$2,082	24.3%
Montreal	\$111,926	\$2,200	23.6%
<b>Hamilton</b>	<b>\$100,823</b>	<b>\$1,833</b>	<b>21.8%</b>
Niagara Falls	\$100,823	\$1,749	20.8%
St. Catharines	\$100,823	\$1,605	19.1%
Brantford	\$100,823	\$1,444	17.2%

Hopefully, Sunny and Ali get along well in their two-bedroom downtown apartment because although they are well below the 30% threshold for core housing need living together as roommates, they would have a hard time renting a one-bedroom apartment on their own. Again, the differences between cities are significant, with Halifax and Toronto on the high end, above 34%, and smaller places close to Hamilton outperforming most other cities. Looking ahead a few years, when they may want to form their own household — will they choose to do so in Hamilton or in another community?

## Part X: Hamilton's economic prosperity and ability to ensure enough social services for an aging population requires a substantial increase in family-friendly housing

Our four case studies, mostly of above-average income households, show that they face different relative housing costs. Fortunately, metro Hamilton remains an attainable and attractive location for younger workers without children. However, the same cannot be said for households with kids. Given the cost differences between Toronto and Hamilton, it is perhaps not surprising that so many people moving for "more or better living space" are choosing to move from Toronto CMA to Hamilton CMA. But the same musical chairs effect may push above-average-income households like Tony and Gabrielle's to look outside Hamilton CMA to neighbouring cities or further afield to cities in other provinces like Halifax or Calgary. The situation of a household like Laura and Matthew's, where both are working in jobs (early childhood educator and nurse) that are in very high demand in virtually every mid-size and larger city in Canada, should be very concerning for everyone involved in housing policy (and negotiating wage rates). With a 45% and 36% shelter-cost-to-income ratio, this household is priced out of Toronto CMA and Hamilton CMA.

Things do not have to be this way. Increasing the supply of family-friendly housing can help attract the Tonys, Gabrielles, Lauras, and Matthews that Hamilton needs to retain economically and socially vibrant and care for an aging population. At a minimum, this will require the cities of Hamilton and Burlington to do three things:

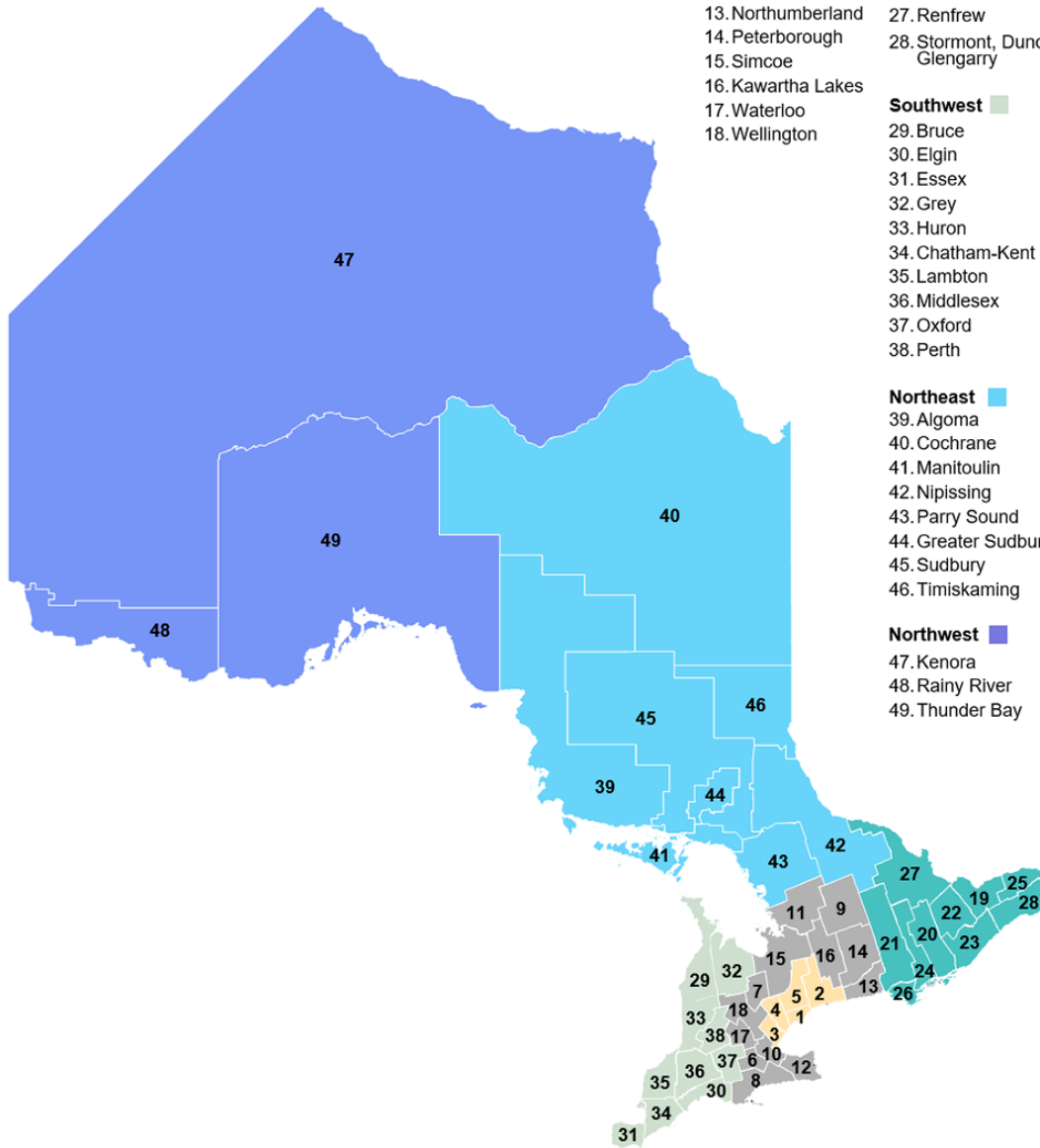
1. Meet or exceed the provincial housing unit targets. These should be seen as a **minimum**; the SPI demand projections somewhat exceed the targets set by the province, and those were calculated *before* the federal government increased immigration targets.
2. Ensure that what is built includes a high proportion of attainable, family-friendly and climate-friendly units, including housing of all built forms, including apartments. While additional smaller units are also needed, the most substantial needs are homes large enough to raise a family with children.
3. Create more senior-friendly housing. Hamilton's population is aging, creating a need for different housing types, particularly for Super Seniors, who often can no longer drive. Creating more senior-friendly housing would have the dual benefit of freeing up more family-friendly housing for the next generation of workers.

The future is what we make of it, and Hamilton's municipal leaders are responsible for ensuring that Hamilton is making data-driven decisions about the community's current and future housing needs. Hamilton has the opportunity to ensure that the community is open to all, including for families across the income spectrum. And by building more family-friendly housing, Hamilton can shape the community's long-term labour supply and bolster its local economic viability. Moreover, in making data-driven decisions about Hamilton's future housing needs, the city can answer the question, *but who will swing the hammer?*"

## Appendix A: Ontario's 6 Regions and 49 Census Divisions<sup>27</sup>

### Legend

- |   |   |   |
|---|---|---|
| <b>GTA</b> <span style="color: #FFC000;">■</span> | <b>Central</b> <span style="color: #A9A9A9;">■</span> | <b>East</b> <span style="color: #00B0F0;">■</span>      |
| 1. Toronto  | 6. Brant  | 19. Ottawa  |
| 2. Durham   | 7. Dufferin   | 20. Frontenac   |
| 3. Halton   | 8. Haldimand-Norfolk                                  | 21. Hastings  |
| 4. Peel   | 9. Haliburton   | 22. Lanark  |
| 5. York   | 10. Hamilton  | 23. Leeds & Grenville                                   |
|   | 11. Muskoka   | 24. Lennox & Addington                                  |
|   | 12. Niagara   | 25. Prescott & Russell                                  |
|   | 13. Northumberland                                    | 26. Prince Edward                                       |
|   | 14. Peterborough                                      | 27. Renfrew   |
|   | 15. Simcoe  | 28. Stormont, Dundas & Glengarry                        |
|   | 16. Kawartha Lakes                                    |   |
|   | 17. Waterloo  | <b>Southwest</b> <span style="color: #90EE90;">■</span> |
|   | 18. Wellington  | 29. Bruce   |
|   |   | 30. Elgin   |
|   |   | 31. Essex   |
|   |   | 32. Grey  |
|   |   | 33. Huron   |
|   |   | 34. Chatham-Kent  |
|   |   | 35. Lambton   |
|   |   | 36. Middlesex   |
|   |   | 37. Oxford  |
|   |   | 38. Perth   |
|   |   | <b>Northeast</b> <span style="color: #00B0F0;">■</span> |
|   |   | 39. Algoma  |
|   |   | 40. Cochrane  |
|   |   | 41. Manitoulin  |
|   |   | 42. Nipissing   |
|   |   | 43. Parry Sound   |
|   |   | 44. Greater Sudbury                                     |
|   |   | 45. Sudbury   |
|   |   | 46. Timiskaming   |
|   |   | <b>Northwest</b> <span style="color: #4169E1;">■</span> |
|   |   | 47. Kenora  |
|   |   | 48. Rainy River   |
|   |   | 49. Thunder Bay   |



<sup>27</sup> Ontario Ministry of Finance Population Projections, July 2022 release.

## Appendix B: Competing Population Estimates and the Census Undercount

*Material reprinted, with permission, from the report Ontario's Need for 1.5 Million More Homes*

Suppose you wanted to know how many people lived in Peel Region in 2021. There are three different data sources you could go to for an answer to that question:

- Statistics Canada's Population Estimates Table 17-10-0139-01
- The Ontario Ministry of Finance's Population Projections
- Census 2021

You might be surprised to learn that the three give different answers. You may even be more surprised to learn that Census 2021 gives a dramatically lower figure, as shown in Figure 33:

**Figure 33: Peel Region Population, 2021, Three Estimates**

Data Source	2021 Peel Population Estimate
Statistics Canada 2021 Population Estimate, Table 17-10-0139-01, Released on Jan. 13, 2022	1,571,322
Ontario Ministry of Finance Population Projection, Released on July 28, 2022	1,568,099
Census 2021	1,451,022

This phenomenon is not unique to the Peel Region. As shown in Figure 34, Census 2021 provides an Ontario population estimate of *600,000* persons lower than the Statistics Canada or Ontario Ministry of Finance estimates. We should note that while we use the Statistics Canada estimate as the baseline in Figure 34, it is an estimate like the two others and is not necessarily more accurate. Each of these estimates will be revised over time, so the Census 2021 'undercount' is relative to other population estimates, not an undercount to a known 'correct' value.

**Figure 34: Ontario Population, 2021, Three Estimates**

Data Source	2021 Ontario Population Estimate	Relative to Statistics Canada's Estimate
Statistics Canada 2021 Population Estimate, Table 17-10-0139-01, Released on Jan. 13, 2022	14,826,276	-
Ontario Ministry of Finance Population Projection, Released on July 28, 2022	14,822,201	-4,075
Census 2021	14,223,942	-602,334

This undercount in the Census, relative to other methods, is a known issue, with Statistics Canada issuing the following note after the first release of Census 2021 data<sup>28</sup>:

<sup>28</sup> Source: Statistics Canada Table: 17-10-0139-01.



The 2021 Census counted 36,991,981 people in Canada during the national enumeration with reference date May 11, 2021. This count is lower than the preliminary postcensal population estimate of 38,201,103 people calculated for the same reference date. The difference between the two figures is not unexpected and is similar to that which was experienced for previous censuses. This note outlines why there are differences between census counts and population estimates.

The objective of a census is to provide detailed information on the population at a single point in time. In this respect, one of its goals is to enumerate the entire population. Inevitably, however, some people are not counted, either because their household did not receive a census questionnaire (for example, if a structurally separated dwelling is not easily identifiable) or because they were not included in the questionnaire completed for the household (for example, the omission of a boarder or a lodger). Some people may also be missed because they have no usual residence and did not spend census night in any dwelling. In contrast, a small number of people may also be counted more than once (for example, students living away from home may have been enumerated by their parents and by themselves at their student address).

To determine how many individuals were missed or counted more than once, Statistics Canada conducts postcensal coverage studies of a representative sample of individuals. Results of these studies in combination with the census counts are used to produce population estimates which take into account net undercoverage.

Although this undercount is a common phenomenon, the undercount is not equally distributed across the province. Figure 35 contains the three population estimates for each of Ontario's 49 Census Divisions, sorted by population size. Figure 36 compares the Ministry of Finance and Census estimates to those prepared by Statistics Canada for each of Ontario's 49 Census Division. Figure 37 does the same, though it calculates the differences in percentage terms rather than absolute numbers.

Figure 35: Population by Ontario Census Division, 2021, Three Estimates

Census Division	Statistics Canada	Ministry of Finance	Census	Census Division	Statistics Canada	Ministry of Finance	Census
Toronto	2,974,293	2,991,445	2,794,356	Chatham-Kent	107,923	106,632	104,316
Peel	1,571,322	1,568,099	1,451,022	Leeds and Grenville	105,924	106,248	104,070
York	1,209,914	1,207,032	1,173,334	Grey	103,209	103,215	100,905
Ottawa	1,054,800	1,053,266	1,017,449	Prescott and Russell	98,570	98,021	95,639
Durham	727,328	719,014	696,992	Elgin	97,968	97,508	94,752
Halton	619,075	618,464	596,637	Northumberland and	91,027	91,092	89,365
Waterloo	611,493	610,594	587,165	Nipissing	87,652	86,700	84,716
Hamilton	587,192	584,755	569,353	Perth	84,062	84,210	81,565
Simcoe	548,703	546,514	533,169	Kawartha Lakes	82,401	82,133	79,247
Middlesex	515,114	514,191	500,563	Cochrane	79,632	80,014	77,963
Niagara	484,840	483,932	477,941	Lanark	75,625	75,673	75,760
Essex	426,246	432,206	422,860	Bruce	75,409	75,173	73,396
Wellington	247,285	247,432	241,026	Kenora	70,981	70,611	66,000
Greater Sudbury / Grand Sudbury	169,199	168,824	166,128	Dufferin	69,391	69,552	66,257
Frontenac	164,005	164,242	161,780	Muskoka	67,771	67,174	66,674
Brant	155,348	153,903	144,771	Huron	63,912	63,680	61,366
Thunder Bay	149,645	150,709	146,862	Lennox and Addington	45,729	45,764	45,182
Hastings	147,751	148,289	145,746	Parry Sound	45,358	45,199	46,909
Peterborough	147,731	148,898	147,681	Timiskaming	33,328	33,064	31,424
Lambton	132,611	133,135	128,154	Prince Edward	26,196	25,916	25,704
Oxford	124,936	124,449	121,781	Sudbury	22,288	22,314	22,368
Haldimand-Norfolk	123,256	122,576	116,872	Rainy River	20,502	20,451	19,437
Stormont, Dundas and Glengarry	119,413	119,639	114,637	Haliburton	19,719	19,675	20,571
Algoma	118,103	118,805	113,777	Manitoulin	13,994	14,022	13,935
Renfrew	108,102	107,747	106,365	<b>TOTAL</b>	<b>14,826,276</b>	<b>14,822,201</b>	<b>14,223,942</b>

**Figure 36: Population Under/Overcount, Relative to Statistics Canada, by Census Division, 2021,  
Sorted by Largest Census Undercount**

	Ministry of Finance	Census		Ministry of Finance	Census
Toronto	17,152	-179,937	Nipissing	-952	-2,936
Peel	-3,223	-120,300	Prescott and Russell	-549	-2,931
Ottawa	-1,534	-37,351	Thunder Bay	1,064	-2,783
York	-2,882	-36,580	Huron	-232	-2,546
Durham	-8,314	-30,336	Perth	148	-2,497
Waterloo	-899	-24,328	Grey	6	-2,304
Halton	-611	-22,438	Frontenac	237	-2,225
Hamilton	-2,437	-17,839	Bruce	-236	-2,013
Simcoe	-2,189	-15,534	Hastings	538	-2,005
Middlesex	-923	-14,551	Timiskaming	-264	-1,904
Brant	-1,445	-10,577	Leeds and Grenville	324	-1,854
Niagara	-908	-6,899	Renfrew	-355	-1,737
Haldimand-Norfolk	-680	-6,384	Cochrane	382	-1,669
Wellington	147	-6,259	Northumberland	65	-1,662
Kenora	-370	-4,981	Muskoka	-597	-1,097
Stormont, Dundas and Glengarry	226	-4,776	Rainy River	-51	-1,065
Lambton	524	-4,457	Lennox and Addington	35	-547
Algoma	702	-4,326	Prince Edward	-280	-492
Chatham-Kent	-1,291	-3,607	Manitoulin	28	-59
Essex	5,960	-3,386	Peterborough	1,167	-50
Elgin	-460	-3,216	Sudbury	26	80
Oxford	-487	-3,155	Lanark	48	135
Kawartha Lakes	-268	-3,154	Haliburton	-44	852
Dufferin	161	-3,134	Parry Sound	-159	1,551
Greater Sudbury / Grand Sudbury	-375	-3,071	<b>TOTAL</b>	<b>-4,075</b>	<b>-602,334</b>

**Figure 37: Population Under/Overcount in Percentage Terms, Relative to Statistics Canada, by Census Division, 2021, Sorted by Largest Percentage Census Undercount**

	Ministry of Finance	Census		Ministry of Finance	Census
Peel	-0.2%	-7.7%	Middlesex	-0.2%	-2.8%
Kenora	-0.5%	-7.0%	Bruce	-0.3%	-2.7%
Brant	-0.9%	-6.8%	Wellington	0.1%	-2.5%
Toronto	0.6%	-6.0%	Oxford	-0.4%	-2.5%
Timiskaming	-0.8%	-5.7%	Grey	0.0%	-2.2%
Rainy River	-0.2%	-5.2%	Cochrane	0.5%	-2.1%
Haldimand-Norfolk	-0.6%	-5.2%	Prince Edward	-1.1%	-1.9%
Dufferin	0.2%	-4.5%	Thunder Bay	0.7%	-1.9%
Durham	-1.1%	-4.2%	Northumberland	0.1%	-1.8%
Stormont, Dundas and Glengarry	0.2%	-4.0%	Greater Sudbury / Grand Sudbury	-0.2%	-1.8%
Huron	-0.4%	-4.0%	Leeds and Grenville	0.3%	-1.8%
Waterloo	-0.1%	-4.0%	Muskoka	-0.9%	-1.6%
Kawartha Lakes	-0.3%	-3.8%	Renfrew	-0.3%	-1.6%
Algoma	0.6%	-3.7%	Niagara	-0.2%	-1.4%
Halton	-0.1%	-3.6%	Hastings	0.4%	-1.4%
Ottawa	-0.1%	-3.5%	Frontenac	0.1%	-1.4%
Lambton	0.4%	-3.4%	Lennox and Addington	0.1%	-1.2%
Nipissing	-1.1%	-3.3%	Essex	1.4%	-0.8%
Chatham-Kent	-1.2%	-3.3%	Manitoulin	0.2%	-0.4%
Elgin	-0.5%	-3.3%	Peterborough	0.8%	0.0%
Hamilton	-0.4%	-3.0%	Lanark	0.1%	0.2%
York	-0.2%	-3.0%	Sudbury	0.1%	0.4%
Prescott and Russell	-0.6%	-3.0%	Parry Sound	-0.4%	3.4%
Perth	0.2%	-3.0%	Haliburton	-0.2%	4.3%
Simcoe	-0.4%	-2.8%	<b>TOTAL</b>	<b>0.0%</b>	<b>-4.1%</b>

Why is the Census missing so many people, and who are they? Several factors determine how likely a person is to be counted in the Census. A January 2021 research report by Statistics Canada<sup>29</sup> finds that the following groups have higher Census undercoverage rates:

- Men have higher undercoverage rates than women;
- Individuals between the ages of 20 and 34 are more likely to be undercounted than other age groups;

<sup>29</sup> Julien Bérard-Chagnon and Marie-Noëlle Parent, "Coverage of the 2016 Census: Level and Trends," Coverage of the 2016 Census: level and trends § (2021), [https://publications.gc.ca/collections/collection\\_2021/statcan/91f0015m/91f0015m2020003-eng.pdf](https://publications.gc.ca/collections/collection_2021/statcan/91f0015m/91f0015m2020003-eng.pdf).

- Single or separated adults are more likely to be undercounted;
- Individuals whose mother tongue is neither English nor French;
- Recent immigrants and non-permanent residents, such as international students;
- Persons living in large cities; and,
- Persons living on reserves.

Not surprisingly, the Census Divisions with the highest percentage population undercounts are those with large numbers of non-permanent residents, individuals whose mother tongue is neither English nor French or living on sizeable reserves.

Awareness of the limitations of Census data and how Census data can undercount specific groups in society is vitally important. It is also vital not to mix and match datasets when calculating how much a place grew between two years. Finally, when municipal Official Plans provide population forecasts, they should indicate if their population figures for future years incorporate Census undercounts.

## Appendix C: The RoCA Benchmark – Estimating the Number of Suppressed Households and Projected Number of Family Formations

*Material adapted, with permission, from the report Ontario's Need for 1.5 Million More Homes*

To estimate the number of suppressed households, we use data from Census 2021. For our example, we will use Ottawa to calculate pre-existing housing shortages. First, we calculate the RoCA Benchmark expected number of households, as shown in Figure 38.

**Figure 38: RoCA Benchmark Number of Households for Ottawa Census Division, 2021<sup>30</sup>**

Age Group	2021 Census Population	RoCA Benchmark Headship Rates	2021 RoCA Benchmark Number of Households
15 to 24 years	131,170	12.0%	15,794.4
25 to 34 years	143,020	46.7%	66,845.4
35 to 44 years	135,410	54.9%	74,379.3
45 to 54 years	133,505	57.9%	77,279.8
55 to 64 years	135,260	59.3%	80,264.9
65 to 74 years	97,730	61.5%	60,129.4
75 to 84 years	52,020	61.9%	32,218.1
85 years and over	22,395	48.0%	10,757.7
<b>TOTAL</b>	<b>850,510</b>		<b>417,669.0</b>

We then compare this expected number of households to the number of "private dwellings occupied by usual residents" figure from Census 2021 for that Census Division. As shown in Figure 39, Ottawa had an expected number of households of 417,669, compared to 407,252 private dwellings occupied by usual residents, for an estimated housing shortage of 10,417 units.

**Figure 39: Estimated Housing Shortage for Ottawa Census Division, 2021<sup>31</sup>**

	Number of Households
2021 RoCA Benchmark Number of Households	417,669
2021 Census - Private dwellings occupied by usual residents	407,252
<b>Difference (Suppressed Household Formation)</b>	<b>10,417</b>

We use this difference as our estimate for the number of suppressed household formations caused by pre-existing housing shortages.

We will also use Ottawa Census Division as our example for calculating the number of net new households. We use the Ontario Ministry of Finance's 2022 population estimates for the year 2031,

<sup>30</sup> Authors' calculation from Census 2021 data.

<sup>31</sup> Authors' calculation from Census 2021 data.

which were released on June 28<sup>th</sup>, 2022. To ensure an apples-to-apples comparison and the issue of the Census undercount (see Appendix B), we compare the 2031 population projection to the 2021 population numbers from the same Ministry of Finance release. Figure 40 shows that the estimated number of net new households between 2021 and 2031 is 86,970 for Ottawa Census Division.

**Figure 40: Projected Number of Net New Households for Ottawa Census Division, 2021-31<sup>32</sup>**

Age Group	2021 Population	2031 Population Projection	Change 2021-2031	RoCA Benchmark	Net New Households
15 to 24	136,424	158,350	21,926	12.0%	2,640
25 to 34	163,456	192,280	28,824	46.7%	13,472
35 to 44	143,831	194,403	50,572	54.9%	27,779
45 to 54	134,358	149,572	15,214	57.9%	8,807
55 to 64	139,648	128,921	-10,727	59.3%	-6,366
65 to 74	99,688	130,331	30,643	61.5%	18,853
75 to 84	52,317	83,274	30,957	61.9%	19,173
85+	21,522	32,620	11,098	48.0%	5,331
<b>Total</b>	<b>891,244</b>	<b>1,069,751</b>	<b>178,507</b>		<b>89,689</b>

The number of pre-existing suppressed household formations are added to the projected number of net new households to obtain an overall housing demand estimate, as shown in Figure 41.

**Figure 41: Estimated Housing Shortage for Ottawa Census Division, 2021<sup>33</sup>**

	Number of Households
Difference (Suppressed Household Formation)	10,417
Net New Households 2021-31	89,689
<b>Estimated Housing Needs for the City of Ottawa 2021-31</b>	<b>100,106</b>

<sup>32</sup> Authors' calculation from Ontario Ministry of Finance Population Projections, July 2022 release.

<sup>33</sup> Authors' calculation from Census 2021 data.

## Data Sources Used in the Report

Canadian Mortgage and Housing Corporation. 2022. "Rental Market Report". <https://www.cmhc-schl.gc.ca/en/professionals/housing-markets-data-and-research/housing-data/data-tables/rental-market/rental-market-report-data-tables>

Canadian Real Estate Association. (2022). Home Price Index. <https://www.crea.ca/housing-market-stats/mls-home-price-index/hpi-tool/>

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Statistics Canada. (2023c). "Interprovincial and intraprovincial migrants, by census metropolitan area and census agglomeration of origin and destination, 2016 boundaries." Table 17-10-0141-01. <https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1710014101>



## References

Turcotte, Martin. (2012). "Profile of seniors' transportation habits". *Canadian Social Trends*. No. 98. Statistics Canada. <https://www150.statcan.gc.ca/n1/pub/11-008-x/2012001/article/11619-eng.htm>

Moffatt, M., Dudu, A., Hosseini, M. (2022). Ontario's Need for 1.5 Million More Homes. Smart Prosperity Institute.



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# INFORMATION REPORT

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23219) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Shannah Evans (905) 546-2424 Ext. 1928
<b>SUBMITTED BY:</b>	Anita Fabac Acting Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

In accordance with the June 16, 2015, Planning Committee direction, this Report provides a status of all active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision Applications relative to the statutory timeframe provisions of the *Planning Act* for non-decision appeals. In addition, this Report also includes a list and status of all Applications appealed to the Ontario Land Tribunal for non-decision.

## INFORMATION

Staff were directed to report back to Planning Committee with a reporting tool that seeks to monitor Applications where the applicable statutory timeframes apply. This reporting tool would be used to track the status of all active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications.

For the purposes of this Report, the status of active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision Applications have been divided, relative to the statutory timeframe provisions of the *Planning Act*, that were in effect pursuant to statutory timeframes prescribed in *Bill 73*, *Bill 139* and *Bill 108*.

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OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23219) (City Wide) - Page 2 of 3**

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**Applications Deemed Complete Prior to Royal Assent of Bill 139 (December 12, 2017)**

Attached as Appendix “A” to Report PED23219 is a table outlining the active Applications received prior to December 12, 2017, sorted by Ward, from oldest Application to newest. As of September 20, 2023, there were:

- 3 active Official Plan Amendment Applications, all of which were submitted after July 1, 2016, and therefore subject to the 90 day extension to the statutory timeframe from 180 days to 270 days;
- 6 active Zoning By-law Amendment Applications; and,
- 3 active Plan of Subdivision Applications.

Within 60 to 90 days of September 20, 2023, all six development proposals have passed the applicable 120, 180 and 270 day statutory timeframes.

**Applications Deemed Complete After Royal Assent of Bill 139 (December 12, 2017)**

Attached as Appendix “B” to Report PED23219 is a table outlining the active Applications received after December 12, 2017, but before Royal Assent of Bill 108, sorted by Ward, from oldest Application to newest. As of September 20, 2023, there were:

- 3 active Official Plan Amendment Applications, all of which are subject to the 90 day extension to the statutory timeframe from 210 days to 300 days;
- 6 active Zoning By-law Amendment Applications; and,
- 3 active Plan of Subdivision Applications.

Within 60 to 90 days of September 20, 2023, all six development proposals have passed the applicable 150, 180 or 300 day statutory timeframes.

**Applications Deemed Complete After Royal Assent of Bill 108 (September 3, 2019)**

Attached as Appendix “C” to Report PED23219 is a table outlining the active Applications received after September 3, 2019, and subject to the new statutory timeframes, sorted by Ward, from oldest Application to newest. As of September 20, 2023, there were:

- 31 active Official Plan Amendment Applications;
- 57 active Zoning By-law Amendment Applications; and,
- 23 active Plan of Subdivision Applications.

**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23219) (City Wide) - Page 3 of 3**

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As of September 20, 2023, six development proposals are approaching the 90 or 120 day statutory timeframe and will be eligible for appeal. Fifty-eight (58) development proposals have passed the 90 or 120 day statutory timeframe.

**Planning Division Active Files**

Combined to reflect property addresses, there are 76 active development proposals. Twenty-six (26) proposals are 2023 files (34%), 20 proposals are 2022 files (26%), 30 proposals are pre-2022 files (40%).

Staff continue to work with the AMANDA Implementation Team to add enhancements to the database that will allow for the creation of more detailed reporting. As a result, future tables will include a qualitative analysis of the status of active Applications. Furthermore, the long-term goal of the Planning Division is to make this information available on an interactive map accessed through the City of Hamilton website, and an e-mail system will provide notification of when a new Application is received.

**Current Non-Decision Appeals to the Ontario Land Tribunal**

At the February 2, 2021, Planning Committee meeting, Planning Committee requested that information be reported relating to development applications that have been appealed for non-decision to the Ontario Land Tribunal. Attached as Appendix "D" to Report PED23219 is a table outlining development applications, along with the applicant/agent, that have been appealed for non-decision to the Ontario Land Tribunal. There are currently 22 active appeals for non-decision of which two are rezoning applications, one is a subdivision application, three are a combined official plan and rezoning application, and 16 are combined official plan, rezoning and subdivision applications. Third party appeals are not included in this information as Council has made a decision to approve the application.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23219 - List of Active Development Applications (prior to December 12, 2017)

Appendix "B" to Report PED23219 - List of Active Development Applications (after December 12, 2017, but before September 3, 2019)

Appendix "C" to Report PED23219 - List of Active Development Applications (after September 3, 2019)

Appendix "D" to Report PED23219 - *Planning Act* Applications Currently Appealed for Non-Decision to the Ontario Land Tribunal

SE:sd

**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/ Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 7</b>									
UHOPA-17-31 ZAC-17-071	1625 - 1655 Upper James Street, Hamilton	27-Sep-17	n/a	02-Oct-17	25-Jan-18	n/a	24-Jun-18	MB1 Development Consulting Inc.	2242
<b>Ward 9</b>									
UHOPA-16-26 ZAC-16-065 25T-201611	478 and 490 First Road West, Stoney Creek	12-Oct-16	n/a	02-Nov-16	09-Feb-17	10-Apr-17	09-Jul-17	T. Johns Consultants Inc.	2562
UHOPA-16-27 ZAC-16-066 25T-201612	464 First Road West, Stoney Creek	12-Oct-16	n/a	02-Nov-16	09-Feb-17	n/a	09-Jul-17	T. Johns Consultants Inc.	2562
<b>Ward 10</b>									
ZAC-15-040	9 Glencrest Avenue, Stoney Creek	02-Jul-15	n/a	17-Jul-15	30-Oct-15	n/a	n/a	WEBB Planning Consultants Inc.	3030

**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/ Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 12</b>									
ZAC-16-006	285, 293 Fiddlers Green Road, Ancaster	23-Dec-15	n/a	06-Jan-16	21-Apr-16	20-Jun-16	n/a	Liam Doherty	2856
ZAC-17-062 25T-201709	45 Secinaro Avenue, Ancaster	28-Jul-17	n/a	01-Aug-17	25-Nov-17	n/a	n/a	T. Johns Consultants Inc.	2273

### Active Development Applications

1. When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 120, 180 and 270 day timeframe commences on the date the new materials were submitted. In all other situations, the 120, 180 and 270 day timeframe commences the day the Application was received.
- \* In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment Applications by 90 days from 180 days to 270 days. However, Applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 180 statutory timeframe.

**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/Agent	Days since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 2</b>									
ZAR-19-008	124 Walnut Street South, Hamilton	21-Dec-18	n/a	18-Jan-19	20-May-19	n/a	n/a	IBI Group	1762
<b>Ward 11</b>									
UHOPA-18-016* ZAC-18-040 25T-2018007	9511 Twenty Road West, Glanbrook	10-Jul-18	n/a	15-Aug-18	n/a	06-Jan-19	06-May-19*	Corbett Land Strategies	1926
<b>Ward 12</b>									
ZAC-18-048 25T-2018009	387, 397, 405 and 409 Hamilton Drive, Ancaster	09-Sep-18	n/a	28-Sep-18	06-Feb-19	08-Mar-19	n/a	Fothergill Planning & Development Inc.	1865
UHOPA-18-022* ZAC-18-056 25T-2018010	26 Southcote Road, Ancaster	05-Nov-18	n/a	15-Nov-18	n/a	04-May-19	01-Sep-19*	A.J. Clarke & Associates Ltd.	1808
<b>Ward 14</b>									
ZAC-19-011	1193 Old Mohawk Road, Ancaster	12-Dec-18	n/a	10-Jan-19	11-May-19	n/a	n/a	Urban Solutions Planning & Land Development	1771



**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/Agent	Days since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 15</b>									
RHOPA-18-020* ZAC-18-045	173 and 177 Dundas Street East, Flamborough	23-Jul-18	n/a	15-Aug-18	n/a	n/a	19-May-19*	MHBC Planning Limited	1907

#### Active Development Applications

- When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 150, 180, 210 and 300 day timeframe commences on the date the new materials were submitted. In all other situations, the 150, 180, 210 and 300 day timeframe commences the day the Application was received.

- \* In accordance with Section 34 (11.0.0.0.1), of the *Planning Act*, the approval period for Zoning By-law Amendment Applications submitted concurrently with an Official Plan Amendments, will be extended to 210 days.
- \* In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment Applications by 90 days from 210 days to 300 days. However, Applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 210 statutory timeframe.

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 1</b>								
UHOPA-20-027 ZAC-20-042	1629-1655 Main Street West, Hamilton	2-Nov-20	n/a	1-Dec-20	n/a	02-Mar-21	GSP Group	1074
UHOPA-22-005 ZAC-22-012	200 Market Street, 55 Queen Street North, Hamilton	19-Jan-22	n/a	19-Jan-22	n/a	19-May-22	GSP Group	609
UHOPA-17-036 ZAC-17-036	644 Main Street West, Hamilton (in abeyance)	01-Nov-17	n/a	23-Nov-17	n/a	01-Mar-17	GSP Group	2149
UHOPA-23-008 ZAC-23-020	17 Ewen Road, Hamilton	19-Dec-22	n/a	17-Jan-23	n/a	21-Apr-23	GSP Group	272

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 2</b>								
UHOPA-21-007 ZAC-21-014	101 Hunter Street East, Hamilton	23-Mar-21	n/a	8-Apr-21	n/a	21-Jul-21	Coletara Developments	969
UHOPA-22-001 ZAC-22-003	65 Guise Street, Hamilton	15-Nov-21	n/a	18-Nov-21	n/a	15-Mar-22	James Webb Consulting Inc.	670
UHOPA-23-009 ZAC-23-010	117 Jackson Street East, Hamilton	23-Dec-22	n/a	20-Jan-23	n/a	21-Apr-23	Bousfields Inc.	272
UHOPA-23-012 ZAC-23-027	175 John Street N, Hamilton	19-Dec-22	n/a	30-Jan-23	n/a	18-Apr-23	Philip Alaimo	275
ZAC-23-019	117 Forest Avenue, Hamilton	23-Dec-22	n/a	17-Jan-23	23-Mar-23	n/a	Urban Solutions Planning & Land Development	271
ZAC-23-029 25T-202303	215 King Street W, Hamilton	23-Dec-22	n/a	2-Feb-23	n/a	22-Apr-23	Arcadis IBI Group	271

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 2 Continued</b>								
UHOPA-23-014 ZAC-23-031	118 King St W., Hamilton	15-Dec-22	n/a	22-Feb-23	n/a	14-Apr-23	Arcadis IBI Group	279
ZAC-23-035	65 Guise Street, Hamilton	13-July-23	n/a	14-July-23	11-Oct-23	n/a	Webb Planning Consultants	70
ZAC-23-038	527 James Street North, Hamilton	4-Aug-23	n/a	4-Aug-23	1-Nov-23	n/a	King Consultants Inc.	47
<b>Ward 3</b>								
ZAC-22-049	338 Cumberland Avenue, Hamilton	20-July-22	n/a	20-July-22	18-Oct-22	n/a	Urban Solutions Planning & Land Development	428
ZAC-22-053	83 Emerald Street South, Hamilton	9-Aug-22	n/a	22-Aug-22	7-Nov-22	n/a	Gladki Planning Associates Inc.	408

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 4</b>								
ZAC-23-040	851 Lawrence Road, Hamilton	4-Aug-23	n/a	9-Aug-23	1-Nov-23	n/a	Bousfields Inc.	47
<b>Ward 5</b>								
UHOPA-22-016 ZAC-22-030	399 Greenhill Avenue, Stoney Creek	26-Apr-22	n/a	27-Apr-22	n/a	28-July-22	Bousfields Inc.	512
25T-202305	75 Centennial Parkway North, Hamilton	23-Aug-23	n/a	6-Sep-23	n/a	21-Dec-23	Bousfields Inc.	28
ZAC-23-023	2481 Barton Street East, Hamilton	22-Dec-22	n/a	19-Jan-23	22-Mar-23	n/a	GSP Group Inc.	272
UHOPA-23-013 ZAC-23-028 25T-85033R	117 Nashville Circle, Stoney Creek	23-Dec-22	n/a	22-Feb-23	n/a	22-Apr-23	Bousfields Inc.	271

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 6</b>								
ZAC-22-037 25T-202207	61 Eleanor Avenue, Hamilton	13-June-22	n/a	15-June-22	n/a	12-Oct-22	A.J. Clarke & Associates Ltd.	475
UHOPA-22-027 ZAC-22-065	1400 Limeridge Road East, Hamilton	31-Oct-22	n/a	10-Nov-22	n/a	28-Feb-23	MHBC Planning Ltd.	325
ZAC-23-009	1280 Rymal Road East, Hamilton	15-Dec-22	n/a	6-Jan-23	15-Mar-23	n/a	Fothergill Planning & Development Inc.	280
<b>Ward 7</b>								
UHOPA-20-021 ZAC-20-037 25T-202006	544 and 550 Rymal Road East, Hamilton	11-Sep-20	n/a	11-Oct-20	n/a	09-Jan-20	Rymal East Development Corp.	1169
ZAC-22-016	48 Miles Road, Hamilton	25-Jan-22	n/a	10-Feb-22	25-Apr-22	n/a	IBI Group	587

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 8</b>								
UHOPA-20-017 ZAC-20 029 25T-202003	393 Rymal Road West, Hamilton	20-Jul-20	n/a	19-Aug-20	n/a	17-Nov-20	GSP Group Inc.	1177
ZAC-21-029 25T-202108	204, 212, 220, 226 Rymal Road West, Hamilton	05-July-21	n/a	09-Aug-21	n/a	02-Nov-21	T. Johns Consulting Group	801
ZAC-22-024 25T-202204	1456-1460 Upper James Street, Hamilton	28-Mar-22	n/a	08-Apr-22	n/a	26-Jul-22	A.J. Clarke & Associates	542
UHOPA-22-021 ZAC-22-047	1177, 1183, 1187 West 5 <sup>th</sup> Street, Hamilton	13-July-22	n/a	13-July-22	n/a	10-Nov-22	Urban Solutions Planning & Land Development	435
ZAC-22-066	81 Rymal Road East, Hamilton	24-Oct-22	n/a	24-Nov-22	22-Jan-22	n/a	GSP Group Inc.	332
UHOPA-23-004 ZAC-23-005	1550 Upper James Street, Hamilton	24-Nov-22	n/a	9-Dec-22	n/a	24-Mar-23	Arcadis IBI Group	301
ZAC-23-014	253 & 259 Limeridge Road West, Hamilton	22-Dec-22	n/a	18-Jan-23	22-Mar-23	n/a	Urban Solutions Planning & Land Development	272

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 9</b>								
UHOPA-20-010 ZAC-20-015 25T-200303R	2080 Rymal Road East, Glanbrook	20-Dec-19	20-Jan-20	31-Jan-20	n/a	19-May-20	A.J. Clarke & Associates Ltd.	1356
ZAC-22-001	2153, 2155, and 2157 Rymal Road East, Stoney Creek	4-Nov-21	n/a	n/a	2-Feb-22	n/a	Weston Consulting	685
ZAC-22-029 25T-202206	481 First Road W., Stoney Creek	22-Apr-22	n/a	n/a	n/a	24-Jul-22	Kuok Kei Hong	518
UHOPA-23-005 ZAC-23-006	1065 Paramount Drive, Stoney Creek	18-Nov-22	n/a	13-Dec-22	n/a	18-Mar-23	Arcadis IBI Group	307
25T-202304	157 Upper Centennial Parkway, Stoney Creek	22-Dec-22	n/a	11-Apr-23	n/a	11-Aug-23	MHBC Planning Ltd.	272



**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 9 Continued</b>								
ZAC-23-036	1898 & 1900 Rymal Road East, Stoney Creek	26-July-23	n/a	26-July-23	24-Oct-23	n/a	Weston Consulting	55
25T-202302	250-256 First Road West, Stoney Creek	23-Dec-22	n/a	25-Jan-23	n/a	22-Apr-23	Urban Solutions Planning & Land Development	271
UHOPA-23-007 ZAC-23-017	2070 Rymal Road East, Stoney Creek	22-Dec-22	n/a	17-Jan-23	n/a	21-Apr-23	Bousfields Inc.	272
UHOPA-23-11 ZAC-23-026	196-202 Upper Mount Albion Road, Stoney Creek	9-Dec-22	n/a	24-Jan-23	n/a	8-Apr-23	NPG Planning Solutions	285

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 10</b>								
UHOPA-21-018 ZAC-21-039	1400 South Service Road, Stoney Creek	10-Sep-21	n/a	16-Sep-21	n/a	14-Jan-22	MHBC Planning Ltd.	762
UHOPA-21-006 ZAC-21-011	582 and 584 Hwy. 8, Stoney Creek	08-Feb-21	n/a	08-Mar-21	n/a	21-Jul-21	SIMNAT Consulting Inc.	982
UHOPA-22-020 ZAC-22-046 25T-202208	220 McNeilly Road, Hamilton	8-July-22	n/a	22-July-22	n/a	5-Nov-22	T. Johns Consulting Group	440
ZAC-23-004	48 Jenny Court	29-Nov-22	n/a	4-Jan-23	27-Feb-23	n/a	T. Johns Consulting Group	296
<b>Ward 11</b>								
UHOPA-21-001 ZAC-21-001 25T-202101	3169 Fletcher Road, Glanbrook	14-Dec-20	n/a	12-Jan-21	n/a	12-May-21	A.J. Clarke & Associates Ltd.	1038
UHOPA-21-008 ZAC-21-018 25T-202106	9555 Airport Road West, Hamilton	15-Apr-21	n/a	27-Apr-21	n/a	13-Aug-21	A.J. Clarke & Associates Ltd.	888

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 11 Continued</b>								
UHOPA-22-008 ZAC-22-017 25T-202202	3054 Homestead Drive, Hamilton	27-Jan-22	n/a	10-Feb-22	n/a	25-May-22	Urban Solutions Planning & Land Development	604
UHOPA-22-014 ZAC-22-027 25T-202205	2876 Upper James Street, Glanbrook	05-Apr-22	n/a	05-Apr-22	n/a	03-Aug-22	Rice Group	534
ZAC-22-055	2640 Binbrook Road, Glanbrook	16-Aug-22	n/a	18-Aug-22	14-Nov-22	n/a	IBI Group	401
25T-202203	9451 Dickenson Road West, Glanbrook	11-Nov-21	10-Dec21	20-Dec-21	n/a	11-Mar-22	Korsiuk Urban Planning	678
ZAC-23-022	2800 Library Lane, Glanbrook	6-Jan-23	n/a	19-Jan-23	6-Apr-23	n/a	SHS Consulting	257
<b>Ward 12</b>								
UHOPA-20-013 ZAC-20-017	210 Calvin Street, Ancaster	18-Feb-20	04-Mar-20	11-Jun-20	n/a	09-Oct-20	SGL Planning & Design Inc.	1224

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 12 Continued</b>								
25T-202102	370 Garner Road East, Ancaster	18-Dec-20	n/a	22-Jan-21	n/a	17-Apr-21	A.J. Clarke & Associates Ltd.	1034
25T-202105	700 Garner Road East, Ancaster	18-Jan-21	n/a	04-Feb-21	n/a	18-May-21	MHBC Planning Ltd.	1003
UHOPA-21-022 ZAC-21-047	559 Garner Road East, Ancaster	15-Oct-21	n/a	20-Oct-21	n/a	12-Feb-22	Urban Solutions Planning and Land Development	705
ZAC-23-010	299 Fiddlers Green Road, Ancaster	19-Dec-22	n/a	6-Jan-23	19-Mar-23	n/a	Wellings Planning Consultants	276
ZAC-23-041 UHOPA-23-017	1225 Old Golf Links Road, Ancaster	14-Aug-23	n/a	15-Aug-23	n/a	12-Dec-23	A.J. Clarke & Associates	36

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
<b>Ward 13</b>								
ZAC-22-044	64 Hatt Street, Dundas	6-July-22	n/a	7-July-22	4-Oct-22	n/a	GSP Group Inc.	442
ZAR-22-004	12 Louisa Street, Flamborough	15-Nov-21	n/a	23-Nov-21	13-Feb-22	n/a	MB1 Development Consulting Inc.	665
<b>Ward 14</b>								
ZAC-23-016 25T-202301	760 Stone Church Road East, Hamilton	19-Dec-22	n/a	19-Jan-23	n/a	18-Apr-23	A.J. Clarke & Associates	275
<b>Ward 15</b>								
ZAC-20-006	518 Dundas Street East, Dundas	23-Dec-19	n/a	22-Jan-20	n/a	21-Apr-20	Urban Solutions Planning and Land Development	1368
UHOPA-21-003 ZAC-21-007 25T-202103	562 Dundas Street East, Flamborough	23-Dec-20	n/a	08-Feb-21	n/a	22-Apr-21	Metropolitan Consulting Inc.	1002

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective September 20, 2023)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of September 20, 2023
25T-201507R	74 Parkside Drive, Flamborough	11-Aug-22	n/a	18-Aug-22	n/a	17-Oct-22	IBI Group	406

Active Development Applications

1. When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 90 and 120 day timeframe commences on the date the new materials were submitted. In all other situations, the 90 and 120 day timeframe commences the day the Application was received.

**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective September 20, 2023)**

	Address	Applicant /Agent	Date Appeal Received
<b>Ward 2</b>			
1	299-307 John Street South, Hamilton	Urban Solutions Planning & Land Development Consultants Inc.	November 2021
2	186 Hunter Street West, Hamilton	Urban Solutions Planning & Land Development Consultants Inc.	June 2022
<b>Ward 4</b>			
3	1284 Main Street East, Hamilton	GSP Group	August 2023
<b>Ward 5</b>			
4	651 Queenston Road, Hamilton	A.J. Clarke & Associates Ltd	September 2022
5	2900 King Street East, Hamilton	Urban Solutions Planning & Land Development Consultants Inc.	November 2022
<b>Ward 7</b>			
6	499 Mohawk Road East, Hamilton	Urban Solutions Planning & Land Development Consultants Inc.	August 2023
<b>Ward 9</b>			
7	157 Upper Centennial Parkway, Stoney Creek	WEBB Planning Consultants Inc.	September 2017

**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective September 20, 2023)**

	Address	Applicant /Agent	Date Appeal Received
<b>Ward 10</b>			
8	1036, 1038, 1054, 1090 Barton Street, and 262 McNeilly Road, Stoney Creek	Glen Schnarr & Associates Inc.	November 2021
<b>Ward 11</b>			
9	526 Winona Road, Stoney Creek	Urban Solutions Planning & Land Development Consultants Inc.	June 2022
10	3160, 3168, 3180, and 3190 Regional Road 56, Binbrook	MHBC Planning Limited	November 2022
11	3064, 3070, 3078, 3084 Regional Road 56, Glanbrook	MHBC Planning Limited	November 2022
12	11, 19, 20, 21, 23, 27 & 30 Lakeside Drive, 81 Waterford Crescent, Stoney Creek	IBI Group	December 2022
<b>Ward 12</b>			
13	140 Garner Road, Ancaster	Urban Solutions Planning and Land Development Consultants Inc.	February 2022



**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective September 20, 2023)**


	Address	Applicant /Agent	Date Appeal Received
<b>Ward 12 Continued</b>			
14	1019 Wilson Street West, Ancaster	MHBC Planning Limited	July 2022
15	442-462 Wilson Street East, Ancaster	GSP Group	July 2022
16	509 Southcote Road, Ancaster	Urban Solutions Planning and Land Development Consultants Inc.	June 2023
17	140 & 164 Sulphur Springs Road, Ancaster	Fothergill Planning & Development Inc.	July 2023
<b>Ward 14</b>			
18	801-870 Scenic Drive, Hamilton	Valery Developments Inc.	May 2021
<b>Ward 15</b>			
19	609 and 615 Hamilton Street North and 3 Nesbit Boulevard and 129 – 137 Trudell Circle, Flamborough (Waterdown)	Urban Solutions Planning and Land Development Consultants Inc.	October 2017
20	111 Silverwood Drive (111 Parkside Drive, Flamborough (Waterdown)	Metropolitan Consulting Inc.	October 2017

**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective September 20, 2023)**

	Address	Applicant /Agent	Date Appeal Received
<b>Ward 15 Continued</b>			
21	30, 36 and 42 Dundas Street East, 50 Horseshoe Crescent, and 522 Highway 6, Flamborough	MHBC Planning	August 2021
22	909 North Waterdown Drive, Flamborough	Corbett Land Strategies Inc.	December 2022



## INFORMATION REPORT

<b>TO:</b>	Mayor and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Provincial Streamline Development Approval Fund (PED22060(a)) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Maja Walters (905) 546-2424 Ext. 5726
<b>SUBMITTED BY:</b>	Jason Thorne General Manager Planning and Economic Development Department
<b>SIGNATURE:</b>	

### COUNCIL DIRECTION

On February 23, 2022 Council approved the By-law to Authorize the Signing of a Municipal funding agreement for the transfer of the Streamline Development Approval Fund funds between the Minister of Municipal Affairs and Housing and the City of Hamilton.

Under the agreement, the City of Hamilton is eligible for reimbursement of streamline development project costs up to \$1,750,000. Reimbursement is subject to a final report back to the Ministry and a final staff report publicly posted by the municipality outlining which projects were completed and how the funding was spent.

### INFORMATION

On January 19, 2022, the Provincial government announced the launch of the Streamline Development Approval Fund (SDAF) for the stated purpose of helping Ontario's 39 largest municipalities implement actions to get development approved faster so more housing can be built. The funding is available to implement initiatives that will streamline development approval such as e-permitting systems, temporary staff (including interns) to address backlogs, online application portals and other projects aimed at unlocking housing supply.

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**SUBJECT: Provincial Streamline Development Approval Fund (PED22060(a))  
(City Wide) - Page 2 of 6**

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Eligible expenses financed through this funding must be incurred between January 19, 2022 and November 1, 2023.

The City's project consists of multiple discrete but complementary individual projects across three theme areas: Land Use Policy and Development Guidelines, Technology, and Staffing and Resourcing.

The projected cost is expected to be approximately \$2.0 million, with \$1.75 million secured from Streamline Development Approval funding and the remainder sourced from previously approved capital projects initiated before the provincial funding announcement.

### **Land Use Policy and Development Guidelines**

1. **Engineering Guidelines:** The purpose of this project was to update the Comprehensive Development Guidelines and Financial Policies Manual to incorporate key elements of the City's Complete Streets Design Standards and Low Impact Development Technical Standards. The City retained WSP and Woods (now WSP) to facilitate the development of the technical standards. Since the Complete Streets standards introduce new concepts that affect street designs, it is important that the two guidelines are in alignment, in turn providing clarity and certainty to the development industry on submission requirements and acceptance criteria. Updates to the Comprehensive Development Guidelines and Financial Policies Manual to reflect changes identified through this study are being completed through delegated authority and Council adoption. The (and a) revised Manual will be issued in November 2023.
2. **Simplified Security & City Share Calculation Policy:** The review of current practices was required to assess available opportunities to modernize and accelerate the process to establish security values and processing of City Share Payment for growth related public infrastructure. The City prepared a questionnaire asking the Development Industry: what works, what doesn't work and why, proposed recommendations, and comparisons to other municipalities' processes. Temporary staff were hired to establish a project framework, facilitate consultation and prepare recommendations. Simplifying the process allows the City and development industry to determine the required value for the letter of credit earlier in the process. This saves time, avoids the need for multiple submissions and allows for construction to proceed.
3. **Residential Zoning Initiative:** The first phase of low-density residential zoning to eliminate exclusionary zoning was approved by Council on August 12, 2022. Council directed staff to proceed with the second phase to permit as of right construction of three and four unit developments which will be available for

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**SUBJECT: Provincial Streamline Development Approval Fund (PED22060(a))  
(City Wide) - Page 3 of 6**

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public consultation through the end of 2023. Phase two will be brought forward for Council consideration at the end of Quarter 1 2024. The funding was applied to the public consultation process and the development of Neighbourhood Infill Guidelines and Zoning Regulations. A consultant was retained to conduct public consultation, develop guidelines and zoning regulations, and create a final document that informs the new regulations for purpose built three- and four-unit developments.

4. **Housing Policy Initiatives - Family Friendly** - Having enough supply of suitable housing available, as well as designing developments and neighbourhoods in ways that are supportive of families, are key factors in ensuring that housing meets the needs of all citizens. Funding was used to support public consultation on the strategies identified in a Family Friendly Housing Discussion Paper which took place in the Spring of 2022 through in person meetings, on-line engagement on the EngageHamilton platform, and through two virtual public meetings. An external engagement specialist and facilitator was hired to provide advance planning, facilitation at and documentation of two public meetings and two stakeholder sessions in March 2022.
5. **Housing Policy Initiative - Inclusionary Zoning** – Funding was used for consulting support to undertake a Housing Needs Assessment and a Market Feasibility Study to inform and support an Inclusionary Zoning framework in Protected Major Transit Station Areas. The Planning Act requires these studies to be completed to support an Inclusionary Zoning by-law. Draft studies were received in December 2022 and January 2023. A peer review of the Market Feasibility Study was completed in May 2023, and amendments to the Market Feasibility Study to address the peer review were subsequently completed. The final phases of the project, which include public consultation on the final studies and a draft inclusionary zoning framework and by-law will occur in late Q4 2023 or early Q1, 2024.
6. **Major Transit Station Areas (MTSA) Official Plan Amendment (OPA)** - As part of the City's Municipal Comprehensive Review, the City is updating past work on MTSA's to identify the potential to meet Provincial density targets for MTSA's and Protected Major Transit Station Areas (PMTSA's) along the City's LRT corridor. Funding was used to retain consulting support to undertake mapping, delineation and analysis of all MTSA's, identification of potential PMTSA's and identification of official plan amendments necessary to support increase intensification in MTSA's. The results of the consultant's work was presented to Council in September 2023.
7. **Transit Oriented Communities (TOC) Zoning Expansion:** Staff retained a consultant to evaluate the expanded TOC Zoning along major arterial roads and

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**SUBJECT: Provincial Streamline Development Approval Fund (PED22060(a))  
(City Wide) - Page 4 of 6**

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the BLAST network to test the design standards and assess the impacts on surrounding neighbourhoods. The consultant provided an assessment of a variety of opportunity sites to evaluate the proposed regulations and potential improvements to the regulations to ensure the highest and best use of properties along the City's major arterial roads. The data will be used to update the TOC Zones and to provide visual aids for public consultation purposes and for use in the Zoning By-law.

8. **Bill 109 Guidelines:** To assess the financial, staffing and process implications of Bill 109, a consultant was retained to evaluate financial impacts, process impacts, development application fees and staffing implications resulting from Bill 109 and the City's approach to responding to Bill 109 timelines.
9. **Parking Standards Review:** The purpose of this assignment was to develop a best practices-based approach to parking standards in the City, to be implemented within Zoning By-law No. 05-200. The primary focus was on standards for residential development. Overall, the consultant's report recommended lower parking rates consistent with transit supportive development and broader environmental sustainability goals. Compared to existing standards, the updated parking standards are more reflective of different forms of development and are geographic specific, thereby reducing the expected number of zoning variances. Proposed Parking Standards were presented to Planning Committee on August 15<sup>th</sup>, 2023 (Report PED23156).
10. **Transportation Impact Study (TIS) Guidelines Update:** The purpose of this project was to update and prepare new TIS guidelines for development that take into account location and context, with the goal of reducing effort where a development is located in a transit supportive area or is less likely to cause negative impacts to the road network. Additionally, this project built in updates to include more emphasis on integrating travel demand management considerations relating to development. Overall, the updated guidelines provide for enhanced clarity on expectations for Transportation Impact Studies, resulting in efficiencies for both City staff and the development industry.
11. **Street Design Studies:** The primary objective of this work was to develop street designs that are "ready to go" and can inform decisions on right of way, the urban design of new development, and opportunities to leverage development to improve the public realm. To streamline the review of development applications in urban corridors, where significant intensification development pressure is expected, this project has proactively prepared conceptual street design options for sample streets to inform future site plan applications. This work will help to streamline development applications by providing clear direction on street designs in key areas where there is a high level of planned development activity.

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**SUBJECT: Provincial Streamline Development Approval Fund (PED22060(a))  
(City Wide) - Page 5 of 6**

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Additionally, through the development of designs for pilot streets, the work will serve to inform the creation of design templates for similar streets throughout the downtown and broader area.

**12. Terms of Reference (TOR) for Various Engineering Studies:** Consultants were retained to prepare multiple Terms of Reference (TOR) for Official Plan Amendments (OPA), Zoning By-Law Amendments (ZBA), Site Plan and Subdivision development applications. TORs will assist the applicant to submit appropriate engineering studies that are required to support the development application process. The consultant has developed TORs with supporting checklists and table of contents for various reports that will be used to provide clear direction regarding City requirements so that the developers/consultants can submit necessary documents to fast track development applications. Receipt of these standardized documents will assist staff in their review and will reduce time associated with the review process to meet the new timelines.

### Technology

- 1. 3D Modelling:** This project extended LiDAR (Light Detection and Ranging) training to all development approvals staff and included a purchase of a 3D printer for staff to prepare 3D model scenarios for use in public consultations. The staff training and 3D printer will help the public understand how future infill development can be integrated into existing street fabric.
- 2. Smart Boards:** Hybrid working models create challenges with respect to interactive design, review and “real time” collaboration on development files amongst staff, and between staff and applicants. Funding was utilized to purchase and install Smart Boards to facilitate digital collaboration.
- 3. On-Line Portal:** Funding was used to extend the City’s existing on-line portal for the submission of Building Permit applications to include Planning’s pre-application Formal Consultation process along with Site Plan applications. The on-line portal allows applicants to submit Formal Consultation and Site Plan information and documents on-line, improving the process experience for applicants as well as creating an opportunity for data collection and data entry efficiencies.

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**SUBJECT: Provincial Streamline Development Approval Fund (PED22060(a))  
(City Wide) - Page 6 of 6**

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### **Staffing and Resourcing**

Funding was utilized to retain the following temporary resources to support development approvals:

- 1. Transportation Planning Section:** Intern – Development Review: to assist in the processing and review of development applications. Work included collecting data such as parking and trip generation rates for as-built developments which can be used in the review of development applications. This work also served to inform other Streamlining Development projects such as the Parking Standards Project.
- 2. Strategic Initiatives Section:** Director of Strategic Growth Initiatives: to lead several of the streamline development approvals projects, including updates to the Engineering Guidelines and review of approvals processes.
- 3. Development Engineering Section:** Senior Project Manager: for coordination and communication with consultants to prepare and finalize the updated terms of reference and supporting checklists that will be used by applicants. These terms of reference and checklists will provide clear direction and City requirements for developers/consultants to submit the necessary documents to fast track development applications. Receipt of these standardized documents will reduce the time associated with the review process to meet the new deadlines efficiently.

Development Coordinator: assisted in reviewing 44 development applications in addition to the regular work load over the past 4 months, which has helped the City to reduce backlog in applications.

Interns - hired two third-year engineering students from University of Waterloo and McMaster University to support review of development applications. Tasks included: reviewing the site plan and subdivision engineering plans including grading plans, servicing drawings, issuance of water and sewer permits etc.; circulating the drawings to various City departments for review; coordination of project status sheets; development of key performance Indicators for the section.

### **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PED22060(a) – Streamline Development Approval Fund Project Expenditures



## Appendix "A" to Report PED22060(a)

Page 1 of 1

## Streamline Development Approval Fund Project Expenditures

Project	Expenses (as at Sep 15)	Estimated at End of Project
<b>Land Use Policy and Development Guidelines</b>		
Engineering Guidelines	142,296	162,466
Simplified Security & City Share Calculation Policy	28,878	28,878
Residential Zoning Initiative	106,200	106,200
Housing Policy Initiatives - Family Friendly	17,861	17,861
Housing Policy Initiative - Inclusionary Zoning	142,430	142,430
Major Transit Station Areas (MTSA) Official Plan Amendment (OPA)	-	100,000
Transit Oriented Communities (TOC) Zoning Expansion	45,140	45,140
Condominium Conversion Policy Review	5,190	5,190
Bill 109 Guidelines	61,478	61,478
Parking Standards Review	93,994	133,876
Transportation Impact Study (TIS) Guidelines Update	45,843	49,393
Street Design Studies	23,491	50,406
Terms of Reference (TOR) for Various Engineering Studies	75,181	75,181
<b>Subtotal:</b>	<b>787,983</b>	<b>978,499</b>
<b>Technology</b>		
3D Modelling	13,294	13,294
Smart Boards	57,207	57,207
On-Line Portal	361,667	361,667
<b>Subtotal:</b>	<b>432,168</b>	<b>432,168</b>
<b>Staffing &amp; Resourcing</b>		
Transportation Planning Section	54,799	71,947
Strategic Initiatives Section	312,050	364,022
Development Engineering Section	175,226	209,303
<b>Subtotal:</b>	<b>542,075</b>	<b>645,272</b>
<b>Grand Total</b>	<b>1,762,227</b>	<b>2,055,940</b>



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
 Planning Division

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4)
<b>WARD(S) AFFECTED:</b>	Ward 4
<b>PREPARED BY:</b>	Spencer Skidmore (905) 546-2424 Ext. 6340
<b>SUBMITTED BY:</b>	Anita Fabac Acting Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

That **Amended Zoning By-law Amendment Application ZAC-23-040 by Bousfields Inc. c/o David Falletta on behalf of C Valery Construction Ltd., owner**, for a change in zoning from “E-2/S-131” (Multiple Dwellings) District, Modified, to the Mixed Use Medium Density (C5, 877, H163) Zone and the Mixed Use Medium Density (C5, 881) Zone, to permit a 13 storey multiple dwelling which includes 272 residential units with on-site surface and underground parking areas, for lands located at 851 Lawrence Road, as shown on Appendix “A” attached to Report PED23207, be **APPROVED**, on the following basis:

- (a) That the draft By-law, attached as Appendix “B” to Report PED23207, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (b) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and complies with the Urban Hamilton Official Plan;
- (c) That the amending By-law apply the Holding Provision of Section 36(1) of the *Planning Act*, R.S.O. 1990 to the subject property by introducing the Holding symbol ‘H163’ to the proposed Mixed Use Medium Density (C5, 877) Zone;

The Holding Provision ‘H163’ is to be removed, conditional upon:

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 2 of 11**

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- (i) The Owner submitting a Parking Assessment demonstrating that:
  - (1) The removal of the driveway access to 380 Cochrane Road shall have no adverse impact on site circulation;
  - (2) The required parking for 380 Cochrane Road and 851 Lawrence Road will be provided at 851 Lawrence Road;
  - (3) Sufficient manoeuvring space is available for waste collection and loading vehicles entirely on private property;

To the satisfaction of the Manager, Transportation Planning and Director of Planning and Chief Planner.
- (ii) The Owners of 380 Cochrane Road and 851 Lawrence Road enter into a parking agreement with the City to be registered against the title of both the lot upon which parking is to be provided (851 Lawrence Road) and the lot containing the use requiring the parking (380 Cochrane Road), to the satisfaction of the Director of Planning and Chief Planner;
- (iii) The Owner submitting a Watermain Hydraulic Analysis, to the satisfaction of the Director of Hamilton Water;
- (iv) The Owner submitting a technical memorandum prepared by a qualified professional that provides justification for why dewatering is not required, and in the event that dewatering is required, the owner shall provide a written record of a Monitoring and Contingency Plan that outlines a protocol for action, to the satisfaction of the Director of Hamilton Water;
- (v) The Owner making satisfactory arrangements with the City's Growth Management Division and entering into an External Works Agreement with the City for the design and construction of any required improvements to the municipal infrastructure at the Owner's cost, should it be determined that upgrades are required to the municipal infrastructure to support the proposed development, all to the satisfaction of the Director of Growth Management and Chief Development Engineer;
- (vi) The Owner submitting a revised Tree Protection Plan addressing the protection of private trees, to the satisfaction of the Director of Planning and Chief Planner. The resubmission is also to include the applicable Tree Protection Plan review fee payable to the City of Hamilton;
- (vii) The Owner submitting a Wind Study, to the satisfaction of the Director of Planning and Chief Planner.

## **EXECUTIVE SUMMARY**

The subject property is municipally known as 851 Lawrence Road and is located north of Lawrence Road, south of King Street East and west of Cochrane Road. The purpose of the Zoning By-law Amendment is to rezone the lands from the "E-2/S-131" (Multiple

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 3 of 11**

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Dwellings) District, Modified to the Mixed Use Medium Density (C5, 877, H163) Zone and the Mixed Use Medium Density (C5, 881) Zone to permit the lands to be developed for a 272 unit, 13 storey multiple dwelling with indoor and outdoor amenity areas and a total of 374 parking spaces proposed in a combination of surface parking areas, underground parking areas and within an enclosed above grade structure. The proposal provides 299 parking spaces for the proposed 272 dwelling units (1.1 spaces per unit), with a surplus of 75 additional parking spaces accounting for the removal of the existing surface parking area that is required parking for 380 Cochrane Road.

Holding Provisions are recommended for the amending By-law with regards to water servicing capacity, an external works agreement for any municipal infrastructure improvement, parking assessment, parking agreement, wind impacts, in addition to a revised Tree Protection Plan.

The proposal has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (2020);
- It conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- It complies with the Urban Hamilton Official Plan, in particular, the function, scale and design of the “Neighbourhoods” Designation, Residential Intensification and Urban Design policies; and,
- The proposal provides a built form that is compatible with the surrounding land uses and represents good planning by, among other things, proposing an efficient built form between two arterial roads, increasing the supply of housing units, and making efficient use of existing municipal infrastructure on an underutilized site.

**Alternatives for Consideration – See Page 10**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold a Public Meeting to consider an application for an amendment to the Zoning By-law. In accordance with Section 34(10.12), if the City makes a decision on a Zoning By-law Amendment within 90 days after the receipt of the application, the City shall not refund the fee.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at  
851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 4 of 11**

**HISTORICAL BACKGROUND**

**Report Fact Sheet**

<b>Application Details</b>	
Owner:	C Valery Construction Ltd.
Applicant:	Bousfields Inc.
File Number:	ZAC-23-040.
Type of Application:	Zoning By-law Amendment
Proposal:	<p>The purpose of the Zoning By-law Amendment is to change the zoning from “E-2/S-131” (Multiple Dwellings) District, Modified, to the Mixed Use Medium Density (C5, 877, H163) Zone and the Mixed Use Medium Density (C5, 881) Zone.</p> <p>The effect of the application is to facilitate the development of a 13 storey multiple dwelling containing 272 residential units. Two levels of underground parking, surface parking and an enclosed above grade parking structure with a total of 374 parking spaces are proposed, 299 of which are allocated to the proposed 272 dwelling units (1.1 spaces per unit), with a surplus of 75 additional parking spaces accounting for the removal of the existing surface parking area that is required parking for 380 Cochrane Road.</p> <p>The proposal provides a total of 5,669 square metres of amenity space comprised of 1,915 square metres of common amenity space (685 square metres indoor and 1,230 square metres of outdoor areas), in addition to 3,753 square metres of private outdoor amenity space comprised of private balconies and terraces. In addition, 198 bicycle parking spaces are proposed, which includes 14 short term bicycle parking spaces and 184 long term bicycle parking spaces.</p> <p>The existing multiple dwellings are proposed to remain. There are no severances proposed and the proposed multiple dwelling will be added to the existing lands.</p>
<b>Property Details</b>	
Municipal Address:	851 Lawrence Road.
Lot Area:	+/-1.38 ha.
Servicing:	Existing full municipal services.
Existing Use:	Two multiple dwellings and surface parking area.
Proposed Use:	Multiple dwelling.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 5 of 11**

<b>Documents</b>	
Provincial Policy Statement (PPS):	The proposal is consistent with the Provincial Policy Statement (2020).
A Place to Grow:	The proposal conforms to the Growth Plan, as amended.
Official Plan Existing:	"Neighbourhoods" on Schedule "E-1" – Urban Land Use Designations in the Urban Hamilton Official Plan.
Zoning Existing:	"E-2/S-131" (Multiple Dwellings) District, Modified.
Zoning Proposed:	Mixed Use Medium Density (C5, 877, H163) Zone and Mixed Use Medium Density (C5, 881) Zone
Modifications Proposed:	<p>The following modifications are being proposed to Zoning By-law No. 05-200:</p> <ul style="list-style-type: none"> <li>• To deem Lawrence Road as the Front Lot Line;</li> <li>• To permit a 1.8 metre balcony encroachment into a required yard;</li> <li>• To increase the maximum building height to 42.0 metres;</li> <li>• To increase the maximum building setback from a street line to 7.9 metres;</li> <li>• To reduce the minimum façade height along the street to 10.3 metres;</li> <li>• To increase the minimum planting strip width to 3 metres along the westerly lot line;</li> <li>• To permit dwelling units at grade that do not face a street;</li> <li>• To establish a minimum parking rate of 1.1 spaces per dwelling unit for the proposed and existing multiple dwellings; and,</li> <li>• To deem the existing multiple dwellings as compliant under By-law No. 05-200.</li> </ul> <p>Additional modifications are proposed by staff to preserve the angular plane by providing specific setback distances as the height of the building increases as shown on Appendix "C" attached to Report PED23207. A detailed analysis of the proposed zone modifications is attached as Appendix "E" to Report PED23207.</p>
<b>Processing Details</b>	
Received:	August 4, 2023.
Deemed complete:	August 9, 2023.
Notice of Complete Application:	Sent to 150 property owners within 120 metres of the subject property on August 22, 2023.
Public Notice Sign:	Posted on August 18, 2023.
Notice of Public Meeting:	Sent to 150 property owners within 120 metres of the subject property on October 6, 2023.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 6 of 11**

<b>Processing Details</b>	
Public Consultation:	The following Public Consultation was completed for the proposed development: <ul style="list-style-type: none"> <li>• The Applicant hosted a virtual community meeting on May 30, 2023.</li> <li>• Notice of the virtual community meeting was prepared by Bousfields Inc. and delivered to residents within 120 metres of the subject lands on May 17, 2023. Approximately 10 members of the public were in attendance, in addition to the Ward Councillor, the Applicant and Owner.</li> </ul>
Public Comments:	Staff received three emails from the public expressing concern about the proposed Zoning By-law Amendment (attached as Appendix "G" to Report PED23207).
Processing Time:	74 days from date of receipt of the application.

**Existing Land Use and Zoning**

	<b>Existing Land Use</b>	<b>Existing Zoning</b>
<b>Subject Lands:</b>	Multiple dwelling (10 and 13 storey) with surface parking.	"E-2/S-131" (Multiple Dwellings) District, Modified.
<b>Surrounding Land Uses:</b>		
North	Bartonville Cemetery.	Open Space (P4) Zone and "H" (Community Shopping and Commercial, Etc.) District.
South	Single detached dwellings and hydro-transmission corridor.	Low Density Residential (R1) Zone and "G" (Neighbourhood Shopping Centre), Etc. District.
East	Multiple dwellings.	"E-2/S-131" (Multiple Dwellings) District, Modified.
West	Multiple dwellings and single detached dwellings.	"C/S-1822" (Urban Protected Residential, Etc.) District, Modified, "H" (Community Shopping and Commercial, Etc.) District, and Low Density Residential – Small Lot (R1a) Zone.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 7 of 11**

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## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **Provincial Planning Policy Framework**

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the Provincial Policy Statement.

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. Matters of provincial interest (e.g. efficiency of land use) are reviewed and discussed in the Official Plan analysis that follows.

The application has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (PPS, 2020);
- It conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended); and,
- It complies with the Urban Hamilton Official Plan.

### **Urban Hamilton Official Plan**

The subject lands are designated as “Neighbourhoods” on Schedule E-1 – Urban Land Use Designations in the Urban Hamilton Official Plan and are located at the periphery of the Bartonville neighbourhood.

The intent of the “Neighbourhoods” designation is to permit a full range of residential dwelling types, densities and supporting uses to function as a complete community. The Urban Hamilton Official Plan characterises the “High Density Residential” category of the “Neighbourhoods” designation as multiple dwelling forms on the periphery of neighbourhoods in proximity to major and minor arterial roads. The proposal would meet this intent by developing the subject lands with a 13 storey multiple dwelling in conjunction with the existing multiple dwellings, with lot frontage on two minor arterial roads (King Street East and Lawrence Road).

The Urban Hamilton Official Plan policies generally permits multiple dwellings greater than 12 storeys provided that transitional features as building stepbacks, are incorporated into the site design where separation distances such as an intervening medium density residential land use cannot be achieved. A staff-initiated modification to the amending Zoning By-law is recommended to require additional building setbacks as the building height increases. The Applicant submitted concept plan proposes encroachments into the 45 degree angular plane above the 10<sup>th</sup> storey of the multiple dwelling. The proposal, as submitted, does not meet the intent of Urban Hamilton Official Plan policy 3.6.7 b), therefore staff recommend modifications to the built form to incorporate progressive building stepbacks above the ninth storey to maintain a 45



**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 8 of 11**

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degree angular plane measured from 11m above grade at the western property line, as shown on Appendix “B” attached to Report PED23207.

Urban Hamilton Official Plan policy E.3.6.7 f) requires that the height, orientation, design and massing of a building shall not unduly overshadow or block light on adjacent sensitive uses and outdoor private amenity areas or result in loss of privacy to adjacent uses. To address overshadow and loss of privacy impacts, staff recommend progressive building stepbacks are applied at storeys 10, 11, 12 and 13 of the multiple dwelling. These stepbacks are in addition to the Applicant proposed stepbacks and establish building height under a 45 degree angular plane measured from 11m in height at the westerly property line for storeys 10, 11, 12 and 13. Staff circulated the draft by-law to the Applicant for feedback and comment prior to finalization and at the time of preparation of the staff report, staff have not received any feedback or objection from the applicant.

These staff recommended modifications to the Mixed Use Medium Density (C5) Zone provide for a balanced approach that allows for an appropriate massing to be maintained along Lawrence Road, the retention of the larger family-sized units, while also appropriately mitigating potential overlook and privacy impacts on the adjacent low density residential uses fronting onto Ipswich Place to the west.

The proposal is compatible with adjacent existing and future land uses and consists of a form of residential intensification in proximity to existing commercial uses, transit routes and with lot frontage along two minor arterial roads. The proposal meets the evaluation criteria within the “High Density Residential” policies which demonstrates an increase in building height is appropriate.

The “High Density Residential” designation permits building heights above 12 storeys where certain criteria have been met. The proposal has met these evaluation criteria by providing a mix of dwelling unit sizes, incorporating progressive building stepbacks, mitigating shadow impacts and incorporating sustainable design principles, among others. The Applicant has committed to providing 272 dwelling units of which 92 units are one bedroom/studio units, 149 are two bedrooms units and 31 are three bedroom units. Staff are satisfied the proposal provides for an appropriate mix of dwelling unit sizes to accommodate a range of household sizes and income levels.

The Applicant has submitted a Sun/Shadow Study prepared by RAW Design Inc. dated March 14, 2023 that demonstrates the proposal, maintains a minimum of three hours of sun coverage on adjacent private outdoor amenity areas in accordance with the City’s Sun Shadow Guidelines. In addition, the proposal allows for a minimum of 50% sun coverage at all times of day on public open spaces, public sidewalks and common amenity areas. The proposed staff amendments requiring additional stepbacks at storeys 10, 11, 12 and 13 will further reduce shadow impacts on the lands adjacent to the west.

Staff were unable to finalize and approve the Tree Protection Plan prepared by Adesso Design Inc. dated April 5, 2023, due to legislative approval timelines for *Planning Act* applications under *Bill 109*. Staff recommend that the approval of a revised Tree

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 9 of 11**

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Protection Plan be included as a Holding Provision to address the protection of five trees on the subject lands, four which include Scarlet Hawthorn trees, a locally rare species.

Therefore, the proposal complies with the Urban Hamilton Official Plan, subject to the proposed Holding Provision(s).

**City of Hamilton Zoning By-law No. 05-200**

The proposed Zoning By-law Amendment is for a change in zoning from the “E-2/S-131” (Multiple Dwellings) District, Modified, to the Mixed Use Medium Density (C5, 877, H163) Zone and the Mixed Use Medium Density (C5, 881) Zone. The effect of this Zoning By-law Amendment will permit a 13 storey multiple dwelling containing 272 dwelling units with 374 parking spaces. Modifications to the Mixed Use Medium Density (C5) Zone are required to facilitate the development and are summarized in the report Fact Sheet above and further discussed in Appendix “F” attached to Report PED23207.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposed Zoning By-law Amendment has merit and can be supported for the following reasons:
  - (i) It is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
  - (ii) It conforms to the Urban Hamilton Official Plan, in particular, the function, scale and design of the “Neighbourhoods” designation, residential intensification, “High Density Residential” and urban design policies; and,
  - (iii) The proposal is compatible with the surrounding uses in the immediate area, and represents good planning by among other things, providing a compact and efficient urban form along two minor arterial roads and adding to the range of housing types by introducing a multiple dwelling built form on lands where the use already exists to support the development of a complete community.
  
2. The subject lands are currently zoned “E-2/S-131” (Multiple Dwellings) District, Modified, in Zoning By-law No. 6593. The Zoning By-law Amendment proposes to change the zoning to the Mixed Use Medium Density (C5, 877, H163) Zone and the Mixed Use Medium Density (C5, 881) Zone.

Staff are satisfied that the proposal conforms to the “Neighbourhoods” designation policies, in particular the criteria outlined in Policy E.3.6.7 for high density residential development, as the proposal:

- Is located on a parcel with frontage on two minor arterials roads;

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 10 of 11**

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- Incorporates appropriate transitional features, such as setbacks, landscaping, and screening to mitigate adverse impacts on adjacent low profile residential uses;
- Provides an appropriate amount of landscaping, amenity area, and on-site parking;
- Is compatible with surrounding development in terms of height, massing and arrangement of structures;
- Provides adequate pedestrian and vehicular access to the property;
- Provides a mix of unit sizes to accommodate a range of household sizes and income levels; and,
- Does not create undue impacts with respect to overshadow or loss of privacy.

The proposed amendments meet the general intent of the Zoning By-law. An analysis of the requested modifications is provided in Appendix “E” attached to Report PED23207.

Therefore, staff support the amended Zoning By-law Amendment.

3. A Holding “H” Provision is proposed to be added to the subject lands for the purpose of requiring the submission of a Watermain Hydraulic Analysis, Hydrogeological Brief, and arrangement of an External Works Agreement, if it has been determined that infrastructure improvements are necessary to address municipal servicing capacity. A revised Tree Protection Plan (and review fee) is required to be submitted to ensure the retention of trees being identified as “rare” on the subject lands.

A Parking Assessment is required to be submitted demonstrating that: the removal of the driveway access to 380 Cochrane Road shall have no adverse impact on site circulation; the required parking for 380 Cochrane Road and 851 Lawrence Road will be provided at 851 Lawrence Road; and, sufficient manoeuvring space is available for waste collection and loading vehicles entirely on private property. A parking agreement with the City is to be registered against the title of both the lot upon which parking is to be provided (851 Lawrence Road) and the lot containing the use requiring the parking (380 Cochrane Road).

The Applicant is also required to submit a Wind Study in order to evaluate potential wind impacts generated by the proposal.

Upon submission and approval of the above noted plans and studies, the Holding Provision can be lifted from the subject lands.

## **ALTERNATIVES FOR CONSIDERATION**

Should the application be denied, the subject property can be used in accordance with the “E-2/S-131” (Multiple Dwellings) District, Modified, in Zoning By-law No. 6593.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at  
851 Lawrence Road, Hamilton (PED23207) (Ward 4) - Page 11 of 11**

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**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23207 – Location Map

Appendix "B" to Report PED23207 – Amendment to Zoning By-law No. 05-200

Appendix "C" to Report PED23207 – Concept Plan and Elevation Drawings

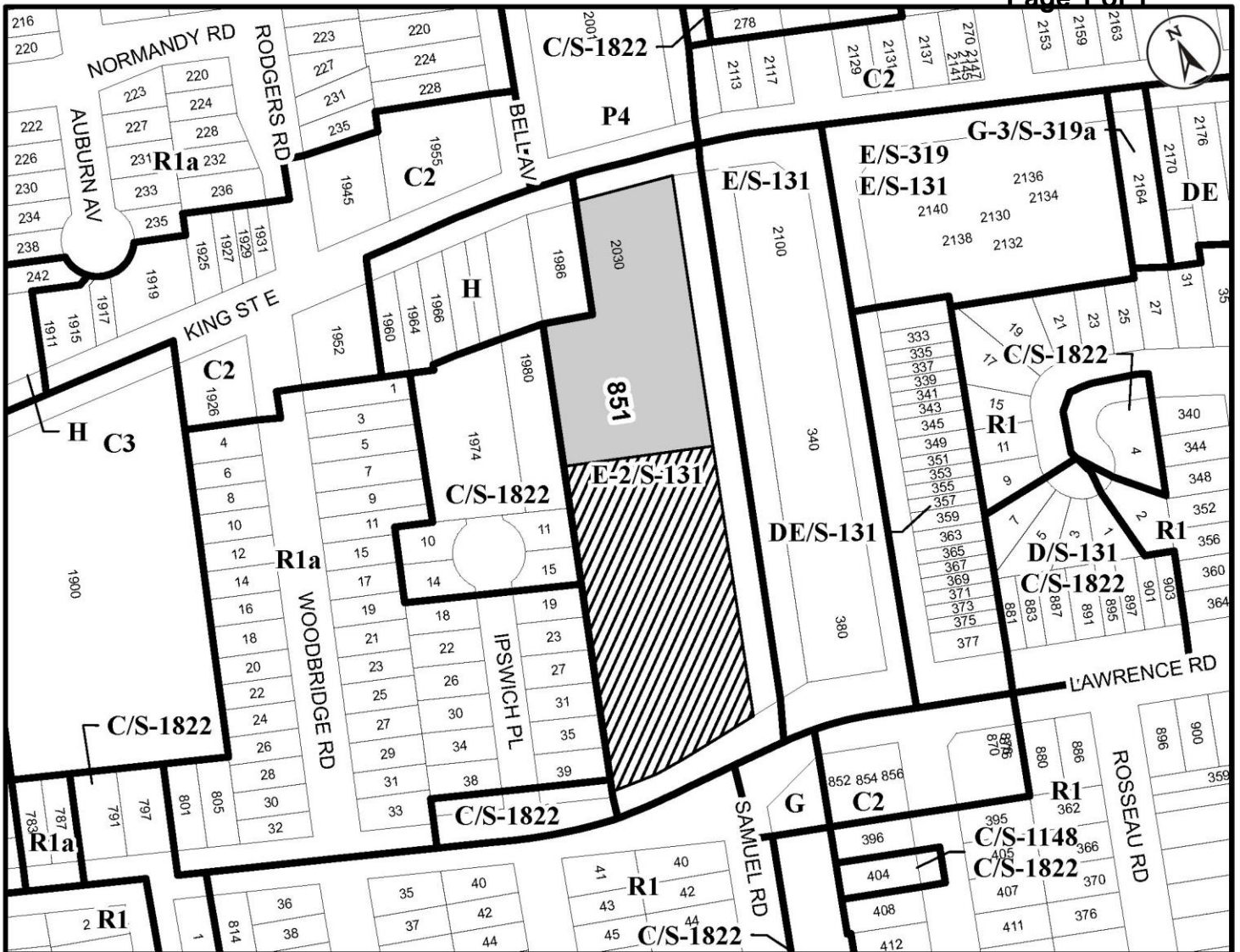
Appendix "D" to Report PED23207 – Policy Review

Appendix "E" to Report PED23207 – Zoning Modification Table

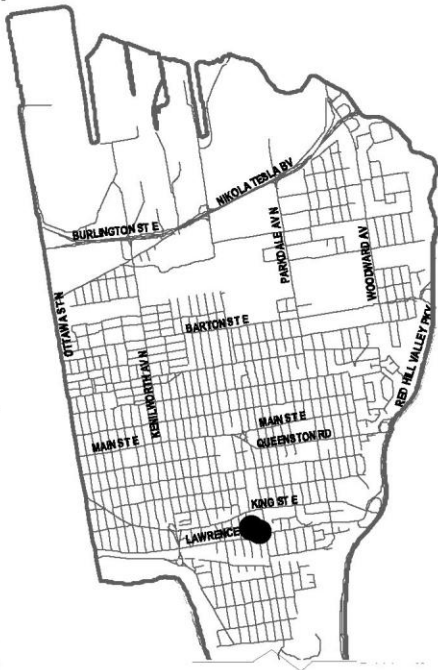
Appendix "F" to Report PED23207 – Staff and Agency Comments

Appendix "G" to Report PED23207 – Public Comments

SS:sd



● Site Location



PART 2 of 2

PART 1 of 2

Key Map - Ward 4

# Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-23-040

Date:  
September 20, 2023

Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
MD/NB

## Subject Property

851 Lawrence Road, Hamilton (Ward 4)

- Block 1 - Lands to be added as Mixed Use Medium Density (C5, 877, H163) Zone
- Block 2 - Lands to be added as Mixed Use Medium Density (C5, 881) Zone



**Appendix “B” to Report PED23207  
Page 1 of 6**

**Authority:** Item XX, Planning Committee  
Report (PED23207)  
CM: October 25, 2023  
Ward: 4

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW NO. 23-**

**To amend Zoning By-law No. 05-200 with respect to lands located at 851  
Lawrence Road, Hamilton**

**WHEREAS** Council approved Item \_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on October 25, 2023;

**AND WHEREAS** this By-law conforms to the Urban Hamilton Official Plan.

**NOW THEREFORE** Council amends Zoning By-law No. 05-200 as follows:

1. That Map No. 1195 of Schedule “A” – Zoning Maps is amended by:
  - a) Adding the Mixed Use Medium Density (C5, 877, H163) Zone to the lands known as 851 Lawrence Road and identified as Block 1, the extent and boundaries of which are shown on Schedule “A” attached to and forming part of this By-law; and,
  - b) Adding the Mixed Use Medium Density (C5, 881) Zone to the lands known as 851 Lawrence Road and 2030 King Street East and identified as Block 2, the extent and boundaries of which are shown on Schedule “A” attached to and forming part of this By-law.
2. That Schedule “C” – Special Exceptions is amended by adding the following new Special Exceptions:

“877. Within the lands zoned Mixed Use Medium Density (C5, 877) Zone on Map No. 1195 of Schedule “A” – Zoning Maps and described as 851 Lawrence Road, the following special provisions shall apply:

  - a) Notwithstanding Section 3, as it relates to the definition of Front Lot Line,
    - i) For the purposes of Special Exception 877, Lawrence Road shall be deemed the Front Lot Line.
  - b) Notwithstanding Section 4.6 e), a balcony may encroach into any required yard to a maximum of 1.8 metres.

**Appendix “B” to Report PED23207**  
**Page 2 of 6**

**To amend Zoning By-law No. 05-200 with respect to lands located at  
851 Lawrence Road, Hamilton**

- c) Notwithstanding Section 5.6 c) and 5.6 e) as it relates to Multiple Dwellings and Dwellings Unit(s), the following parking shall be required:
- i) A minimum of 1.1 spaces per unit.
- d) Notwithstanding Section 10.5.1.1 i) 1. dwelling units that do not face a street shall be permitted at grade.
- e) In addition to Section 10.5.3, and notwithstanding Sections 10.5.3 a) ii), 10.5.3 d i), 10.5.3 d ii), and 10.5.3 d iii), the following regulations shall apply:
- |      |                                     |  |
|------|-------------------------------------|--|
| i)   | Building Setback from a Street Line | Maximum setback of 7.9 metres;   |
| ii)  | Setback Between Buildings           | Minimum setback of 3 metres from any building, excluding underground parking structures, existing on the date of the passing of this By-law;   |
| iii) | Building Height                     | <ol style="list-style-type: none"> <li>1. Minimum 10.3 metre façade height along the street.</li> <li>2. Maximum building height shall be in accordance with Figure 37 of Schedule F – Special Figures.</li> </ol> |
- f) In addition to 10.5.3 i) a 3.0 metre wide Planting Strip shall be required along the westerly side lot line.
881. Within the lands zoned Mixed Use Medium Density (C5, 881) Zone on Map No. 1195 of Schedule “A” – Zoning Maps and described as 851 Lawrence Road and 2030 King Street East, the following special provisions shall apply:
- a) Notwithstanding any other provisions of this By-law, development existing at the date of passing of this by-law shall be deemed to comply.

**Appendix “B” to Report PED23207****Page 3 of 6****To amend Zoning By-law No. 05-200 with respect to lands located at  
851 Lawrence Road, Hamilton**

- b) Notwithstanding Section 5.6 c) and 5.6 e) as it relates to Multiple Dwellings and Dwellings Unit(s), the following parking shall be required:
    - i) A minimum of 1.1 spaces per unit.”
3. That Schedule “D” – Holding Provisions be amended by adding the additional Holding Provision as follows:
- “163. Notwithstanding Section 10.5 of this By-law, within lands zoned Mixed Use Medium Density (C5, 877) Zone, identified on Map No. 1195 of Schedule “A” – Zoning Maps and described as 851 Lawrence Road, no development shall be permitted until such time as:
- a) The Owner submitting a Parking Assessment demonstrating that:
    - a. the removal of the driveway access to 380 Cochrane Road shall have no adverse impact on site circulation;
    - b. the required parking for 380 Cochrane Road and 851 Lawrence Road will be provided at 851 Lawrence Road; and,
    - c. sufficient manoeuvring space is available for waste collection and loading vehicles entirely on private property;

to the satisfaction of the Manager, Transportation Planning and Director of Planning and Chief Planner.
  - b) The Owners of 380 Cochrane Road and 851 Lawrence Road enter into a parking agreement with the City to be registered against the title of both the lot upon which parking is to be provided (851 Lawrence Road) and the lot containing the use requiring the parking (380 Cochrane Road), to the satisfaction of the Director of Planning and Chief Planner.
  - c) The Owner submitting a Watermain Hydraulic Analysis, to the satisfaction of the Director of Hamilton Water.
  - d) The Owner submitting a technical memorandum prepared by a qualified professional that provides justification for why dewatering is not required, and in the event that dewatering is required, the owner shall provide a written record of a Monitoring and Contingency Plan that outlines a protocol for action, to the satisfaction of the Director of Hamilton Water.
  - e) The Owner making satisfactory arrangements with the City’s Growth Management Division and entering into an External Works Agreement with the City for the design and construction of any



**Appendix “B” to Report PED23207**  
**Page 4 of 6**

**To amend Zoning By-law No. 05-200 with respect to lands located at  
851 Lawrence Road, Hamilton**

required improvements to the municipal infrastructure at the Owner’s cost, should it be determined that upgrades are required to the municipal infrastructure to support the proposed development, all to the satisfaction of the Director of Growth Management and Chief Development Engineer.

- f) The Owner submitting a revised Tree Protection Plan addressing the protection of private trees, to the satisfaction of the Director of Planning and Chief Planner. The resubmission is also to include the applicable Tree Protection Plan review fee payable to the City of Hamilton.
  - g) The Owner submitting a Wind Study, to the satisfaction of the Director of Planning and Chief Planner.”
4. That Schedule “F” – Special Figures be amended by adding Figure 37: Maximum Building Heights for 851 Lawrence Road as shown on Schedule “B” to this By-law.
  5. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the provisions of the Mixed Use Medium Density (C5, 877, H163) Zone and Mixed Use Medium Density (C5, 881) Zone subject to the special requirements referred to in Section No. 2, 3 and 4 of this By-law.
  6. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

PASSED and ENACTED this \_\_\_\_ day of \_\_\_\_\_, 2023.

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A. Horwath  
Mayor

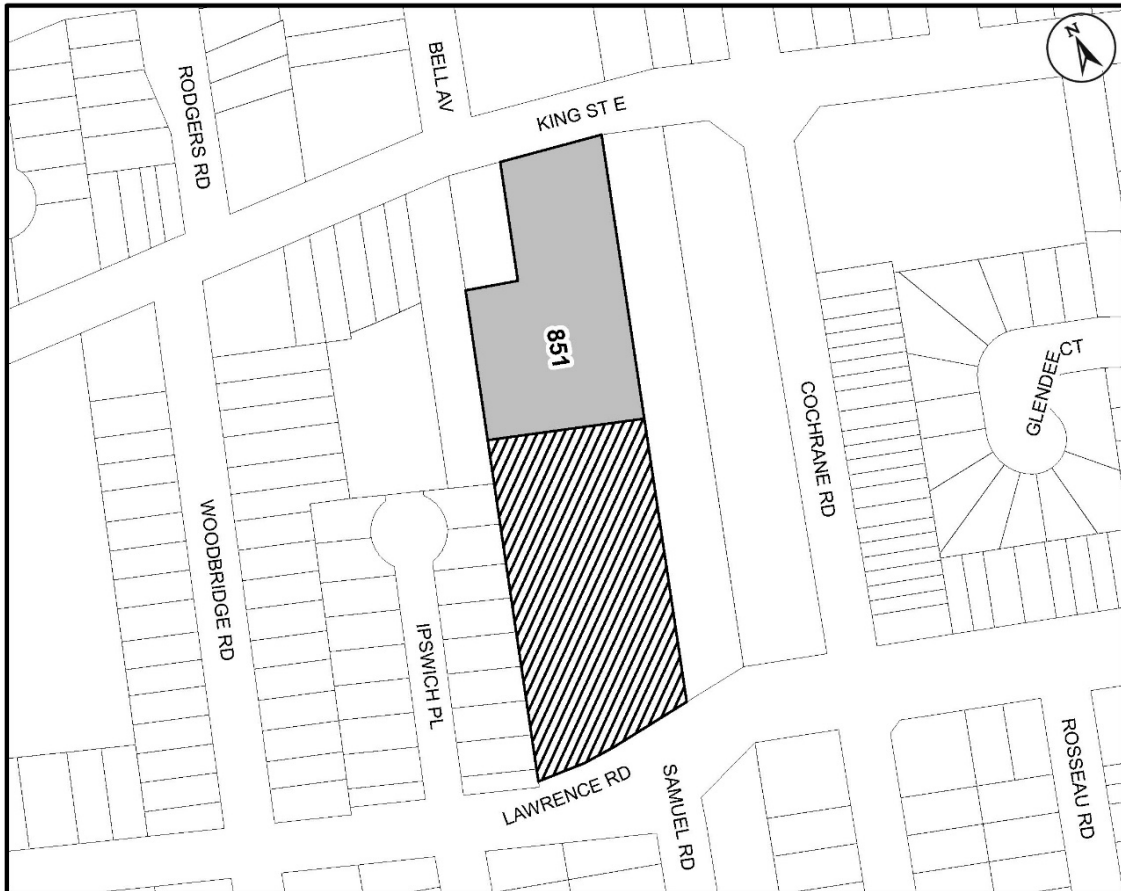
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J. Pilon  
Acting City Clerk

ZAC-23-040

**Appendix "B" to Report PED23207**  
**Page 5 of 6**

**To amend Zoning By-law No. 05-200 with respect to lands located at  
 851 Lawrence Road, Hamilton**



This is Schedule "A" to By-law No. 23-  Passed the ..... day of ....., 2023	----- Mayor  ----- Clerk
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<h2>Schedule "A"</h2> <p>Map forming Part of                  By-law No. 23-_____</p> <p>to Amend By-law No. 05-200                  Map 1195</p>	<p><b>Subject Property</b>                  851 Lawrence Road, Hamilton (Ward 4)</p> <p> Block 1 - Lands to be added as Mixed Use Medium Density (C5, 877, H163) Zone</p> <p> Block 2 - Lands to be added as Mixed Use Medium Density (C5, 881) Zone</p>
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Scale: N.T.S	File Name/Number: ZAC-23-040	
Date: September 27, 2023	Planner/Technician: AB/VS	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		

Appendix "B" to Report PED23207  
Page 6 of 6

To amend Zoning By-law No. 05-200 with respect to lands located at  
851 Lawrence Road, Hamilton



Special Figure 37: Maximum Building Heights for 851 Lawrence Road

Date:  
September 20, 2023

Legend

- |                                     |   |
|-------------------------------------|---|
| 0 metre Building Height             | Maximum Building Height 32.2 metres   |
| Maximum Building Height 10.9 metres | Maximum Building Height 35.2 metres   |
| Maximum Building Height 16.9 metres | Maximum Building Height 38.5 metres   |
| Maximum Building Height 22.9 metres | Maximum Building Height 42.0 metres, inclusive of mechanical penthouse and amenity area |
| Maximum Building Height 29.2 metres | Lands to be rezoned as Mixed Use High Density (C4, 877, H163) Zone                      |



SITE PLAN NOTES

- THE BUILDING IS TO BE SPRINKLERED.
- THE SOLID WASTE ROOMS IS 87 SM AND WILL ACCOMMODATE GARBAGE VIA USE OF ONE CHUTE. GARBAGE CHUTE ACCESS OCCURS ON LEVELS 2 TO 13. ADDITIONAL BULK STORAGE IS PROVIDED AT A MINIMUM OF 10 SM.
- COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE ON SITE IN THE LOADING AREA DESIGNATED ON THE GROUND FLOOR PLAN. AN ON-SITE TRAINED STAFF/ MAINTENANCE PERSON IS RESPONSIBLE FOR MOVING THE BINS FROM THE SOLID WASTE ROOM TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIONS TO THE COLLECTION VEHICLE OPERATOR AS REQUIRED. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE CITY, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
- SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
- REFER TO SITE SERVICING PLAN, FOR SEWER AND WATER SERVICE INFORMATION.
- ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGE THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
- PROPOSED ACCESS TO THE DRIVEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO. T310-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
- THIS BUILDING IS DESIGNED WITH A SHARED LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AND / OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE, AT NO COST TO THE CITY WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE.
- SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED. ALL NECESSARY APPLICATION AND WAIVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.
- NO SPEED BUMPS SHALL BE INSTALLED ON ANY MAIN DRIVEWAY AISLE OR DESIGNATED FIRE ROUTE.

SITE PLAN LEGEND

- 00.00 EXISTING ELEVATION
- + 00.000 PROPOSED ELEVATION
- + 00.000 T.O.S.
- + 00.000 T.O.P.
- + 00.000 T.O.C.
- + 00.000 T.O.C.
- VEHICULAR EXIT/ENTRANCE
- PEDESTRIAN EXIT/ENTRANCE
- PRIMARY RES ENTRANCE
- EXISTING EXTERIOR TO REMAIN
- NEW WALLS
- ITEM ABOVE
- SCREEN REF. #
- WALL TYPE
- DOOR REF. #

NOTES:  
REFER TO CONSULTANTS DRAWINGS FOR INFORMATION RELATING TO SITE SERVICING, GRADING AND LANDSCAPE. ALL ITEMS NEW CONSTRUCTION UNLESS NOTED OTHERWISE

- Abbreviations
- AD AREA DRAIN
  - CACF CENTRAL ALARM CONTROL FACILITY
  - CB CATCH BASIN
  - FH FIRE HYDRANT
  - FD FLOOR DRAIN
  - HB HOSE BIB
  - HLP HYDRO LIGHT POLE
  - MH MAN HOLE
  - TLS TRAFFIC LIGHT STANDARD

SITE PLAN INFORMATION TAKEN FROM :

TOPOGRAPHIC PLAN SURVEY OF PART OF LOT 1 CONCESSION 3, GEOGRAPHIC TOWNSHIP OF BARTON, NOW THE CITY OF HAMILTON PREPARED BY J.D.BARNES LIMITED JULY 06, 2020

103.43m = 000 ESTABLISHED GRADE  
103.75m = TOS GROUND FLOOR AVERAGE

Valery Homes - Zoning Compliance Chart

Regulation in O5-200	Required/Permitted	Proposed	Compliance (Y/N)
Permitted Uses Section 10.4.1 of By-law O5-200	Multiple Dwelling, etc.	Multiple Dwelling	Y
Regulations for All Uses	4.5 metres, except where a visibility triangle is required for a driveway access	7.23m	N
Maximum Building Setback from a Street Line	Notwithstanding Section 10.4.3a(i), a minimum setback of 6.0 metres for that portion of a building providing an access driveway to a garage.	20+m	Y
Minimum Rear Yard	7.5 metres	20+m	Y
Minimum Interior Side Yard	7.5 metres	7.57m (west lot line) 10.06m (east lot line)	Y
Building Height	Minimum 11.0 metre facade height along the street; Maximum 40.0 metres.	10.5m (minimum) 41.92 metres (excluding mechanical penthouse)	N

Minimum Amenity Area for Dwelling Units and Multiple Dwellings	i) An area of 4.0 square metres for each dwelling unit less than or equal to 50 square metres of gross floor area; and, ii) An area of 6.0 square metres for each dwelling unit greater than 50 square metres of gross floor area.	18 units under 50 square metres = 72 square metres required 254 units over 50 square metres = 1,524 square metres required	5,669 square metres (685 square metres indoor/4984 square metres outdoor)	Y
Parking (in accordance with the requirements of Section 5)	1 per unit, except where a dwelling unit is 50 square metres in gross floor area or less, in which case, parking shall be provided at a rate of 0.3 per unit. Total = 259.4 spaces	18 units under 50 square metres = 5.4 spaces 254 units over 50 square metres = 254 spaces	374	Y

Additional Requirements

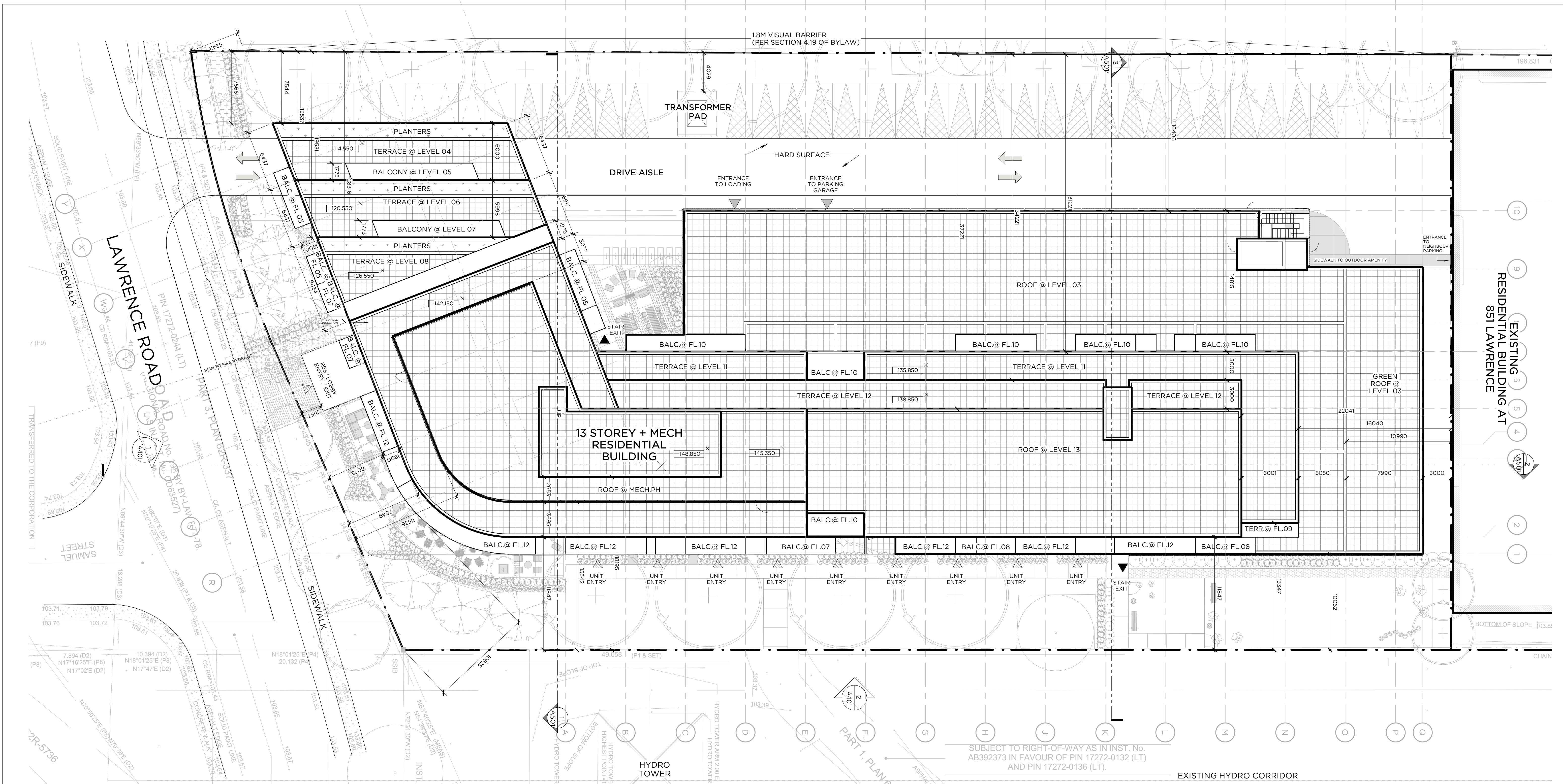
Requirement	Compliance (Y/N)
<b>Built form for New Development (10.4.3(g))</b> Roof-top mechanical equipment shall be located and/or screened from view of any abutting street.	Appendix "C" to Report PED23207 Y
No parking, stacking lanes, or aisles shall be located between the required building facade and the front lot line and flankage lot line. A minimum of one principal entrance shall be provided:	Y Y
1. Within the ground floor facade that is set back closest to a street; and, 2. Shall be accessible from the building facade with direct access from the public sidewalk. A walkway shall be permitted in a Planting Strip where required by the Bylaw.	Y Y N/A
<b>Planting Strip Requirements (10.4.3(i))</b> Where a property lot line abuts a property lot line within a Residential Zone or an Institutional Zone and not a Laneway, a minimum 1.5 metre wide Planting Strip shall be provided and maintained.	Y
<b>Visual Barrier Requirement (10.4.3(j))</b> A visual barrier shall be required along any lot line abutting a Residential Zone, Institutional Zone, or Downtown (D5) Zone in accordance with the requirements of Section 4.19 of this By-law.	Y
<b>Outdoor Storage (10.4.3(k))</b> i) No outdoor storage of goods, materials, or equipment shall be permitted; and, ii) Notwithstanding Section 10.4.3(k)), the display of goods or materials for retail purposes accessory to a Retail use shall only be permitted in a front or flankage yard.	Y N/A

Appendix "C" to Report PED23207 Page 1 of 4

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ISSUE RECORD

REVISION RECORD



North



405-317 ADELAIDE STREET  
WEST  
TORONTO CANADA M5V 1P9  
+1 416 599 9729  
WWW.RAWDESIGN.CA

21094  
851 Lawrence Road

T. Valery  
Construction  
Limited

SITE PLAN

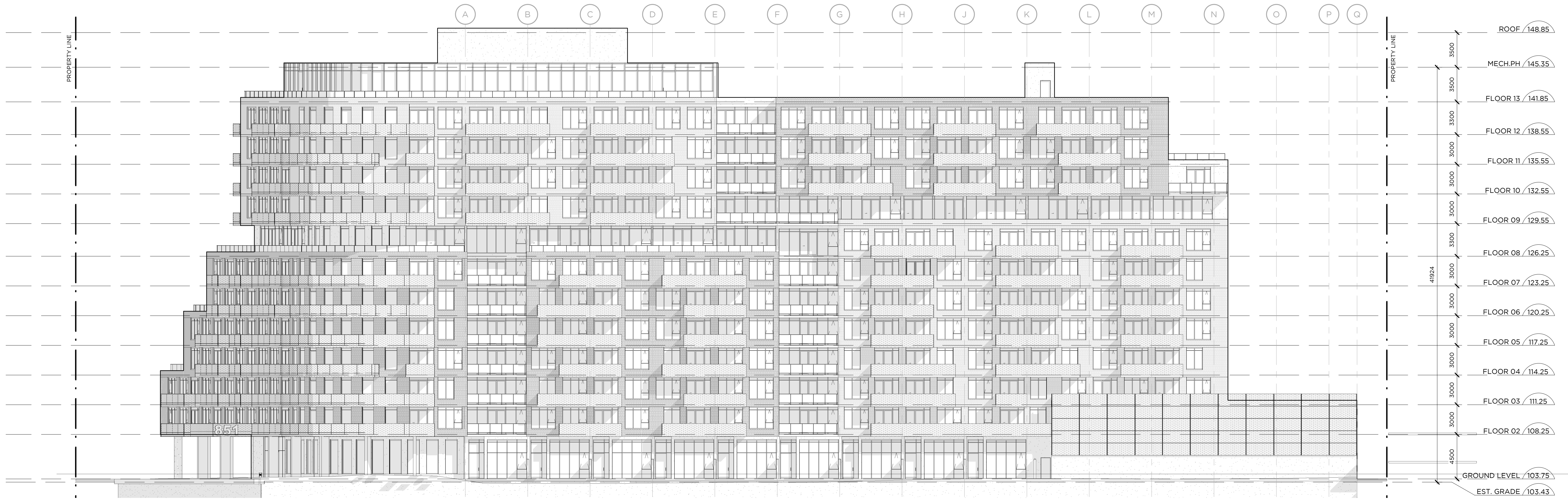
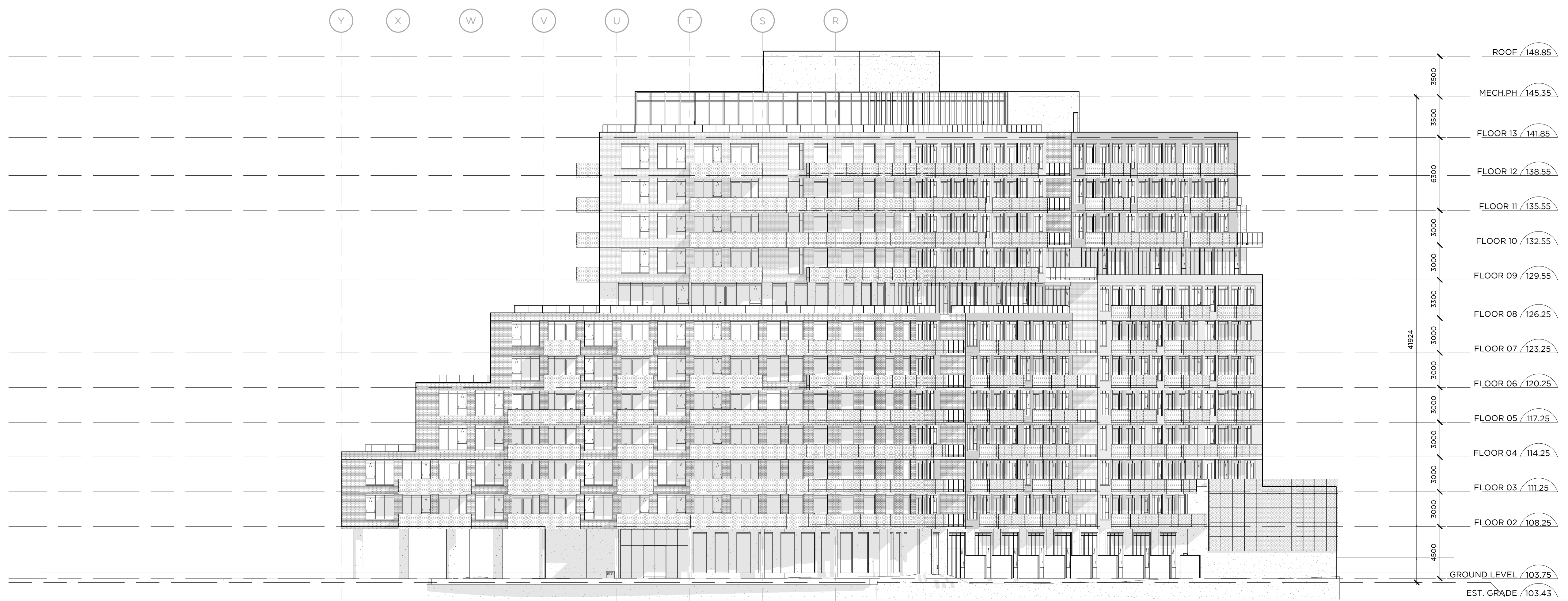
As indicated

A100

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ISSUE RECORD

REVISION RECORD



North



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21094

851 Lawrence Road

T. Valery  
Construction  
Limited

BUILDING  
ELEVATIONS

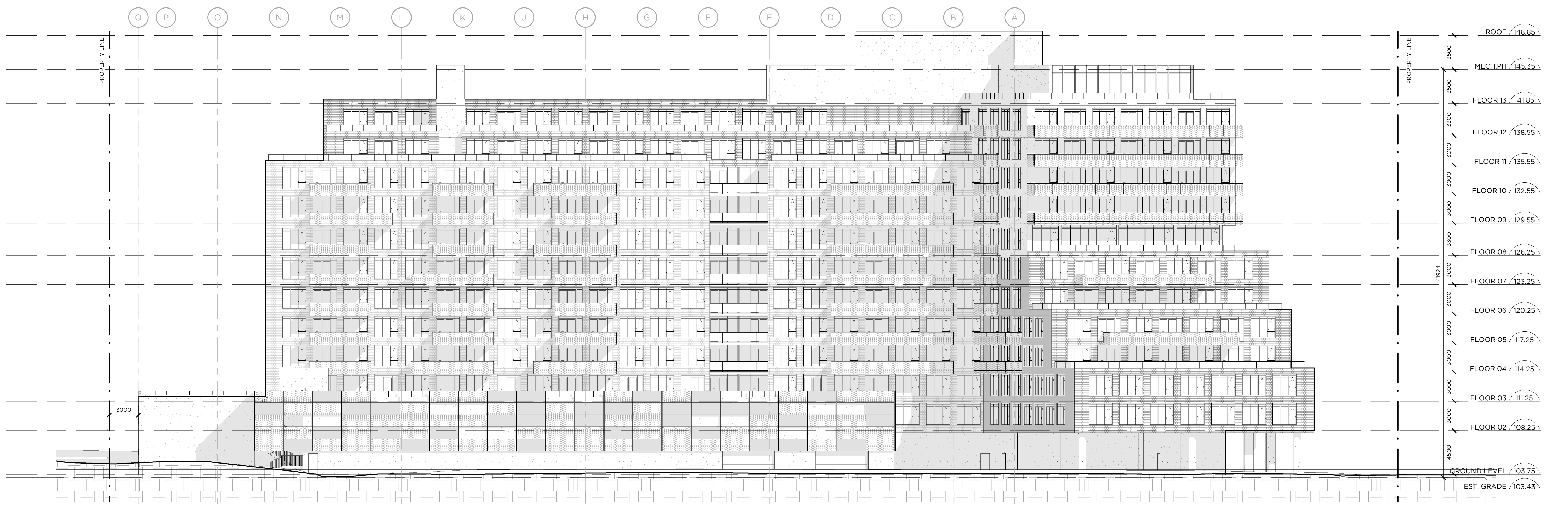
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A401

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ISSUE RECORD

REVISION RECORD



North



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21094

851 Lawrence Road

T. Valery  
Construction  
Limited

BUILDING  
ELEVATIONS

1 : 200

A402

Appendix "C" to Report PED23207  
Page 4 of 4



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North



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21094

851 Lawrence Road

T. Valery  
Construction  
Limited

BUILDING  
SECTIONS

1: 200

A501

**Appendix “D” to Report PED23207**  
**Page 1 of 6**

## SUMMARY OF POLICY REVIEW

The following policies, amongst others, apply to the proposal.

<b>Urban Hamilton Official Plan</b>		
<b>Theme and Policy</b>	<b>Summary of Policy or Issue</b>	<b>Staff Response</b>
<p><b>Residential Intensification in the Neighbourhoods Designation</b></p> <p>Policy B.2.4.2.2</p>	<p>Residential intensification development within the “Neighbourhoods” designation shall consider matters such as, but not limited to, compatibility with adjacent land uses, relationship with nearby buildings and lot patterns, transitions in height/density, provision for amenity space, complement existing neighbourhood functions and infrastructure and transportation capacity and impacts.</p>	<p>The proposal complements the existing planned function of the “Neighbourhoods” designation by intensifying an underutilized lot located along an arterial road in proximity to major transit routes.</p> <p>In order to ensure compatibility with the surrounding land uses, staff recommends the proposal maintain a 45-degree angular plane above the 10<sup>th</sup> storey (measured at 11 metres above grade) along the westerly building façade. The staff recommended modifications, as shown on Appendix “B” to Report PED23207, maintains appropriate building height transitions through progressive step backs from the westerly lot line as the height of the building increases to establish a compatible integration and to ensure overlook and privacy and shadow impacts are mitigated in relation to the adjacent single detached dwellings to the west fronting onto Ipswich Place.</p> <p>The Transportation Impact Study prepared by Nextrans Consulting Engineers dated April 3, 2023, concludes that the proposed development can adequately be accommodated by the existing transportation network, and existing Hamilton Transit service.</p>



**Appendix “D” to Report PED23207  
Page 2 of 6**

Theme and Policy	Summary of Policy or Issue	Staff Response
<p><b>Residential Intensification in the Neighbourhoods Designation (Continued)</b></p> <p>Policy B.2.4.2.2</p>		<p>Furthermore, the provision of parking is considered adequate for the proposal and a Holding Provision is recommended in the proposed zoning to ensure any shared parking agreements between the proposal and adjacent properties are registered on title.</p> <p>The proposal provides 5,669 square metres of amenity area which exceeds the by-law minimum and considers connections of adjacent lands.</p>
<p><b>Urban Design Principles</b></p> <p>Policy B.3.3.2.3</p>	<p>Urban design should foster a sense of community pride and identity by respecting existing character, promoting quality design consistent with the surrounding environment, streetscapes and recognize the cultural history of the City’s communities by conserving existing built heritage features, protecting prominent views/sites and incorporation of public art into design.</p>	<p>The Applicant submitted a Planning and Urban Design Rationale prepared by Bousfields Inc. dated April 2023 in support of this application.</p> <p>Staff are of the opinion that the proposal, as revised by staff’s modifications, is an appropriate built form and is compatible with the surrounding context by incorporating adequate transition in building massing to reduce the built form impacts onto adjacent properties (i.e. shadow and overlook). The proposal intends to enhance the public realm on Lawrence Road by developing an underutilized surface parking lot, and is therefore in keeping with the urban design principles set out in the Urban Hamilton Official Plan and City’s Site Plan Guidelines.</p>
<p><b>Tree and Woodland Protection</b></p> <p>Policy C.2.11.1</p>	<p>The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.</p>	<p>A Tree Preservation Plan prepared by Adesso Design Inc. dated April 5, 2023 was submitted in support of this application. The Tree Preservation Plan inventoried a total of 32 trees (30 private and two municipal) on the subject lands and the adjacent property. The Tree Preservation Plan proposed to retain 10 trees and remove 22 trees (inclusive of two municipal trees) located on the subject lands.</p>

**Appendix “D” to Report PED23207  
Page 3 of 6**

Theme and Policy	Summary of Policy or Issue	Staff Response
<p><b>Tree and Woodland Protection (Continued)</b></p> <p>Policy C.2.11.1</p>		<p>The species of the trees proposed to be removed include Pin Cherry (one tree), Manitoba Maple (three trees), White Spruce (three trees), European Ash (four trees), Siberian Elm (five trees), Littleleaf Linden (one tree), Hedge Maple (one tree), Silver Maple (one tree), Norway Maple (one tree) and Red Oak (two trees).</p> <p>A Landscape Concept prepared by Adesso Design Inc. dated April 5, 2023 proposes a row of private deciduous trees to be planted along the westerly property line and shade tolerant private plantings along Lawrence Road. A total of 35 trees are proposed to be planted.</p> <p>Staff are not satisfied with the Applicant’s submitted Tree Protection Plan. The Applicant shall make effort to protect the existing Siberian Elm trees (locally rare species) located along the eastern boundary adjacent to the hydro transmission corridor. A Holding Provision is recommended to require a revised Tree Protection Plan in effort to conserve any existing rare tree species.</p> <p>All other trees identified for removal to facilitate the proposal shall provide a 1:1 tree compensation as set out in the City’s Tree Protection Guidelines (2010). Submission and staff approval of a revised Tree Protection Plan by the Applicant shall facilitate lifting of the Holding Provision, which may occur at the Site Plan Control stage.</p>

**Appendix “D” to Report PED23207**  
**Page 4 of 6**

<b>Theme and Policy</b>	<b>Summary of Policy or Issue</b>	<b>Staff Response</b>
<p><b>Noise, Vibration and Other Emissions</b></p> <p>Policy B.3.6.3.2 and B.3.6.3.7</p>	<p>New noise sensitive land uses in proximity to minor or major arterial roads shall comply with all applicable provincial and municipal noise guidelines and standards. New noise sensitive land uses within 100 metres of a minor arterial road shall be required to submit a noise feasibility study to demonstrate compliance.</p>	<p>The subject lands are adjacent to Lawrence Road and King Street East, which are both identified as “Minor Arterial” on Schedule “C” – Functional Road Classification in the Urban Hamilton Official Plan.</p> <p>A Noise Impact Study prepared by SLR Consulting (Canada) Ltd. dated April 6, 2023, identified that the provision for central air conditioning is recommended for all dwelling units, upgraded windows/doors built to sound transmission (STC) requirements, and warning clauses for road traffic and potential railway noise sources are incorporated into the future purchase and sale, lease or rental agreements.</p> <p>Staff are satisfied with the findings of the noise study, subject to the recommended noise mitigation measures. Submission of a detailed noise study will be required under the future Site Plan Control application.</p>
<p><b>Infrastructure</b></p> <p>Policy C.5.3.6</p>	<p>All new development and redevelopment within the urban area shall be connected to the City’s water and wastewater system.</p>	<p>The subject lands are connected to municipal water and wastewater infrastructure. A Holding Provision is recommended under the amending Zoning By-law to require a Watermain Hydraulic Analysis to demonstrate the proposal has adequate capacity within the existing municipal infrastructure and the proposed development will not negatively impact the surrounding pressure district. This includes a potential requirement for an External Works Agreement between the Owner and the City for any infrastructure improvements necessary to service the proposal.</p>

**Appendix “D” to Report PED23207**  
**Page 5 of 6**

<b>Theme and Policy</b>	<b>Summary of Policy or Issue</b>	<b>Staff Response</b>
<p><b>Neighbourhoods Designation</b></p> <p>Policy E.3.2.1 E.3.2.3 and E.3.2.4</p>	<p>The existing character of “Neighbourhoods” designated areas shall be maintained and be compatible with the scale and character of existing residential areas. “Neighbourhoods” shall function as complete communities to include a full range of dwelling types and densities for purposes of servicing local residents.</p>	<p>The proposal contributes to the functions of a complete community by providing opportunities for a full range of dwelling types, tenures and densities that is in character with the surrounding land uses comprised of low density residential, higher density residential and local commercial uses. The proposal provides a compact built form with intended benefits to future residents by being in proximity to commercial amenities, transit routes and public open spaces.</p>
<p><b>High Density Residential</b></p> <p>Policy E.3.6.1, E.3.6.2 and E.3.6.4</p>	<p>High density residential uses are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterials roads and shall be located within safe and convenient walking distance of existing and planned community facilities/services, public transit and recreational facilities.</p>	<p>The proposal is located along a minor arterial road on the periphery of the Bartonville neighbourhood with convenient walking distance to existing community facilities, public transit and commercial uses.</p> <p>Staff are satisfied that the subject lands are a suitable location for higher density residential uses.</p>
<p><b>High Density Residential (Continued)</b></p> <p>Policy E.3.6.7</p>	<p>Multiple dwellings greater than 12 storeys shall not be generally permitted adjacent to low density residential uses. A separation distance (i.e., intervening land use) shall be required and where separation distances cannot be achieved transitional features (i.e. effective screening and/or design features/transitions, etc.) shall be incorporated into the design to mitigate adverse impacts on adjacent low profile residential uses.</p>	<p>The existing lot configuration and development setbacks required from the existing hydro transmission corridor hinders the proposal from achieving a separation distance or intervening medium density residential use. The proposal, as submitted, encroaches into the 45 degree angular plane at higher building heights. Staff have recommended modifications to building height to incorporate a 45 degree angular plane (measured from 11 metres at the western property line) using progressive step backs above the 10<sup>th</sup> storey in order to meet the intent of policy E.3.6.7 b), as shown on Appendix “B” attached to Report PED23207.</p> <p>Staff are satisfied that the proposal provides a sufficient mix of small to large unit sizes to accommodate a range of household sizes and income levels. Approximately 34% (92 units) of the total 272 dwelling units are proposed as one bedroom and studio units, 55% are two bedroom units (149 units) and 11% are three bedroom units (31 units).</p>

**Appendix “D” to Report PED23207**  
**Page 6 of 6**

Theme and Policy	Summary of Policy or Issue	Staff Response
<p><b>High Density Residential (Continued)</b></p> <p>Policy E.3.6.7</p>	<p>Development of high density residential uses shall be compatible with uses in the surrounding area in terms of heights, massing and building arrangement, and shall provide adequate landscaping, minimize pedestrian conflicts, limit shadow/public view impacts, incorporate sustainable building/site design principles and include a mix of dwelling unit sizes.</p>	<p>The proposal intends to incorporate sustainable building and site design principles that include: native and drought tolerate landscaping, indoor bicycle storage areas, two levels of underground parking, a third storey green roof, the consideration of Low Impact Development features, the addition of Energy Recovery Ventilators to reduce the energy used for space heating in the dwelling units, the use of high thermal efficiency natural gas-fired hot water boilers and water source heat pumps for heating and cooling, low-flow fixtures and improved wall insulation. Further details of sustainable building and design features will be addressed at the Site Plan Control Stage.</p> <p>The Sun Shadow Study prepared by RAW Design Inc. dated March 14, 2023 demonstrates the proposal is designed to minimize shadow on adjacent residential uses at the spring and fall equinoxes (March 21 and September 21).</p> <p>The sun shadow study concluded the proposal maintains a minimum of three hours of sun coverage on public sidewalks and public and private outdoor amenity areas and allows for a minimum of 50% sun coverage at all times of day on public spaces as per the City’s Sun Shadow Guidelines.</p>

**Appendix “E” to Report PED23207  
Page 1 of 4**

**Site Specific Modifications to the Mixed Use Medium Density (C5) Zone**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
Front Lot Line  Section 3	With reference to a through lot, shall mean, at the option of the owner, either of the lot lines abutting a public street.	Lawrence Road shall be the Front Lot Line.	<p>The subject property is a through lot with frontage on King Street East and Lawrence Road with an existing multiple dwelling fronting King Street East. The Applicant has requested that Lawrence Road be deemed the Front Lot Line.</p> <p>Staff support this modification as the proposed multiple dwelling obtains site access from Lawrence Road and the built form interfaces with that public road.</p>
Balcony Projections  Section 4.6 e)	A balcony may encroach into any required yard to a maximum of 1.0 metre, except into a required side yard of not more than one-third of its width or 1.0 metre, whichever is the lesser.	A balcony may encroach a maximum of 1.8 metres into a required yard.	<p>The Applicant has proposed larger balconies at 1.8m depths, which increases their functionality as a private amenity space without creating any undue adverse impacts.</p> <p>Staff are supportive of this modification.</p>
Parking  Sections 5.6 c) and 5.6 e)	<p>1 parking space per unit, except where a dwelling unit is 50 square metres in gross floor area or less, in which case, parking shall be provided at a rate of 0.3 per unit.</p> <p>The number of parking spaces provided shall not exceed the maximum parking standard established in Section 5.6 c).</p>	Minimum of 1.1 spaces per unit.	<p>Parking facilities are proposed to be shared between the proposed 13 storey multiple dwelling and the existing multiple dwellings at 851 Lawrence Road and 380 Cochrane Road.</p> <p>Staff are supportive of the Applicant’s request to establish a minimum 1.1 parking spaces per unit rate for the proposed 272 dwelling units and existing multiple dwellings. A surplus of 75 parking spaces is proposed in order to replace existing surface parking spaces being removed by the proposal. A Holding Provision is recommended that requires the Owner submit a Parking Assessment for the subject lands and adjacent parcels (380 Cochrane Road) and that the Owner enter into a parking agreement with the City to be registered against the title of both the lot upon</p>

**Appendix “E” to Report PED23207**  
**Page 2 of 4**

Regulation	Required	Modification	Analysis
			<p>which parking is to be provided (851 Lawrence Road) and the lot containing the use requiring the parking (380 Cochrane Road). The recommended Holding Provisions will ensure that sufficient parking is provided for the existing and proposed dwelling units on the subject lands and uses on adjacent lands that currently utilize the existing surface parking to be removed.</p> <p>Staff are supportive of this modification.</p>
<p>Location of Residential Dwelling Units</p> <p>Section 10.5.1.1 i) 1.</p>	<p>The finished floor elevation of any dwelling unit shall be a minimum of 0.9 metres above grade.</p>	<p>Notwithstanding Section 10.5.1.1 i) 1. dwelling units that do not face a street shall be permitted at grade.</p>	<p>The Applicant has several dwelling units located at grade along the eastern portion of the building, adjacent to communal amenity areas. Staff are supportive of a limited number of residential dwelling units being provided at grade, provided they do not face the street. The design of these dwelling units will be further investigated at the Site Plan stage to ensure matters such as privacy and crime prevention through environmental design (CPTED) have been addressed.</p> <p>Staff are supportive of this modification.</p>
<p>Building Setback from a Street Line</p> <p>Section 10.5.3 a)</p>	<p>Maximum 4.5 metres</p>	<p>Maximum 7.9 metres</p>	<p>The Applicant proposes an increase to the maximum setback back from the street line to allow for an enhanced public realm on Lawrence Road. The increased setback will facilitate outdoor amenity space, landscaping and pedestrian walkways to provide an enhanced pedestrian entrance to the building.</p> <p>Therefore, staff supports this modification.</p>
<p>Setback Between Buildings</p>	<p>None</p>	<p>That a minimum 3 metre setback be required between buildings, not including underground parking structures.</p>	<p>The Applicant has proposed 3 metres of separation from the existing building on the subject lands and the proposed 13 storey multiple dwelling.</p> <p>Staff recommended the inclusion of this provision to ensure appropriate separation at grade between the</p>

**Appendix “E” to Report PED23207  
Page 3 of 4**

Regulation	Required	Modification	Analysis
			<p>existing building and proposed building on the subject lands.</p> <p>Staff are supportive of this modification.</p>
<p>Building Height Section 10.5.3 d) i)</p>	<p>Minimum 11.0 metres façade height along the street.</p>	<p>Minimum 10.3 metre façade height along the street.</p>	<p>Staff supports this modification as the proposed decrease to the minimum height along the street is minor in nature.</p>
<p>Building Height Section 10.5.3 d) ii) and iii)</p>	<p>Maximum 40.0 metres</p>	<p>Maximum 42.0 metres</p>	<p>The Applicant has proposed a building height that is intended to be compatible with the surrounding neighbourhood context through the design of building step backs above the third sixth storeys.</p> <p>Staff have recommended modifications to the building height, as shown on Appendix “B” to Report PED23207 that intends to maintain appropriate building height transitions through progressive step backs as the building height increases. This zone modification intends to enhance the building stepbacks proposed by the Applicant in order to maintain a 45 degree angular plane (measured from 11m in height at the westerly property line) along the entire westerly façade to establish a compatible integration with the adjacent single detached dwellings fronting onto Ipswich Place to the west.</p> <p>Staff are satisfied that the proposal achieves compatibility with the adjacent single detached dwellings through the incorporation of a 3 metre wide planting strip with tree plantings and a 1.8m privacy fence along the westerly side yard, the proposed building orientation and progressive building stepbacks into the site design.</p> <p>Therefore, staff supports this modification.</p>



**Appendix “E” to Report PED23207**  
**Page 4 of 4**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
Planting Strip Requirement  Section 10.5.3 i)	Where a property lot line abuts a property lot line within a Residential Zone or an Institutional Zone and not a Laneway, a minimum 1.5 metre wide Planting Strip shall be provided and maintained.	In addition to Section 10.5.3 i) a minimum Planting Strip width of 3.0 metres shall be required along the westerly lot line.	The proponent has proposed a 3 metre wide Planting Strip along the westerly lot line to screen and buffer the rear yard amenity areas of the single detached dwellings to the west from the proposed development. The increase in width will allow for larger and more mature vegetation to be planted.  Staff are supportive of this modification.
Recognizing Existing Development	None	That notwithstanding any other provisions of this By-law, development existing at the date of passing of this by-law shall be deemed to comply.	This applies to the portion of the lands being brought into Zoning By-law No. 05-200 but not proposed to be redeveloped. The proposed modification will ensure that the existing development is recognized as compliant.  Staff are supportive of this modification.

**Appendix “F” to Report PED23207**  
**Page 1 of 3**

**CONSULTATION – DEPARTMENTS AND AGENCIES**

	<b>Comment</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>• Canada Post Corporation;</li> <li>• Commercial Districts and Small Business Section, Economic Development Division, Development, Planning and Economic Development; and,</li> <li>• Landscape Architectural Services Section, Environmental Services Division, Public Works Department</li> </ul>	No Comment.	Noted.
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department	Development Engineering staff have no objections to approval of this Zoning By-law Amendment application subject to Holding Provisions requiring a Watermain Hydraulic Analysis and Hydrogeological Brief. An External Works Agreement with the City may be required for any municipal infrastructure improvements to accommodate the proposal as determined by the findings of the Watermain Hydraulic Analysis.	The Applicant is required to submit a Watermain Hydraulic Analysis and enter into an External Works agreement to facilitate lifting of the Holding Provision prior to final approval of any Site Plan Control application on the subject lands.
Legislative Approvals Section, Growth Management Division, Planning and Economic Development Department	<p>It should be confirmed if tenure for the subject proposal will be a Condominium. If condominium, it should also be confirmed if the proposed parking and any proposed storage lockers will be unitized.</p> <p>Municipal addressing for the proposed development will be determined after conditional Site Plan approval is granted.</p>	<p>The Planning Justification Report, prepared by Bousfields Inc. dated October 2022, indicates the lands are proposed to be developed as a comprehensive development with rental tenure.</p> <p>The municipal addressing will be finalized at the Site Plan Control stage.</p>

**Appendix “F” to Report PED23207**  
**Page 2 of 3**

	<b>Comment</b>	<b>Staff Response</b>
Forestry and Horticulture Section, Environmental Services Division, Public Works Department	Staff approve the revised Tree Protection Plan prepared by Adesso Design Inc. dated April 5, 2023 as it relates to municipal trees. Forestry staff do not approve the Landscape Concept Plan prepared by Adesso Design Inc. dated April 5, 2023 as five trees intended as municipal assets are proposed on private property.	A revised Landscape Plan will be addressed at the future Site Plan Control stage.
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department	<p>Transportation Planning staff are supportive of the proposal and approve the Traffic Impact Assessment prepared by NexTrans Consulting dated April 3, 2023.</p> <p>Staff require additional information on the existing surface parking on the subject lands to understand any impacts on the parking supply at 380 Cochrane Road. A revised Parking Assessment is required. The Applicant shall demonstrate waste collection and service vehicles can manoeuvre on-site without encroaching into the municipal Right-of-Way.</p> <p>Staff have reviewed the Right-of-Way Impact Assessment prepared by Bousfields Inc. dated April 11, 2023. Staff have reduced the right-of-way widening from approximately 8.0 metres to approximately 3.9 metres to achieve an ultimate width of 26.213 metres on King Street East, which will include, but not limited to, enhanced on-street parking, bike lanes, and to accommodate future expansion of underground and above ground utility infrastructure.</p>	<p>A revised Parking Assessment has been included in the Holding Provision. A requirement has also been included that the Owner register a parking agreement against the title of both the lot upon which parking is to be provided (851 Lawrence Road) and the lot containing the use requiring the parking (380 Cochrane Road).</p> <p>The right-of-way dedication on King Street East and parking ramp grade requirements and an agreement for shared parking facilities between the properties shall be addressed at the Site Plan Control stage.</p>

## Appendix “F” to Report PED23207

Page 3 of 3

	<b>Comment</b>	<b>Staff Response</b>
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department <b>Continued</b>	The Urban Hamilton Official Plan – Schedule C-2 - Future Right-of-Way Dedications identifies that King Street East (Minor Arterial Road) is to be 26.213 metres wide. A 3.0 metre right-of-way dedication is required to achieve the ultimate right-of-way width for King Street East. The existing right-of-way on Lawrence Road meets the requirement of 26.213 metres as per the Urban Hamilton Official Plan.	
Waste Policy and Planning Section, Waste Management Division, Public Works Department	The proposal is ineligible for municipal waste collection as the submitted drawings do not show sufficient waste storage containers, adequately sized indoor waste storage areas, and a multi-sort waste system. The proposal shall follow the requirements as per the City of Hamilton Solid Waste Management By-law No. 20-221.	Details on the size, type and locations of waste storage containers/areas, and on-site maneuvering of waste collection vehicles will be addressed at the Site Plan Control stage.
Alectra	The Developer shall contact the Alectra Layouts Department for residential/commercial electrical service requirements.  A minimum 4 metre horizontal clearance from existing overhead lines must be maintained at all times in accordance with Alectra Utilities Standard 3-105.	Noted.
Trans-Northern Pipelines Ltd.	Any buildings shall be setback 30 metres from pipeline facilities and surface parking areas shall be setback 10 metres from the right-of-way. Development within the right-of-way will require a Crossing Agreement with Trans-Northern Pipelines.	The Concept Plan prepared by RAW Design Inc. dated July 19, 2023 maintains a 10 metre easterly building setback from existing right-of-way. All surface parking areas are proposed on the west side of the subject lands which is more than 30 metres from the existing right-of-way.

**Appendix “G” to Report PED23207  
Page 1 of 6**

**SUMMARY OF PUBLIC COMMENTS RECEIVED**

<b>Comment Received</b>	<b>Staff Response</b>
<p>Concerns with increased traffic and large building massing.</p> <p>Low rise multiple dwellings or townhouses are viewed to be more suitable built forms.</p> <p>Concerns with lack of property maintenance resulting from the proposal.</p>	<p>The Traffic Impact Assessment prepared by Nextrans Consulting Engineers dated April 3, 2023 concluded that traffic volumes generated from the proposed development are anticipated to be accommodated by existing transportation infrastructure. The proposal is anticipated to add a 1 to 2 second delay per vehicle at nearby street intersections, therefore no road infrastructure improvements are required to support the proposal.</p> <p>The Urban Hamilton Official Plan supports higher density residential uses along major and minor arterials roads and on the periphery of neighbourhoods. The proposal meets the planned function of the “Neighbourhoods” designation by intensifying the subject lands for a 13 storey multiple dwelling in proximity to transit routes and existing multiple dwellings ranging up to 13 storeys in height (also on the subject lands).</p> <p>The proposal is subject to the City’s Property Standards By-law No. 10-221.</p>
<p>Concerns with loss of privacy, blocked views and sun shadow impacts generated from the proposal.</p>	<p>The Sun/Shadow Study prepared by RAW Design Inc. dated March 14, 2023 demonstrates the proposal maintains a minimum of three hours of sun coverage on adjacent private amenity areas as set out in the City’s Sun Shadow Guidelines. In addition, the proposal allows for a minimum of 50% sun coverage at all times of day on public open spaces, public sidewalks and common outdoor amenity areas.</p> <p>Transitional features, a continuous row of deciduous trees, and a 1.8 metre privacy fence along the western property boundary are proposed to screen and mitigate the perceived impacts of the proposed building height. A 45 degree angular plane (i.e. transitional feature) is a best practice urban design tool used to mitigate building height and massing impacts associated with higher density built forms that abut low-rise residential areas.</p>

**Appendix “G” to Report PED23207**  
**Page 2 of 6**

<b>Comment Received</b>	<b>Staff Response</b>
Concerns with loss of privacy, blocked views and sun shadow impacts generated from the proposal <b>(continued)</b>	The Concept Plan, as submitted, proposes to encroach into the 45 degree angular plane for portions of the 13 storey building. In response, staff have recommended zone modifications to enhance the built form by incorporating progressive building setbacks and a 45 degree angular plane measured from 11 metres in height at the westerly lot line. This transition in building height will mitigate any privacy and overlook impacts on the abutting single detached dwellings fronting onto Ipswich Place to the west.

**COPY OF PUBLIC COMMENTS RECEIVED**

**Appendix "G" to Report PED23207**  
**Page 4 of 6**

**From:** [REDACTED]  
**To:** [Bello, Aminu](#)  
**Subject:** File ZAC-23-040, 851 Lawrence Road, Hamilton - Concerns and Comments  
**Date:** Friday, September 1, 2023 9:46:58 AM

---

Hi Aminu,

I am a newcomer to the beautiful Rosedale area, as my wife and I bought our 1st home approximately two and a half years ago on Ipswich Place right off of Lawrence road. The specific address is [REDACTED]. We've loved the area and have zero complaints, however, we are very alarmed by the recent development plans to have a new apartment built in our backyard on 851 Lawrence Road.

I have several concerns about this plan based on what I have experienced and seen in the area.

1) Privacy:

- I purchased this home approximately 2 years ago with a tree that hides my yard from the existing apartment buildings today. This new 13 storey development will give a direct bird's eye view into my backyard, my rear upstairs window, and my rear downstairs and kitchen windows. I will lose all of the privacy I have in the back of my house, whether inside or outside.

2) View and Sunlight:

- We currently receive direct sunlight from the morning until the late evening which shines directly on my back garden where I grow tomatoes, zucchini, peppers, green onion among other plants. A building of 13 stories will definitely block the sunlight from my property and my garden.

3) Traffic:

- King Street currently can get backed up during the hours of 4pm till 7pm from regular commuter traffic getting home from work, and Saturdays can be worse with just general traffic. Cochrane also gets an overflow of traffic in a tight stretch with lots of pedestrians and foot traffic. Lawrence road can also become busy at these same times. Looking at traffic data on Google Maps today, I can see that at those busy hours commute time out of the area doubles from normal. If we add another 272 residents, traffic is going to become a major issue and slowdown for all these affected roads making getting out of the neighbourhood not double, but triple the time it takes now (Which could potentially go from 5 minutes with no traffic, to 15min on heavy traffic days). I cannot see King Street, Cochrane, and Lawrence rd having to deal with even more traffic.

I believe the impact on privacy, sunlight/view, and traffic will all have dramatic negative effects on the neighbourhood and value of my home as well as all homeowners on Ipswich and surrounding areas. Rosedale area has always been a low density residential community, and adding more high density apartment buildings is out of character for the area, and is going to overburden the local infrastructure, as well as traffic. Myself and all the neighbours on our street strongly oppose the plans to build this building. We did not buy this property 2 years ago for it to become a busy place with no privacy.

Best regards,



Appendix "G" to Report PED23207  
Page 5 of 6

**From:** [REDACTED]  
**To:** [Bello, Aminu](#)  
**Subject:** Zoning change on 851 Lawrence Rd  
**Date:** Sunday, September 3, 2023 9:56:13 AM

---

I am very concerned about this proposal for the area.

We already have new buildings going up on Lawrence and Rosedale which will have a big impact to us all here in regards to people and traffic

This new building would be very large and I think quite an eye sore.  
People here keep their properties tidy and we have had quite a few young families move into the area in the last few years.

I have been here over 5 Yrs and have seen a big difference in traffic- especially when there are issues on the Highways.

This proposal may look great on paper - but how does it impact us actually living here???  
It's a residential area.  
If I wanted to live amongst big buildings , would've moved downtown.

Yes I get that you need homes for people , but do they need to be packed like sardines in an already well populated area?

Low rise Condos or Town homes would be a better option for the spot I'd think.

I also think that since the plan to do this was just put on a paper - much like a flyer- not many people know about this in the area.  
I believe a letter would've been more appropriate for such a large scale project..

Sincerely,

[REDACTED]

Sent from my iPhone

**Appendix “G” to Report PED23207**  
**Page 6 of 6**

Subject: Concerns Regarding Proposed Development in Our Neighborhood

Dear Councillor Hwang,

I hope this email finds you well. I am writing to express concerns shared by many residents in our beloved Bartonville and Rosedale neighborhoods regarding a proposed development that could potentially impact our community's character and quality of life.

Our neighborhood has always been cherished for its unique charm, and many of us, including my family, have chosen to make it our home due to its quiet character and community-focused appeal. However, we have recently learned about plans to construct a new apartment building at 851 Lawrence Road, which is generating significant apprehension among the residents.

While we understand the need for housing in our city and have compassion for addressing this important issue, it's important to note that this proposed development is not geared toward addressing housing affordability or assisting those in need. Rather, it is designed as a for-profit housing project, which is also concerning for our larger Hamilton community.

The main concerns we have regarding this development are as follows:

**Privacy:**

Our neighborhood offers a sense of privacy that has been cherished by residents for years. The proposed 13-story development could significantly compromise this privacy by providing direct views into the backyards and windows of adjacent homes. This potential loss of privacy is a matter of concern for all of us who value our personal space. The development would also reduce the already limited green space in this area.

**View and Sunlight:**

Many of us enjoy the benefits of natural sunlight throughout the day, whether it's for our gardens, outdoor spaces, or simply to brighten our homes. The new building's height could cast shadows over neighboring properties, potentially affecting the sunlight we currently enjoy.

**Traffic:**

Traffic congestion during peak hours is an existing challenge in our area, particularly along King Street, Cochrane, and Lawrence Road. Adding a new residential development with 272 residents could further strain our already congested roads, leading to longer commute times and increased traffic-related issues. Cochrane and Lawrence Road are 2-lane roads (1 lane each way) which would have a hard time accommodating the additional traffic.

Looking at traffic data on Google Maps today, I can see that at peak commute times, the traffic time doubles from normal. And, this is not even considering the proposed New Horizon Development, which plans to build 1,341 units at 1842 King St. E. **That's 1613 units total (at least 1613 people, presuming they're all single occupants, but could be double that).**

We believe that these concerns are shared by numerous residents in our neighborhood. We collectively value the unique character and tranquility of our community. The introduction of additional high-density apartment buildings threatens to disrupt this harmonious balance and overburden our local infrastructure. We simply do not have the infrastructure to accommodate that many additional people.

We kindly request your support in addressing these concerns and advocating for the preservation of our neighborhood's cherished character. We believe that any development should be in harmony with the existing neighborhood and should not compromise the quality of life we all enjoy.

Thank you for your attention to this matter, and we eagerly await your response. As our elected Ward Councillor, we trust that you will represent our collective interests in maintaining the appeal and character of our beloved neighborhood.

Sincerely,

██████████



WELCOME TO THE CITY OF HAMILTON

# PLANNING COMMITTEE

October 17, 2023

# PED23207 – (ZAC-23-040)

Application for a Zoning By-law Amendment for Lands Located at  
851 Lawrence Road, Hamilton.

Presented by: Spencer Skidmore



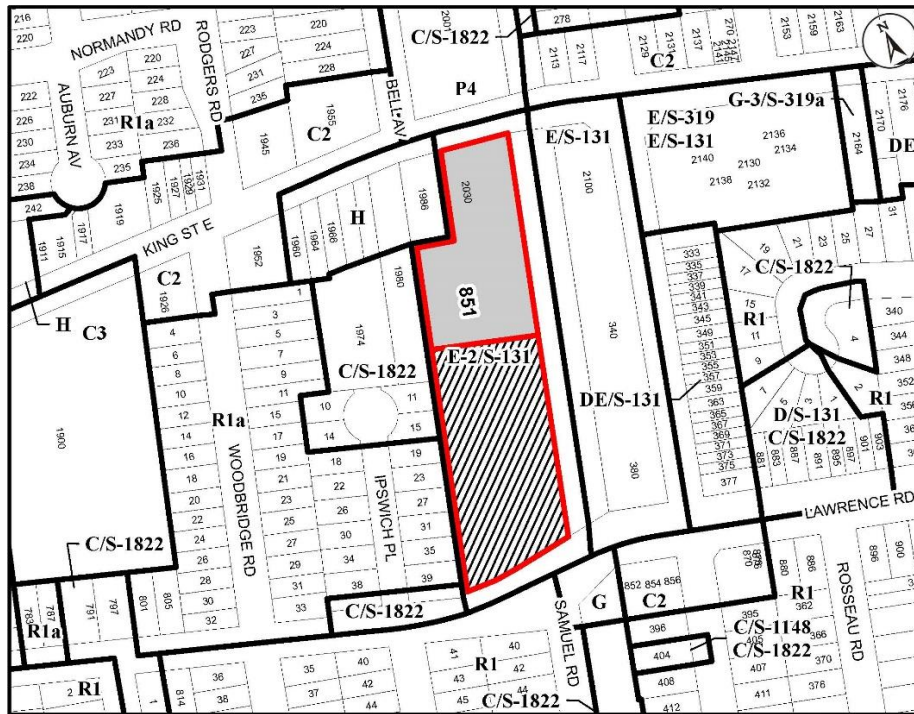
Maxar, Microsoft, Hamilton Airphoto (2021)

**SUBJECT PROPERTY**

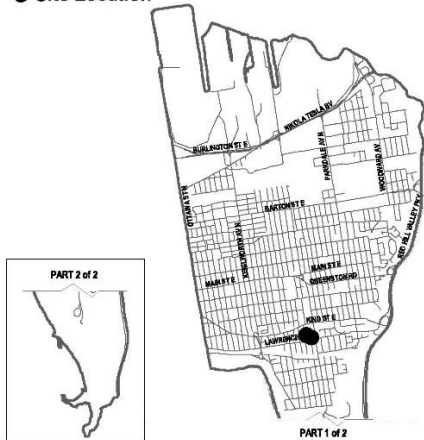


**851 Lawrence Road, Hamilton**





● Site Location



Key Map - Ward 4

## Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-23-040

Date:  
September 20, 2023



Appendix "A"

Scale:  
N.T.S.

Planner/Technician:  
MD/NB

### Subject Property

851 Lawrence Road, Hamilton (Ward 4)

-  Block 1 - Lands to be added as Mixed Use Medium Density (C5, 877, H163) Zone
-  Block 2 - Lands to be added as Mixed Use Medium Density (C5, 881) Zone

**SITE PLAN NOTES**

1. THE BUILDING IS TO BE SPRINKLERED.
2. THE SOLID WASTE ROOMS IS 87 CM AND WILL ACCOMMODATE GARBAGE VIA USE OF ONE CHUTE. GARBAGE CHUTE ACCESS OCCURS ON LEVELS 2 TO 13. ADDITIONAL BULK STORAGE IS PROVIDED AT A MINIMUM OF 0.2M<sup>3</sup>.
3. COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE ON SITE IN THE LOADING AREA DESIGNATED ON THE GROUND FLOOR PLAN. AN ON-SITE TRAINED STAFF/ MAINTENANCE PERSON IS RESPONSIBLE FOR PROVIDING THE BINS FROM THE SOLID WASTE ROOM TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIVES TO THE COLLECTION VEHICLE OPERATOR AS REQUIRED. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE CITY, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
4. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
5. REFER TO SITE SERVICING PLAN, FOR SEWER AND WATER SERVICE INFORMATION.
6. ALL EXISTING ACCESSORIES: CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGE THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
7. PROPOSED ACCESS TO THE DRIVEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO. T310-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
8. THIS BUILDING IS DESIGNED WITH A SHARED LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AISLE OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE, AT NO COST TO THE CITY, WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE.
9. SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED, ALL NECESSARY APPLICATION AND WAIVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.
10. NO SPEED BUMPS SHALL BE INSTALLED ON ANY MAIN DRIVEWAY AISLE OR DESIGNATED FREE ROADS.

**SITE PLAN LEGEND**

- EXISTING ELEVATION
- PROPOSED ELEVATION
- TOP OF STRUCTURE
- TOP OF WALL
- TOP OF CURB
- VEHICULAR EXIT/ENTRANCE
- PEDESTRIAN EXIT/ENTRANCE
- PRIMARY RE-ENTRANCE
- EXISTING EXTERIOR TO REMAIN
- NEW WALLS
- ITEM ABOVE
- SCREEN REF. #
- WALL TYPE
- DOOR REF. #

- NOTES:**  
 REFER TO CONSULTANTS DRAWINGS FOR INFORMATION RELATIVE TO SITE SERVICING, GRADING AND LANDSCAPE. ALL ITEMS NEW CONSTRUCTION UNLESS NOTED OTHERWISE.
- Abbreviations:**  
 ADP AREA DRAIN  
 CACF CENTRAL ALARM CONTROL FACILITY  
 CB CATCH BASIN  
 FH FIRE HYDRANT  
 FD FLOOR DRAIN  
 HOSE BIB HOSE BIB  
 HLP HYDRO LIGHT POLE  
 WH MAIN HOLE  
 TLS TRAFFIC LIGHT STANDARD

SITE PLAN INFORMATION TAKEN FROM:  
 TOPOGRAPHIC PLAN SURVEY OF PART OF LOT 1 CONCESSION 3, GEOGRAPHIC TOWNSHIP OF BARTON, NOW THE CITY OF HAMILTON PREPARED BY J.D. BARNES LIMITED JULY 06, 2020

103.43m = 000 ESTABLISHED GRADE  
 103.75m = TOG GROUND FLOOR AVERAGE

**Valley Homes - Zoning Compliance Chart**

Regulation in 05-200	Required/Permitted	Proposed	Compliance (Y/N)
Permitted (see Section 104.4 of By-law 05-200)	Multiple Dwelling, etc.	Multiple Dwelling	Y
Regulation for all uses			
Maximum Building Setback from a Street Line	4.5 metres, except where a visibility triangle is required for a driveway access.	7.25m	N
Minimum Rear Yard	4.5 metres, except where a visibility triangle is required for a driveway access. Notwithstanding Section 104.4, but, a minimum setback of 0.5 metres for that portion of a building providing an access driveway to a garage.	20m	Y
Minimum Side Yard	7.5 metres	20m	Y
Building Height	Minimum 11.0 metre facade height along the street. Minimum 40.0 metres.	22.0m (least lot line) 33.0m (least lot line) 35.5m (minimum)	N
		Minimum 40.0 metres.	N

Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:	Minimum Amenity Area for Dwelling Units and Multiple Dwellings:
1) An area of 4.0 square metres for each dwelling unit less than or equal to 50 square metres of gross floor area, and,	1) An area of 6.0 square metres for each dwelling unit greater than 50 square metres of gross floor area.	18 units under 50 square metres + 72 square metres required	18 units under 50 square metres + 1,204 square metres required	5,669 square metres (887 square metres outdoor)	Y				
2) An area of 6.0 square metres for each dwelling unit greater than 50 square metres of gross floor area.	1) An area of 6.0 square metres for each dwelling unit greater than 50 square metres of gross floor area or less, in which case, parking shall be provided at a rate of 0.2 per unit. Total = 2584 spaces.	254 units under 50 square metres + 64 spaces	254 units under 50 square metres + 254 spaces	374	Y				

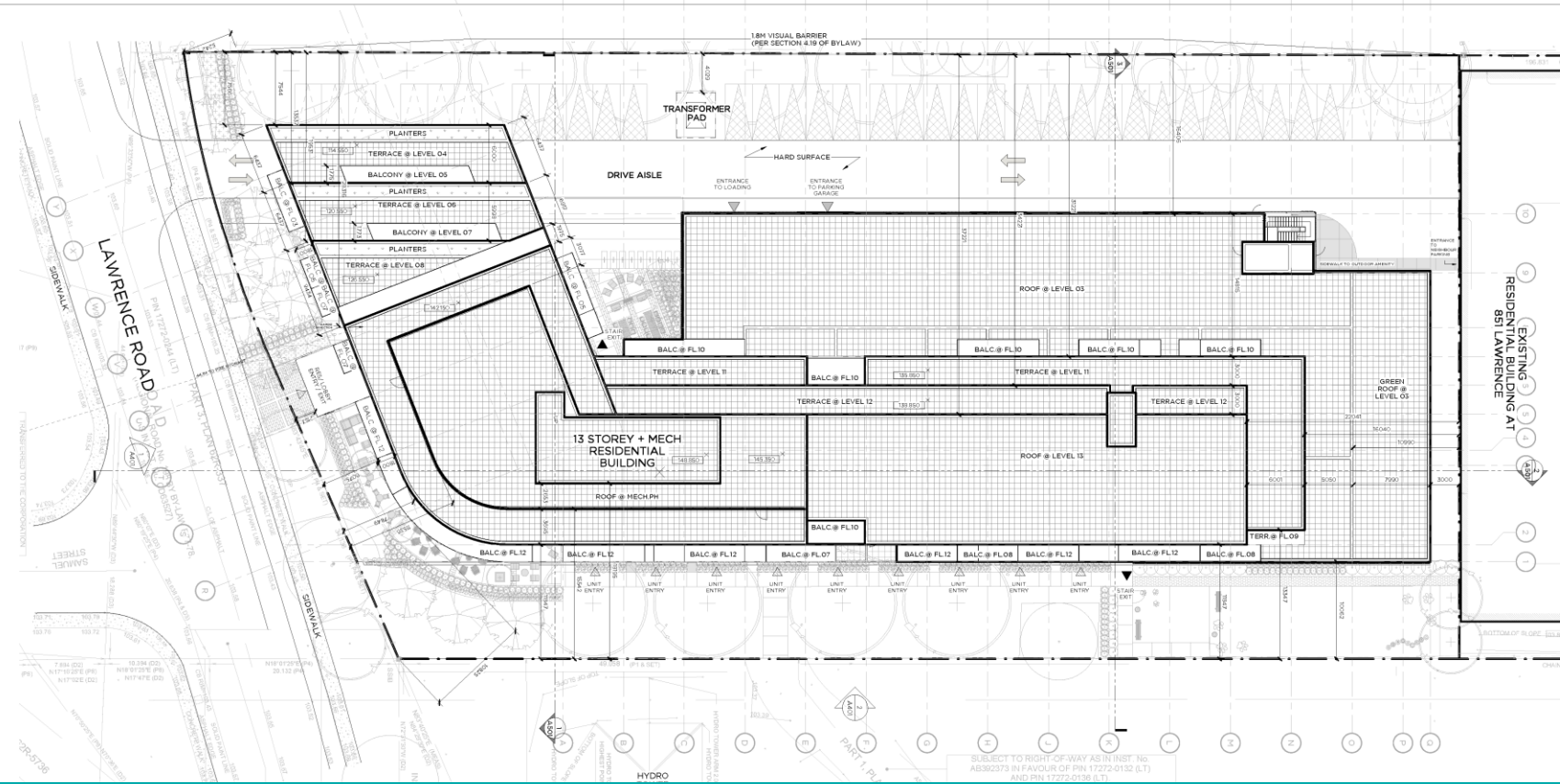
**Additional Requirements**

Requirement	Compliance (Y/N)
<b>Build Form for New Development (10.4.3.1)</b> Roofing, mechanical equipment shall be located and/or screened from view from adjoining street. No parking, loading areas, or areas shall be located between the required building facade and the front lot line and laneway lot line. A minimum of one principal entrance shall be provided:	
1. Within the ground floor facade that is set back closest to a street, and,	Y
2. Shall be accessible from the building facade with direct access from the public sidewalk.	Y
A driveway shall be permitted in a Planning Strip where required by the By-law.	N/A
<b>Planning Strip Requirements (10.4.3.2)</b> Where a property lot line abuts a property lot line within a Residential Zone or an Institutional Zone and not a Laneway, a minimum 1.5 metre wide Planning Strip shall be provided and maintained.	Y
<b>Visual Barrier Requirement (10.4.3.3)</b> A small barrier shall be required along any lot line abutting a Residential Zone, Institutional Zone, or Downtown (D3) Zone in accordance with the requirements of Section 4.0 of this By-law.	Y
<b>Outdoor Storage (10.4.3.4)</b> The outdoor storage of goods, materials, or equipment shall be permitted, and:	Y
1) Notwithstanding Section 10.4.3.4, the display of goods or material for retail purposes necessary to a Retail use shall only be permitted in a front or Rearage yard.	N/A

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ISSUE RECORD

REVISION RECORD



North

**RAW**

405-97 ADELAIDE STREET WEST  
 TORONTO CANADA M5V 9H9  
 WWW.RAWCONSTRUCTION.COM

21094  
 851 Lawrence Road

T. Valery  
 Construction Limited

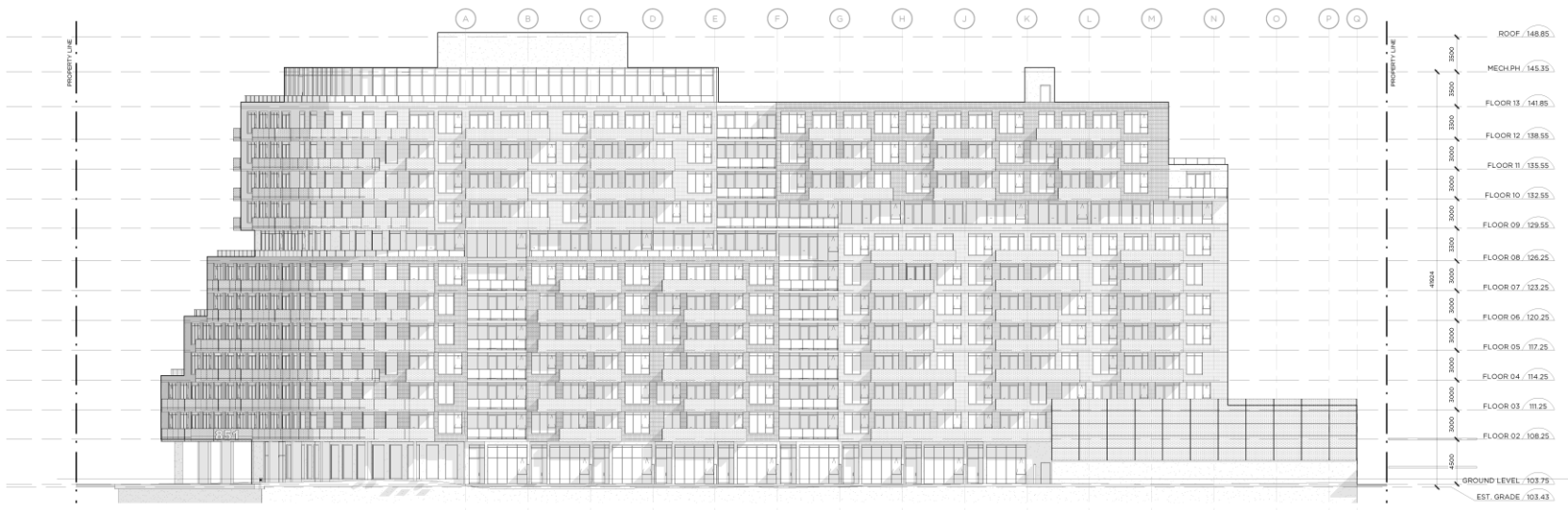
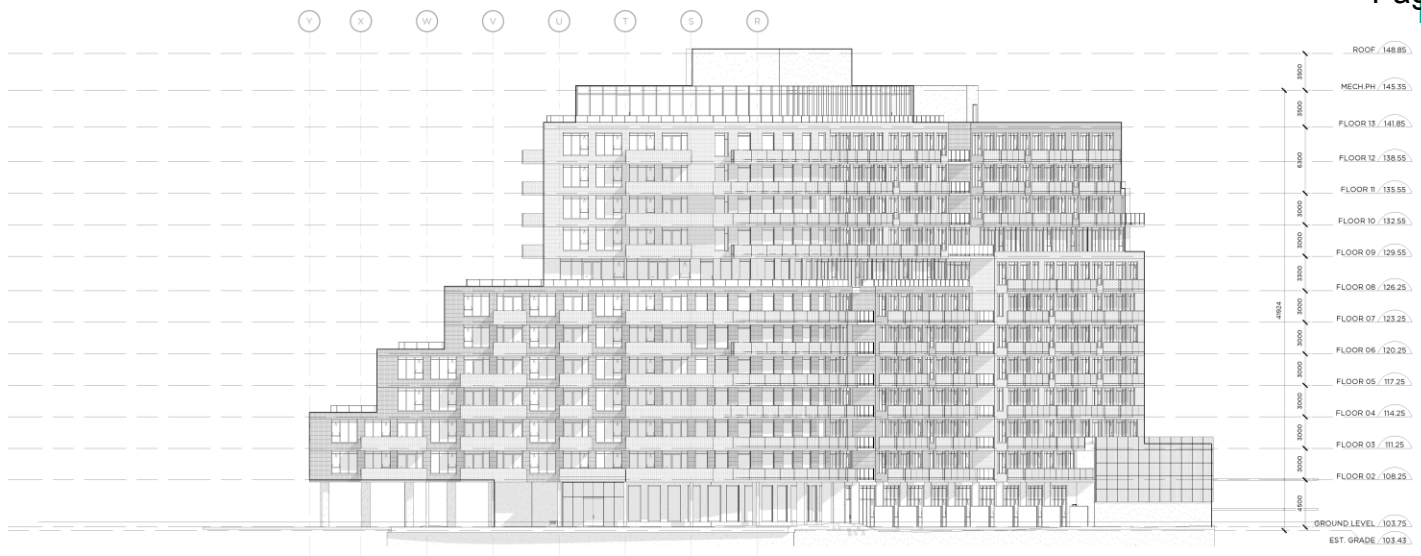
SITE PLAN  
 As indicated  
**A100**

Appendix C

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ISSUE RECORD

REVISION RECORD



North

**RAW**

405-37 ADELAIDE STREET  
 WEST  
 TORONTO CANADA M5V 1P9  
 TEL: 416-598-9728  
 WWW.RAWDESIGN.CA

21094

851 Lawrence Road

T. Valery  
 Construction  
 Limited

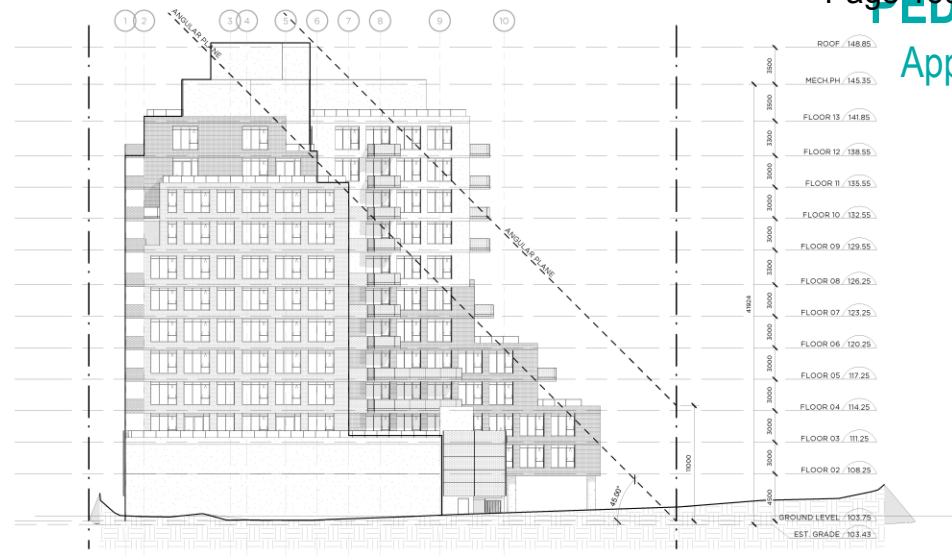
BUILDING  
 ELEVATIONS

1: 200

**A401**



Appendix C



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ISSUE RECORD

REVISION RECORD



North



405-37 ADELAIDE STREET WEST  
 TORONTO CANADA M5V 1P9  
 416-598-8778  
 WWW.RAWDESIGN.CA

21094

851 Lawrence Road

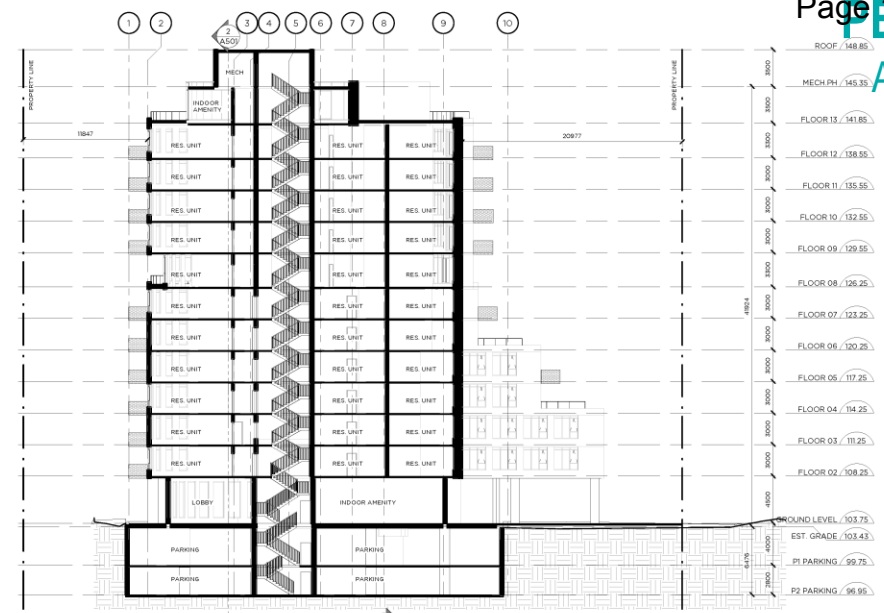
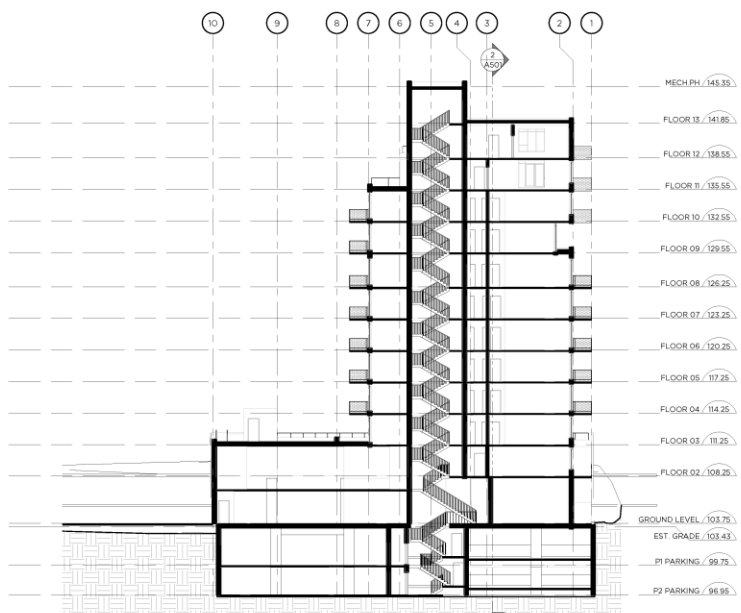
T. Valery  
 Construction  
 Limited

BUILDING  
 ELEVATIONS

1: 200

A402

Appendix C



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ISSUE RECORD

REVISION RECORD

North  
**RAW**  
 408-37 ADELAIDE STREET WEST  
 TORONTO CANADA M5V 9P9  
 T: 416 599 9709  
 WWW.RAWDESIGN.CO

21094  
 851 Lawrence Road

T. Valery  
 Construction Limited

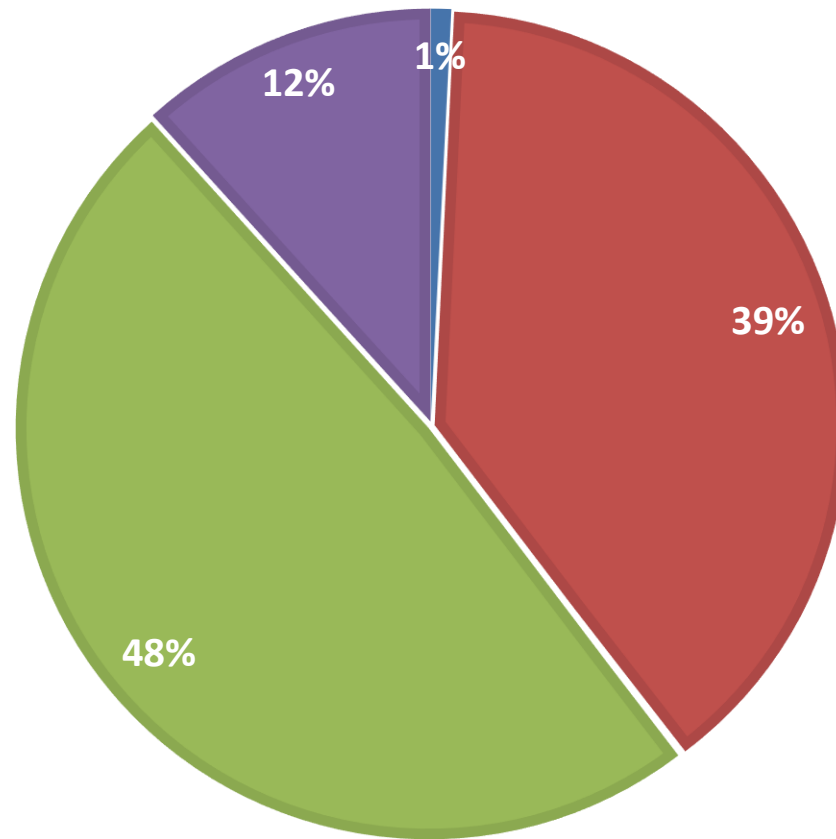
BUILDING SECTIONS

1 : 200

A501

### BREAKDOWN BY UNIT TYPE

■ Studio ■ 1 Bedroom ■ 2 Bedroom ■ 3 Bedroom





851 Lawrence Road facing north from Lawrence Road



851 Lawrence Road facing east down Lawrence Road



851 Lawrence Road facing west down Lawrence Road



Hydro corridor to the east of the lands facing north



380 Cochrane Road to the east of the hydro corridor facing southwest





Existing building on Subject Lands at 2030 King Street East facing south



2030 King Street East facing west down King Street East



2030 King Street East facing east down King Street East

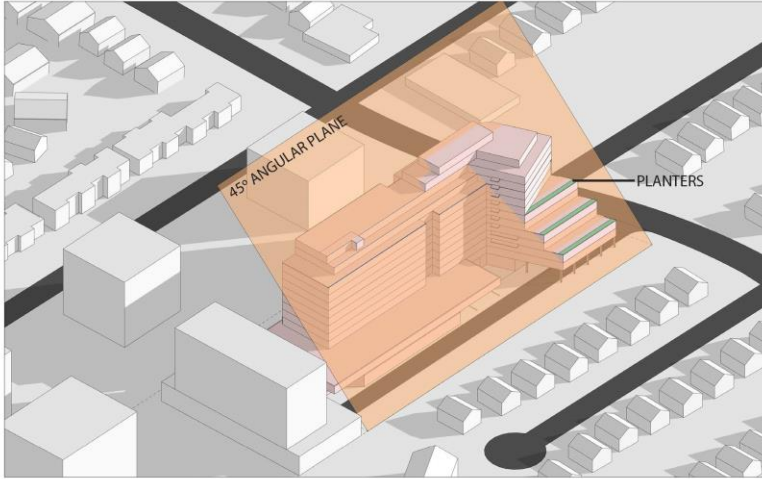


Ipswich Place facing north from Lawrence Road to the west of the Subject Lands

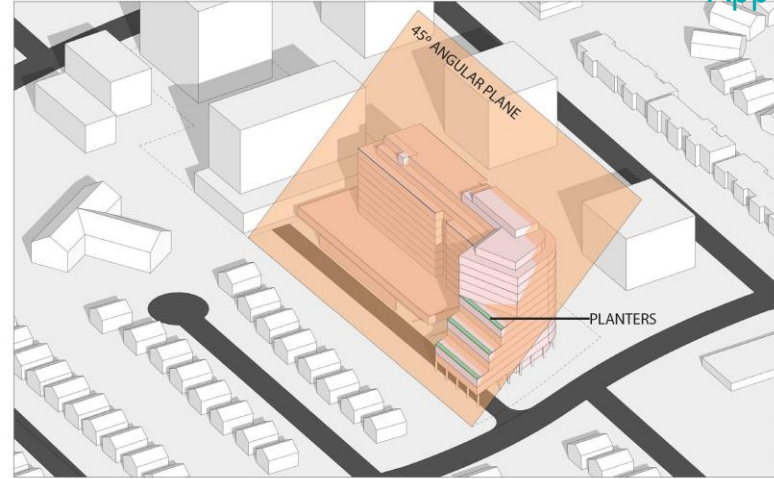


# THANK YOU FOR ATTENDING

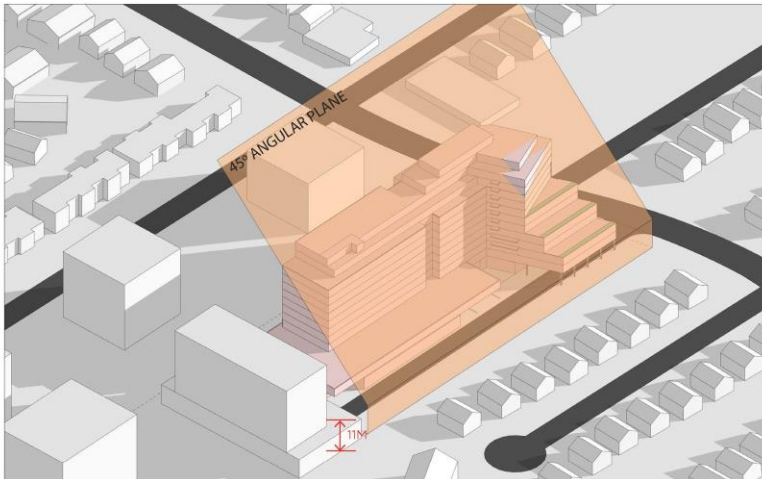
THE CITY OF HAMILTON PLANNING COMMITTEE



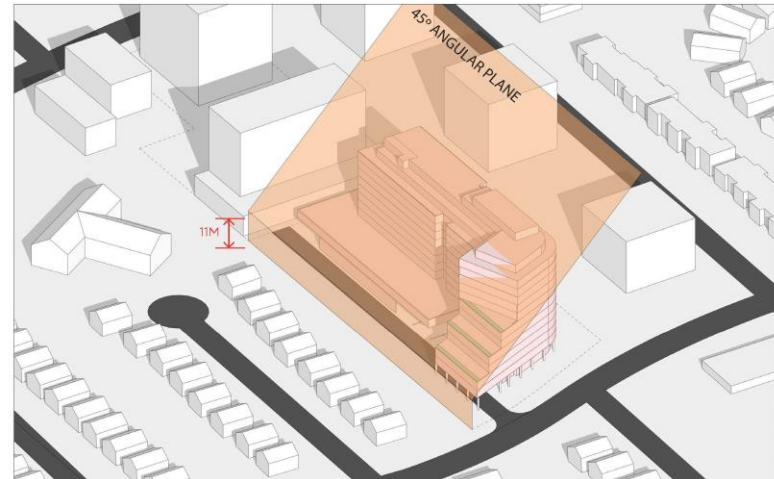
NW Aerial - 45° from West Property Line



SW Aerial - 45° from West Property Line



NW Aerial - 45° at 11M from West Property Line



SW Aerial - 45° at 11M from West Property Line

**RAW** ANGULAR PLANE  
851 LAWRENCE RD  
HAMILTON, ON

## TREE REMOVAL BREAKDOWN

Tree #	Species (Common Name)	Ownership	Recommendation
1	Pin Cherry	Subject Property	Remove
2	Manatoba Maple	Subject Property	Remove
3	White Spruce	Subject Property	Remove
4	White Spruce	Subject Property	Remove
5	White Spruce	Subject Property	Remove
6	Honey Locust	Neighbouring - off property	Save
7	Manitoba Maple	Boundary	Save
8	Norway Maple	Boundary	Save
9	Norway Maple	Boundary	Save
10	European Ash	Subject Property	Remove
11	European Ash	Subject Property	Remove
12	European Ash	Subject Property	Remove
13	European Ash	Subject Property	Remove
14	Siberian Elm	Subject Property	Remove
15	Littleleaf Linden	Subject Property	Remove
16	Hedge Maple	Subject Property	Remove
17	Silver Maple	Subject Property	Remove
18	Norway Maple	ROW - Municipal	Save
19	Norway Maple	ROW - Municipal	Save
20	Norway Maple	Subject Property	Remove
21	Manatoba Maple	Subject Property	Remove
22	Manatoba Maple	Subject Property	Remove
23	Siberian Elm	Subject Property	Remove
24	Siberian Elm	Subject Property	Remove
25	Siberian Elm	Subject Property	Remove
26	Siberian Elm	Subject Property	Remove
27	Red Oak	Subject Property	Save
28	Red Oak	Subject Property	Remove
29	Red Oak	Subject Property	Remove
30	Littleleaf Linden	Neighbouring - off property	Save
31	Littleleaf Linden	Neighbouring - off property	Save
32	Littleleaf Linden	Neighbouring - off property	Save



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Alaina Baldassarra (905) 546-2424 Ext. 7421
<b>SUBMITTED BY:</b>	Anita Fabac Acting Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

That **Zoning By-law Amendment Application ZAC-23-038, by King Consultants Inc. c/o Gursewak Singh on behalf of the Heli Patel, owner**, for a change in zoning from “D” (Urban Protected Residential - One and Two Family Dwellings, etc.) District to the Transit Oriented Corridor Local Commercial (TOC2, 875) Zone, to recognize an existing retail use (convenience store) and take-out restaurant on lands located at 527 James Street North, Hamilton, as shown on Appendix “A” attached to Report PED23212, be **APPROVED** on the following basis:

- (a) That the draft By-law, attached as Appendix “B” to Report PED23212, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (b) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and complies with the Hamilton-Wentworth Official Plan and West Harbour (Setting Sail) Secondary Plan.

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**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) - Page 2 of 8**

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**EXECUTIVE SUMMARY**

The subject lands are municipally known as 527 James Street North and are located on the northwest corner of MacAulay Street West and James Street North. The applicant, King Consultants Inc. c/o Gursewak Singh on behalf of the Heli Patel, owner, has applied for an amendment to the Zoning By-law for a change in zoning from the “D” (Urban Protected Residential - One and Two Family Dwellings, etc.) District to the Transit Oriented Corridor Local Commercial (TOC2, 875) Zone, to recognize an existing retail use (convenience store) and take-out restaurant within an existing building. Site-specific modifications to the Transit Oriented Corridor Local Commercial (TOC2) Zone are required to accommodate the existing conditions, which are discussed in detail in Appendix “C” attached to Report PED23212.

The proposed Zoning By-law Amendment application has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (2020);
- It conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- It complies with the Hamilton-Wentworth Official Plan and West Harbour (Setting Sail) Secondary Plan, in particular by permitting a range of commercial uses that support the local community, limiting the height within two to four storeys and only permitting residential dwellings above the ground floor; and,
- The existing retail use (convenience store) and take-out restaurant are compatible with the existing land uses in the immediate area, the uses are located in an existing building which is sympathetic to the character of the established North End West neighbourhood which may have possible cultural heritage value and supports the continued operation of a local business.

**Alternatives for Consideration – See Page 8**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold a Public Meeting to consider an application for a Zoning By-law Amendment. In accordance with Section 34(10.12), if the City makes a decision on a Zoning By-law Amendment within 90 days after the receipt of the application, the City shall not refund the fee.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) - Page 3 of 8**

**HISTORICAL BACKGROUND**

<b>Application Details</b>	
Owner:	Heli Patel.
Applicant:	Heli Patel.
Agent:	King Consultants Inc. (c/o Gursewak Singh).
File Number:	ZAC-23-038.
Type of Application:	Zoning By-law Amendment.
Proposal:	To recognize an existing retail use (convenience store) and take-out restaurant in an existing building.
<b>Property Details</b>	
Municipal Address:	527 James Street North.
Lot Area:	±252 m <sup>2</sup> (0.03 ha)
Servicing:	Existing full municipal services.
Existing Use:	Mixed use with an existing convenience store with a hot food table on the ground floor and a residential dwelling unit on the second floor.
Proposed Use:	Continued operation of the convenience store with accessory take-out restaurant on the ground floor and a dwelling unit on the second floor.
<b>Documents</b>	
Provincial Policy Statement (PPS):	The proposal is consistent with the Provincial Policy Statement (2020).
A Place to Grow:	The proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).
Official Plan Existing:	Hamilton-Wentworth Official Plan.  "Urban Area" Designation on Map No. 1 – Regional Development Pattern.
Secondary Plan Existing:	West Harbour (Setting Sail) Secondary Plan.  "Mixed Use" on Schedule M-2 General Land Use. A review of applicable policies is included in Appendix "D" attached to Report PED23212.
Secondary Plan Proposed:	Not Applicable

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**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) - Page 4 of 8**

<b>Documents</b>	
Zoning Existing:	“D” (Urban Protected Residential – One and Two Family Dwellings, Etc.) District.
Zoning Proposed:	Transit Oriented Corridor Local Commercial (TOC2, 875) Zone.
Modifications Proposed:	The following modifications are being proposed to Zoning By-law No. 05-200: <ul style="list-style-type: none"> <li>To recognize the existing building setback from a street line of 0.0 metres; and,</li> <li>To recognize the existing building setback from the interior side yard of 0.0 metres.</li> </ul>
<b>Processing Details</b>	
Received:	August 4, 2023.
Deemed Complete:	August 4, 2023.
Notice of Complete Application:	Sent to 150 property owners within 120 metres of the subject property on August 21, 2023.
Public Notice Sign:	Posted on August 24, 2023.
Notice of Public Meeting:	Sent to 150 property owners within 120 metres of the subject property on October 6, 2023.
Staff and Agency Comments:	Staff and agency comments have been summarized in Appendix “E” attached to Report PED23212.
Public Consultation:	Details of an open house and the proposed application were sent by mail to property owners within 120 metres of the subject property two weeks prior to the open house. Approximately 19 people attended the open house on July 25, 2023 between 9:30 a.m. and 5:00 p.m. Comments from the attendees were in support of the convenience store and take-out restaurant. A summary of the public comments received by Applicant is included Appendix “G” attached to Report PED23212.
Public Comments:	One public comment in opposition of the application was received and is summarized in Appendix “G” attached to Report PED23212.
Processing Time:	82 days from date of receipt of the application.

### Existing Land Use and Zoning

	<b>Existing Land Use</b>	<b>Existing Zoning</b>
<b>Subject Lands:</b>	Mixed-use residential and commercial	“D” (Urban Protected Residential – One and Two Family Dwellings, Etc.) District.

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**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) - Page 5 of 8**

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**Surrounding Land Uses:**

North	Residential	“D” (Urban Protected Residential – One and Two Family Dwellings, Etc.) District.
South	Residential	“DE-3” (Multiple Dwellings) District.
East	Residential	“D/S-607” (Urban Protected Residential – One and Two Family Dwellings, Etc.) District, Modified.
West	Residential	“D” (Urban Protected Residential – One and Two Family Dwellings, Etc.) District.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

**Provincial Planning Policy Framework**

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the Provincial Policy Statement (2020) and conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. Matters of provincial interest (e.g., efficiency of land use) are reviewed and discussed in the Official Plan analysis that follows.

As the application for Zoning By-law Amendment complies with the City of Hamilton Official Plan, it is staff’s opinion that the application is:

- Consistent with Section 3 of the *Planning Act*;
- Consistent with the Provincial Policy Statement (PPS, 2020);
- Conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended); and,
- Complies with the West Harbour (Setting Sail) Secondary Plan.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) - Page 6 of 8**

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**Urban Hamilton Official Plan**

The Urban Hamilton Official Plan was approved by Council on July 9, 2009 and the Ministry of Municipal Affairs on March 16, 2011.

There was no decision (Non-decision No. 113) made by the Ministry regarding the adoption of the West Harbour (Setting Sail) Secondary Plan into the Urban Hamilton Official Plan because at the time the Ministry was reviewing the Urban Hamilton Official Plan, the Secondary Plan was still under appeal. The lands are currently identified as “Lands Subject to Non-Decision 113 West Harbour Setting Sail” on Schedule E-1 of the Urban Hamilton Official Plan, therefore the Urban Hamilton Official Plan policies do not apply. As a result, when the Urban Hamilton Official came into effect on August 16, 2013, it did not affect the West Harbour (Setting Sail) Secondary Plan.

**Hamilton-Wentworth Official Plan and Former City of Hamilton Official Plan**

The subject lands are not included within the Urban Hamilton Official Plan as they are part of Non-Decision No. 113. As a result, the policies of the Hamilton-Wentworth Official Plan and the City of Hamilton Official Plan that are applicable to the subject lands remain in effect. In this regard, the subject lands are within the Urban Area of the Hamilton-Wentworth Official Plan. The lands are designated “West Harbour” on Schedule A of the City of Hamilton Official Plan and the West Harbour (Setting Sail) Secondary Plan provides the detailed designations and policy framework for this area. City of Hamilton Official policies related to water distribution, sewage disposal, storm drainage and residential environment and housing remain in effect and are applicable to the proposal.

**West Harbour (Setting Sail) Secondary Plan**

In the West Harbour (Setting Sail) Secondary Plan, the property is designated as “Mixed Use” on Schedule M-2: General Land Use. Staff have completed a review of the “Mixed Use Area” designation policies and Prime Retail Streets (James Street North) policies. The policies for the Prime Retail Streets encourage mixed use developments with ground level commercial including, but not limited to, retail stores, restaurants, business and personal services and/or professional offices, while permitting residential uses above the ground floor. The current height maximum within the West Harbour (Setting Sail) Secondary Plan, identified on Schedule M-4: Building Heights, is between two to four storeys. Staff are satisfied that the existing mixed use two storey building with an existing convenience store with a take-out restaurant on the ground floor and residential unit above meets the applicable policies (refer to Appendix “D” attached to Report PED23212).

Therefore, the proposal complies with the West Harbour (Setting Sail) Secondary Plan.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) - Page 7 of 8**

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**City of Hamilton Zoning By-law No. 05-200**

The proposed Zoning By-law Amendment is for a change in zoning from “D” (Urban Protected Residential - One and Two Family Dwellings, etc.) District to the Transit Oriented Corridor Local Commercial (TOC2, 875) Zone. Modifications to the Transit Oriented Corridor Local Commercial (TOC2) Zone are required to recognize the reduced setback conditions for the existing building and are summarized in the report Fact Sheet above and further discussed in Appendix “E” attached to Report PED23212.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposal has merit and can be supported for the following reasons:
  - a) It is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
  - b) It complies with the general intent and purpose of the West Harbour (Setting Sail) Secondary Plan, in particular, the “Mixed Use” designation, by permitting commercial and residential uses within a two-storey building; and,
  - c) The proposal represents good planning by continuing to provide an existing commercial use and residential unit that supports the surrounding neighbourhood as well as efficiently uses the existing municipal infrastructure and building.
  
2. Zoning By-law Amendment

The subject lands are zoned “D” (Urban Protected Residential - One and Two Family Dwellings, etc.) District in Former City of Hamilton Zoning By-law No. 6593. The Zoning By-law Amendment proposes to change the zoning to the Transit Oriented Corridor Local Commercial (TOC2, 875) Zone as outlined in the table on page 4 of the staff report.

Staff are satisfied that the proposed Zoning By-law Amendment complies with the “Mixed Use” designation of the West Harbour (Setting Sail) Secondary Plan as a retail store (convenience store) and restaurant within the existing building with a residential unit above the ground floor are permitted by the policies. Staff are satisfied that the proposed Transit Oriented Corridor Local Commercial (TOC2) Zone implements the intent of the Setting Sail Secondary Plan policies by permitting a range of commercial uses (including the existing uses), restricting residential dwellings to being located above the ground floor, and limiting the

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**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 527 James Street North, Hamilton (PED23212) (Ward 2) - Page 8 of 8**

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height to a maximum of 11.0 metres. Overall, staff are satisfied that the proposal respects the character of the surrounding area. The site-specific modifications recognize the existing building on the subject lands which has possible cultural heritage value and supports the surrounding residential community (outlined in Appendix "E" attached to Report PED23212).

Therefore, staff support the proposed Zoning By-law Amendment.

**ALTERNATIVES FOR CONSIDERATION**

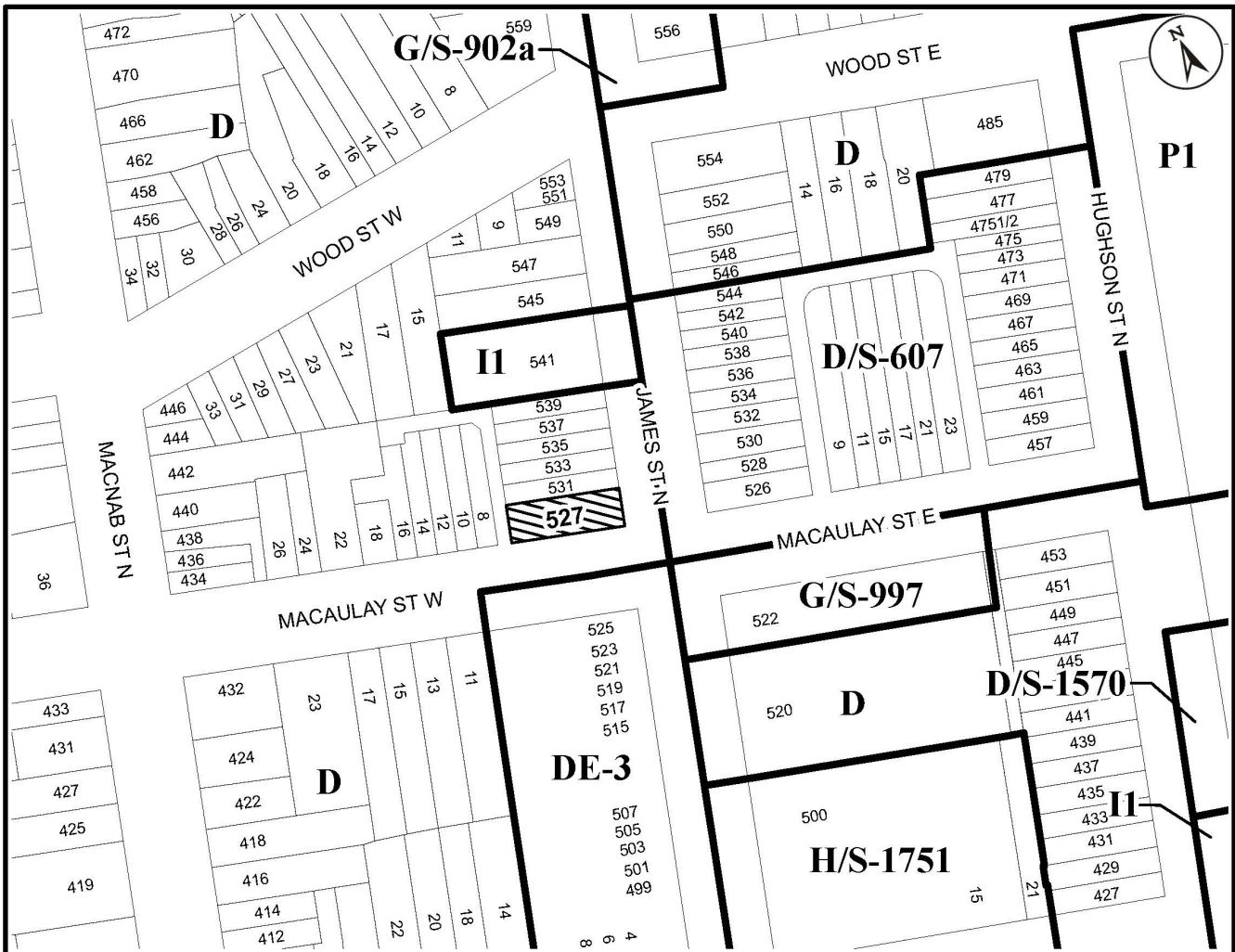
Should the application be denied, the subject property can be used in accordance with the "D" (Urban Protected Residential - One and Two Family Dwellings, etc.) District in Hamilton Zoning By-law No. 6593. For the retail use (convenience store) and restaurant use to continue, the owners would need to confirm that the uses are legal non-conforming.

**APPENDICES AND SCHEDULES ATTACHED**

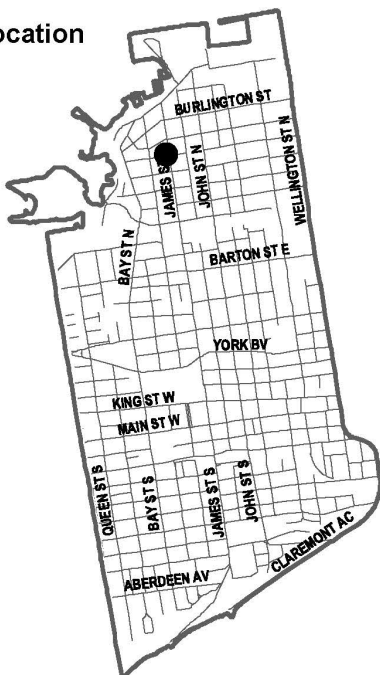
Appendix "A" to Report PED23212 – Location Map  
Appendix "B" to Report PED23212 – Amendment to Zoning By-law No. 05-200  
Appendix "C" to Report PED23212 – Concept Plan  
Appendix "D" to Report PED23212 – Official Plan Policy Review  
Appendix "E" to Report PED23212 – Zoning Modification Chart  
Appendix "F" to Report PED23212 – Staff and Agency Comments  
Appendix "G" to Report PED23212 – Public Comments

AB:sd

Appendix "A" to Report PED23212  
Page 1 of 1



● Site Location



Key Map - Ward 2

# Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-23-038

Date:  
September 13, 2023

Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
AB/NB

### Subject Property

527 James Street North



Lands to be added as Transit Oriented Corridor  
Local Commercial (TOC2, 875) Zone





**Appendix “B” to Report PED23212  
Page 1 of 3**

**Authority:** Item ,  
Report (PED23212)  
CM:  
Ward: 2

**Bill No.**

**CITY OF HAMILTON  
BY-LAW NO. 23-**

**To Amend Zoning By-law No. 05-200  
Respecting Lands Located at 527 James Street North, Hamilton**

**WHEREAS** Council approved Item \_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on October 17, 2023;

**AND WHEREAS** this By-law conforms to the City of Hamilton Official Plan;

**NOW THEREFORE** the Council of the City of Hamilton amends Zoning By-law No. 05-200 as follows:

1. That Schedule “A” – Zoning Maps, Map No. 827 is amended by adding the Transit Oriented Corridor Local Commercial (TOC2, 875) Zone for the lands known as 527 James Street North, Hamilton, the extent and boundaries of which are shown on Schedule “A” to this By-law.
2. That Schedule “C” - Special Exceptions is amended by adding the following new Special Exception:
  - “875. Within the lands zoned Transit Oriented Corridor Local Commercial (TOC2) Zone, identified on Map 827 of Schedule “A” – Zoning Maps and described as 527 James Street North, the following special provisions shall apply:
    - a) Notwithstanding Section 11.2.3 a) and c) the following special provisions shall apply:
      - i) Minimum Building Setback from a Street Line 0.0 metres;
      - ii) Minimum Interior Side Yard 0.0 metres;
3. That no building or structure shall be erected, altered, extended or enlarged, nor shall any building or structure thereof be used, nor shall any land be used, except in accordance with the provisions of the Transit Oriented Corridor Local Commercial

**Appendix "B" to Report PED23212**  
**Page 2 of 3**

(TOC2, 875) Zone, subject to the special requirements referred to in Section No. 2 of this By-law.

4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

**PASSED** this \_\_\_\_\_ , \_\_\_\_\_

---

A. Horwath  
Mayor

---

J. Pilon  
Acting City Clerk

Appendix "B" to Report PED23212  
Page 3 of 3

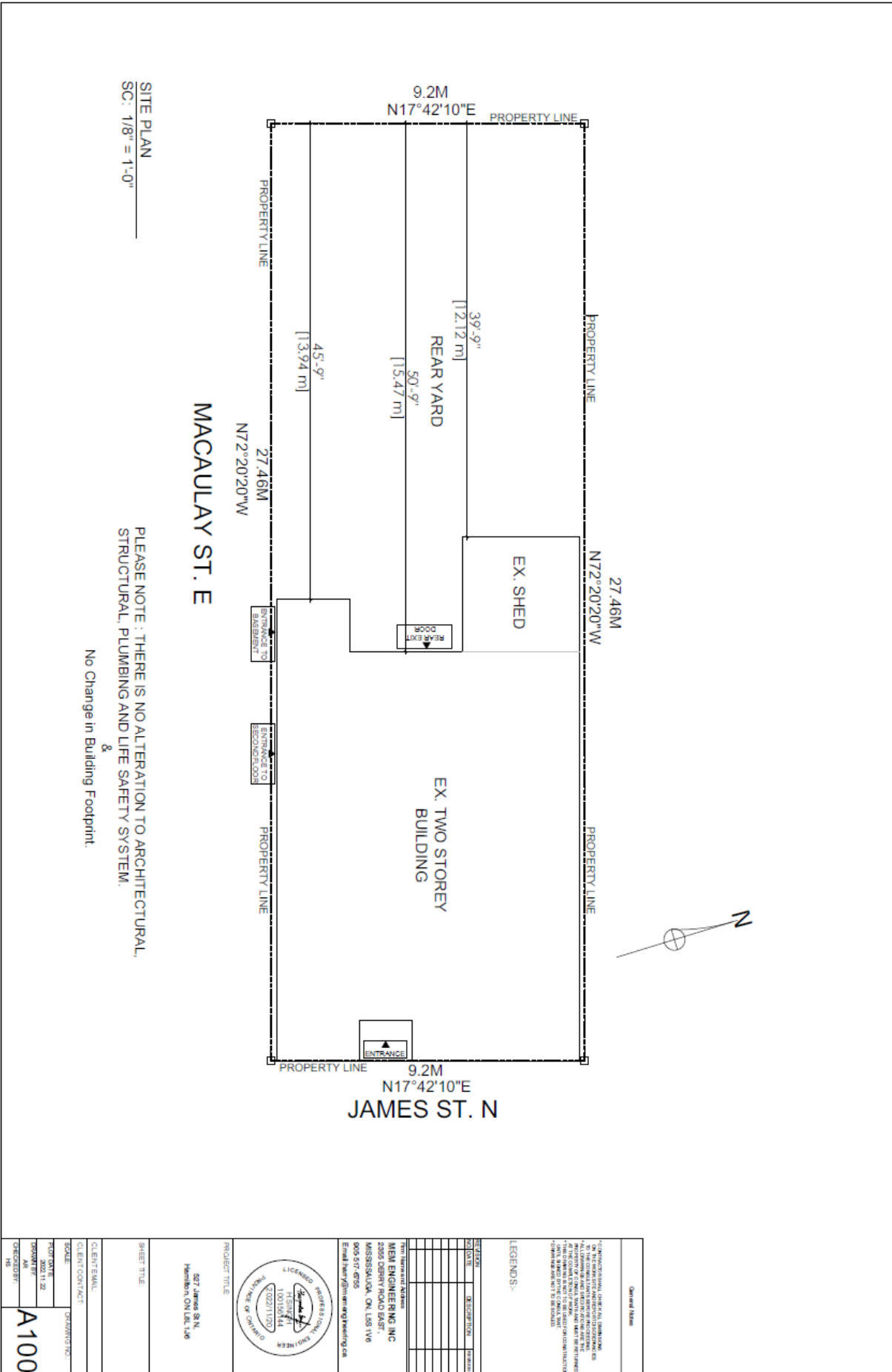


<p>This is Schedule "A" to By-law No. 23-</p> <p>Passed the ..... day of ....., 2023</p>	<p>----- Mayor</p> <p>----- Clerk</p>
--	---

<p><b>Schedule "A"</b></p> <p>Map forming Part of By-law No. 23-_____</p> <p>to Amend By-law No. 05-200 Map 827</p>	<p><b>Subject Property</b></p> <p>527 James Street North</p> <p> Lands to be added as Transit Oriented Corridor Local Commercial (TOC2, 875) Zone</p>
---	---

Scale: N.T.S	File Name/Number: ZAC-23-038	 Hamilton
Date: September 13, 2023	Planner/Technician: AB/AL	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		

Appendix "C" to Report PED23212  
Page 1 of 1



SITE PLAN  
SC: 1/8" = 1'-0"

PLEASE NOTE : THERE IS NO ALTERATION TO ARCHITECTURAL,  
STRUCTURAL, PLUMBING AND LIFE SAFETY SYSTEM.  
&  
No Change in Building Footprint.

**General Notes**

- 1. CONSULTANT SHALL BE FULLY RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE CONSULTANT BY THE CLIENT.
- 2. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION PROVIDED BY THE CLIENT THAT IS NOT OBTAINED FROM THE CONSULTANT'S OWN INVESTIGATION.
- 3. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION PROVIDED BY THE CLIENT THAT IS NOT OBTAINED FROM THE CONSULTANT'S OWN INVESTIGATION.
- 4. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION PROVIDED BY THE CLIENT THAT IS NOT OBTAINED FROM THE CONSULTANT'S OWN INVESTIGATION.

**LEGENDS:-**

NO.	SYMBOL	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

**PROJECT INFORMATION**

**CLIENT:** HENSLER ENGINEERING INC.  
10015164  
MISSISSAUGA, ON L4S 1V6  
905-517-0925  
Email: henry@henryengineering.ca

**PROJECT TITLE:** 527 James St. N., Hamilton, ON L8L 1A6

**SHEET TITLE:**

**CLIENT EMAIL:**

**CLIENT CONTACT:**

**SCALE:**

**DATE:** 2022-11-22

**PROJECT NO.:** A100

**DESIGNER:** HS

**Appendix “D” to Report PED23212**  
**Page 1 of 1**

**SUMMARY OF WEST HARBOUR (SETTING SAIL) SECONDARY PLAN POLICIES**

The following policies, amongst others, apply to the proposal.

<b>Theme and Official Plan Policy</b>	<b>Summary of Issue</b>	<b>Staff Response</b>
<p><b>Mixed Use Areas – Density and Height</b></p> <p>Policy A.6.3.3.1.17 iv)</p>	<p>The proposal complies with this policy.</p> <p>The intent of the policy is to identify a maximum height for the subject lands based on Schedule M-4: Building Heights. The maximum height of the property is between two and four storeys.</p>	<p>The intent of the policy is to identify a maximum height for the property. The existing building is a two storey brick building which complies with the permitted height range. Therefore, Staff are satisfied that it meets the intent of the policy.</p>
<p><b>Prime Retail Streets – James Street North</b></p> <p>Policy A.6.3.3.1.18 i) and A.6.3.3.1.18 iv)</p>	<p>The proposal complies with this policy.</p> <p>The intent of the policy is to permit mixed use developments by allowing for residential uses in addition to commercial uses. Since James Street North is a Prime Retail Street, residential uses are permitted on the upper floors, in addition to allowing retail and personal service uses on the second floor.</p>	<p>The intent of this policy is to permit mixed use developments while maintaining a prime retail area or commercial street along James Street North. The proposal is to recognize the current uses of a convenient store and a hot food table on the ground floor with a residential unit on the second floor. This meets the intent of the policy by providing commercial to support the surrounding residential area and housing. Therefore, Staff are satisfied that it meets the intent of the policy.</p>
<p><b>Prime Retail Streets – James Street North</b></p> <p>Policy A.6.3.3.1.18 ii)</p>	<p>The proposal complies with this policy.</p> <p>The intent of the policy is to permit mixed use developments with ground floor, street related commercial and community uses including, but not limited to, retail stores, restaurants, takeout restaurants, business and personal services, and professional offices. Most of the street facing ground floor of buildings shall be reserved for street related commercial and/or community uses.</p>	<p>The intent of the policy is to support active streets for the Prime Retail Streets within the West Harbour (Setting Sail) Secondary Plan area. The current use has the commercial uses on the ground floor to support an active street along James Street North and includes the residential unit above the ground floor. Therefore, Staff are satisfied that it meets the intent of the policy.</p>

**Appendix “E” to Report PED23212**  
**Page 1 of 1**

**Site Specific Modifications to the Transit Oriented Corridor Local Commercial (TOC2) Zone**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
Building Setback from the Street Line  11.2.3 a)	Minimum of 1.5 metres is required from the street line.	A minimum setback of 0.0 metres shall be required for a setback from the street line.	Staff are satisfied with the requested modification because it recognizes the setback of the existing building on the subject lands. The building setback is similar to other buildings on the street and encourages the protection of the existing building which has potential cultural heritage value.  Therefore, Staff support the modification.
Building Setback from an Interior Side Lot Line  11.2.3 c) i) and ii)	Minimum of 1.5 metres except for when abutting a Single Detached Dwelling, Semi-Detached Dwelling, and Street Townhouse, which requires a minimum setback of 3.0 metres.	A minimum setback of 0.0 metres shall be required for an interior side yard.	The purpose of the proposal is to provide a minimum side yard setback for the purpose of access to the rear yard and maintenance from adjacent properties. For the subject lands, the interior side yard of the property is on the north side of the property.  The 0.0 metre setback is the existing setback of the existing building currently located on the subject lands. The setback is similar to other setbacks along the street and the rear yard of the property can be accessed from MacAulay Street West.  Therefore, Staff support the modification.

**Appendix “F” to Report PED23212**  
**Page 1 of 2**

**CONSULTATION – DEPARTMENTS AND AGENCIES**

	<b>Comment</b>	<b>Staff Response</b>
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department	It is staff’s understanding that there is no construction proposed to the exterior of the building and the proposed zone change is to permit internal renovations to establish a restaurant. The site plan states that there are no proposed changes to the existing plumbing. The Development Engineering Section has no issue with the proposed rezoning.	Noted.
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department	<p>A Traffic Impact Brief was submitted in support of the proposed application. The traffic Impact Brief was reviewed and approved on September 18, 2023.</p> <p>The Daylight Triangle requirement has been waived, without setting precedent, as the existing building is within the daylight triangle requirement and is to remain.</p> <p>The applicant will be required to enter into a Boulevard Parking Agreement for the asphalt driveway / parking spaces.</p>	Noted.
Forestry and Horticulture Section, Environmental Services Division, Public Works Department	There are no municipal assets on-site and no Landscape Plan is required.	Noted.
Cultural Heritage, Heritage and Urban Design Section, Planning Division, Planning and Economic Development Department	The subject property contains a circa 1890 two storey brick building that is included in the City’s Inventory of Heritage Properties. Additionally, the property is located in the North End West Established Historical Neighbourhood and the West Harbour (Setting Sail) Secondary Plan.	Noted.

**Appendix “F” to Report PED23212**  
**Page 2 of 2**

	<b>Comment</b>	<b>Staff Response</b>
<p>Cultural Heritage, Heritage and Urban Design Section, Planning Division, Planning and Economic Development Department  <b>Continued</b></p>	<p>The City recognizes there may be cultural heritage properties that are not yet identified or included in the Municipal Heritage Register nor designated under the <i>Ontario Heritage Act</i>, but still may be of cultural heritage interest. These may be properties that have yet to be surveyed, or otherwise identified, or their significance and cultural heritage value has not been comprehensively evaluated but are still worthy of conservation. Although not formally recognized under the <i>Ontario Heritage Act</i> through registration or designation, the subject property is of potential cultural heritage value and staff do have an interest in ensuring any proposed changes are sympathetic to the historic character of the building and are contextually appropriate.</p> <p>Notwithstanding that the property is included in the City’s Inventory of Heritage Buildings, and adjacent to several other Inventoried buildings within the North End West Established Historical Neighbourhood, staff have reviewed the application and are of the opinion that the cultural heritage value or interest of the property will be conserved as the existing building is proposed to be retained.</p>	



**Appendix “G” to Report PED23212**  
**Page 1 of 4****Summary of Public Comments Received**

<b>Comment Received</b>	<b>Staff Response</b>
Concern with the take-out restaurant (with a deep fryer).	The West Harbour (Setting Sail) Secondary Plan designates the property as “Mixed Use”. A restaurant is identified as a use to be encouraged within the “Mixed Use” designation.

**Appendix "G" to Report PED23212**  
**Page 2 of 4**

**Baldassarra, Alaina**

---

**From:** [REDACTED]  
**Sent:** Sunday, August 27, 2023 8:41 PM  
**To:** Baldassarra, Alaina  
**Subject:** 527 james st N

I'm hoping I have not missed this opportunity to vote no to having a restaurant with a deep fryer next to the house I just bought here in Hamilton.

Having a corner store is a convenience but the food and deep fryer is a definite detractor to this quaint neighborhood .

There is a strip mall and restaurant across the street so clearly the zoning there is for that type of business.

Please let it be known that I oppose this amendment

[REDACTED]

[REDACTED]



## King Consultants Inc.

Land Use Planning and Development Consultants

T: 905-965-1610

Gursewak@kingconsults.ca

specific standards proposed. Moheen A. explained his 8 years of operating the store on behalf of the owner and his observations of the North End community as well as need for the proposed use.

10:15 am: The participants were given the floor to ask questions and provide feedback.

Two participants from Picton Street W (within the 120 m) asked: What are the implication of the rezoning and what other uses are being proposed aside the take-out use?

A: The proposed rezoning will only include the existing uses on-site, namely the 2<sup>nd</sup> floor residential and 1<sup>st</sup> floor variety store and the restaurant use to introduce “Hot Food”.

One participant from James Street N (within the 120m) asked: Will the heritage building be affected by the interior upgrades?

A: No, the proposed use will not change the exterior protected character of the building or the lot configuration indicative of the LACAC designation applied to this site and the neighbouring row houses.

10:27 am: No further questions. Only feedback:

- No restaurants 100 yards away from the community centre – we need more variety and options.
- Immediate neighbour: The kids around the area come to this site for treats and further options will do well as most people in the community here eat out and we only have two restaurants or we have to go north up on Barton or downtown.
- This is the only variety store in our local vicinity that is local and affordable, more options will be beneficial.
- We need more options (nearby resident).
- Easily accessible and in walking distance for me and my family.
- Immediate neighbour – I like their food, they should continue to operate and serve the community.
- Immediate neighbour – I support more food and the proposed rezoning makes sense.
- Immediate neighbour – More developments like will help out folks that live nearby and makes sense, you have our support.
- Immediate neighbour – We only have a few and limited options in this area, having a take-out in the shop is the right move, we support this use and the owner.
- Nearby neighbour accompanied by two folks outside of this community - By all means, more food and support for a local business is what is lacking in this City.
- Nearby neighbour – I see no issues and support the rezoning.

10:50 am: The participants were thanked and provided with the owner's and the applicants contact information for further questions and updates on the application should they request for further consultation.



## King Consultants Inc.

Land Use Planning and Development Consultants

T: 905-965-1610

Gursewak@kingconsults.ca

11:00 am: Main Public consultation session was concluded and participants were requested to sign in if they had not signed in yet to confirm their attendance and review their valuable feed back.

Notes taken and recorded by: Mahha S.

Second phase of Neighbourhood Open House. 15-minute intermission for informal conversations and setting up a booth outside of the store.

11:30 am to 3:00 pm: King Consultants Inc. Team setup a stall with a participation attendance sheet, information on a workstation and a copy of the Public Notice Sign was visible on the table. This session provides a more flexible approach to capturing feedback from folks that could not make it for the larger group session.

Most of the questions asked involved what the rezoning will entail and how it will impact the current building design. The process was explained to the residents and a brief description was provided regarding the history of the application. Contact information provided and participants were encouraged to enter the store to see the located of the proposed.

The general feedback as follow from this session:

- Nearby neighbour – makes sense, no objections.
- Nearby neighbour – more options are seriously needed and this store is perfect.
- Nearby neighbour – Great service and genuinely would prefer more options.
- Immediate neighbour – No objections for the proposed and proposed makes sense for us.
- From adjacent community – Love the store and would love to see more food options.
- Immediate neighbour – Only store in the block that would be perfect for more food options.
- Immediate neighbour – I have lived here for decades and the store has been the go to spot for necessities for me and my family; more food please!
- Nearby neighbour – No objections; we support the rezoning.
- From adjacent community – More food is always good; need more places like this.
- From adjacent community – No objections, will be back for more food options.
- Nearby neighbour – No issues for us or my family, we support our local businesses.
- From adjacent community – Make sense; need more variety like this.
- From adjacent community – Local businesses need to adapt and innovate like this.
- Nearby neighbour – I have been local to this area since the 60's, more options and developments like this are needed and supportable.
- Different community – I live in the other block, more food is always good and severely needed in the City as a whole.
- Different community – I run programs in the nearby community centre; no issues with the proposed.
- Nearby neighbour – Need more options and variety in this area; I support the proposed.



WELCOME TO THE CITY OF HAMILTON

# PLANNING COMMITTEE

October 17, 2023

## PED23212 – (ZAC-23-038)

Application for a Zoning By-law Amendment for Lands Located at  
527 James Street North, Hamilton.

Presented by: Alaina Baldassarra



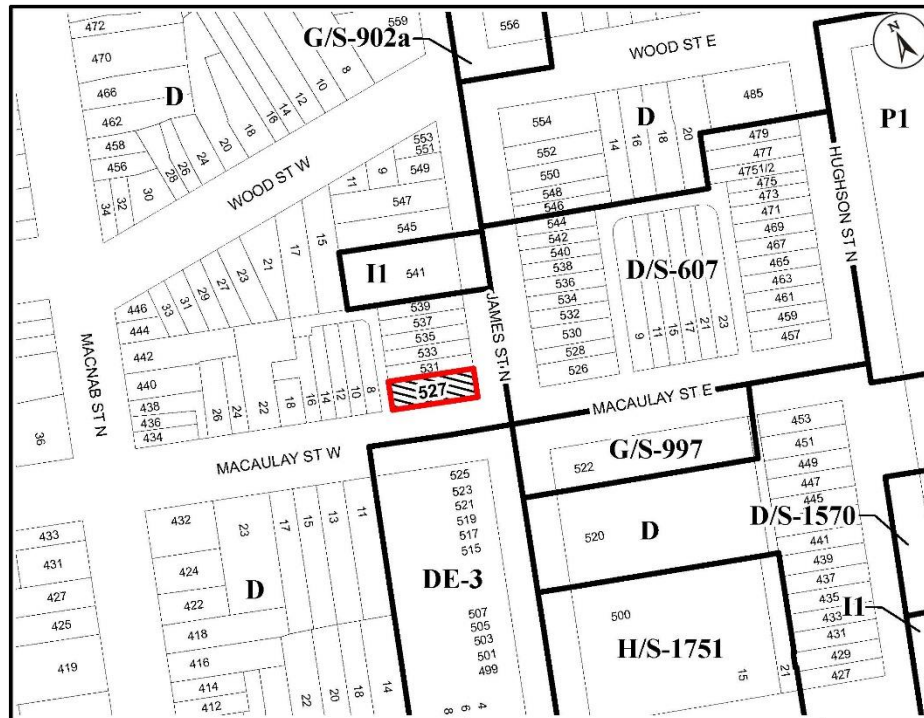
Hamilton Airphoto (2021)

**SUBJECT PROPERTY**

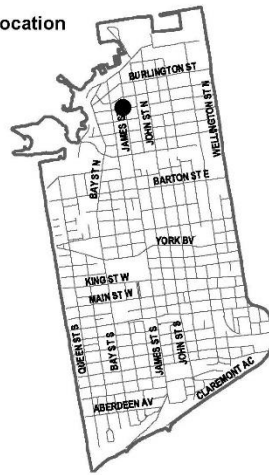


**527 James Street North, Hamilton**





● Site Location



Key Map - Ward 2

### Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-23-038

Date:  
September 13, 2023

Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
AB/NB

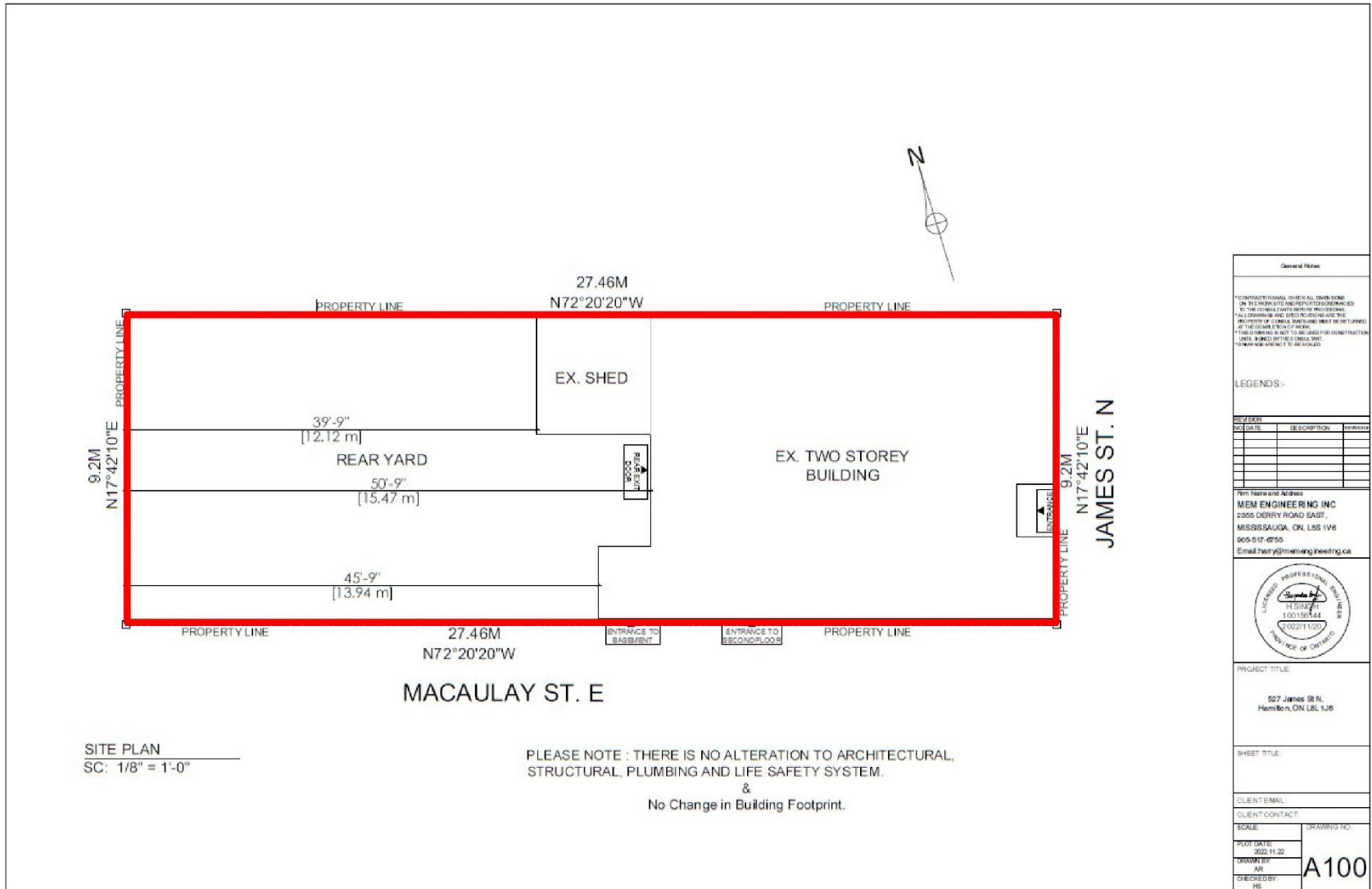
#### Subject Property

527 James Street North



Lands to be added as Transit Oriented Corridor  
Local Commercial (TOC2, 875) Zone





SITE PLAN  
 SC: 1/8" = 1'-0"

PLEASE NOTE : THERE IS NO ALTERATION TO ARCHITECTURAL,  
 STRUCTURAL, PLUMBING AND LIFE SAFETY SYSTEM.  
 &  
 No Change in Building Footprint.

**General Notes**

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORKSITE AND REPORT TO SUPERVISOR AS TO THE CONSTRUCTION PROCEEDINGS. ALL DIMENSIONS AND SIZES INCLUDING THE PROPERTY OF CONSTRUCTION SHALL BE RETURNED TO THE OWNER'S OFFICE. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS IN ACCORD WITH THE CONSTRUCTION PROGRAM MANUAL TO BE ISSUED.

**LEGENDS:-**

NO.	DATE	DESCRIPTION	REVISED

70th Memorial Address  
**MEM ENGINEERING INC**  
 2355 DERRY ROAD EAST,  
 MISSISSAUGA, ON L5S 1V6  
 905-517-4755  
 Email: [hpj@memeng.com](mailto:hpj@memeng.com)

PROJECT TITLE  
 527 James St. N,  
 Hamilton, ON L8L 1J6

SHEET TITLE

CLIENT MAIL  
 CLIENT CONTACT

SCALE	DRAWING NO.
PLP DATE: 2022/11/22	<b>A100</b>
DRAWN BY: AR	
CHECKED BY: RS	



Subject Lands



**Buildings on the East side of James Street North across from the Subject Lands**



Property of the South-East corner of the intersection of James Street North and MacAulay Street East



Lands on the South-West corner of the intersection of James Street North across from the Subject Lands



THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13)
<b>WARD(S) AFFECTED:</b>	Ward 13
<b>PREPARED BY:</b>	Aminu Bello (905) 546-2424 Ext. 5264
<b>SUBMITTED BY:</b>	Anita Fabac Acting Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

## RECOMMENDATION

That **Zoning By-law Amendment Application ZAR-22-004 by MB1 Development Consulting Inc. c/o Michael Barton on behalf of Ryan Kennedy, owner**, for a change in zoning from the Settlement Residential (S3) Zone to the Settlement Residential (S1, 872, H160) Zone, to permit the lands to be developed for a single detached dwelling, on lands located at 12 Louisa Street, as shown on Appendix "A" attached to Report PED23208, be **APPROVED** on the following basis:

- (a) That the draft By-law, attached as Appendix "B" to Report PED23208, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (b) That the amending By-law apply the Holding Provisions of Section 36(1) of the *Planning Act*, R.S.O. 1990 to the subject property by introducing the Holding symbol 'H' to the proposed Settlement Residential (S1, 872) Zone.

The Holding Provision 'H' is to be removed, conditional upon:

- (i) That the Owner/Applicant applies for a Building Permit showing a connection to the municipal water system and installation of a Class 6

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OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13) - Page 2 of 8**

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Tertiary wastewater treatment system, to the satisfaction of the City's Chief Building Official;

- (ii) That the Applicant enter into, and have registered on title, a development agreement with the City of Hamilton to install and properly maintain the tertiary treatment septic system, in order to function as designed, to the satisfaction of the Director of Development Planning, Director of Hamilton Water, and City Solicitor;
- (c) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to the Greenbelt Plan (2017), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended) and complies with the Rural Hamilton Official Plan.

### **EXECUTIVE SUMMARY**

The subject property is municipally known as 12 Louisa Street and is located at the southwest corner of Louisa Street and William Terrace North in the Freelton Rural Settlement Area.

The owner has applied for a Zoning By-law Amendment to City of Hamilton Zoning By-law No. 05-200. The purpose of the Zoning By-law Amendment is to rezone the lands from the Settlement Residential (S3) Zone to the Settlement Residential (S1, 872, H160) Zone to permit the lands to be redeveloped for a single detached dwelling on an existing 0.2 hectare parcel, as shown on Appendix "D" attached to Report PED23208. A site specific modification to the Settlement Residential (S1) Zone is required to accommodate the proposed development, which is discussed in Appendix "C" attached to Report PED23208.

The proposed Zoning By-law Amendment application has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (2020);
- It conforms to the Greenbelt Plan (2017);
- It conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- It complies with the Rural Hamilton Official Plan and Freelton Rural Settlement Area Plan, subject to proposed Holding Provision; and,
- The proposal is compatible with the existing land uses and settlement residential character of the immediate area, and represents good planning by, among other things, developing an underutilized lot that can be adequately serviced for residential development.

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**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13) - Page 3 of 8**

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**Alternatives for Consideration – See Page 8**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold a Public Meeting to consider an application for an amendment to the Zoning By-law.

**HISTORICAL BACKGROUND**

**Report Fact Sheet**

<b>Application Details</b>	
Owner:	Ryan Kennedy.
Applicant:	MB1 Development Consulting Inc.
File Number:	ZAR-22-004.
Type of Application:	Zoning By-law Amendment.
Proposal:	To permit the development of a single detached dwelling with access from William Terrace North.
<b>Property Details</b>	
Municipal Address:	12 Louisa Street, Flamborough.
Lot Area:	0.2 ha.
Servicing:	The property is serviced by private services (water well and septic system).
Existing Use:	Vacant.
Proposed Use:	Single Detached Dwelling.
<b>Documents</b>	
Provincial Policy Statement:	The proposal is consistent with the Provincial Policy Statement.
A Place to Grow:	The proposal conforms to the Growth Plan, as amended.
Greenbelt Plan:	The proposal conforms to the Greenbelt Plan, as amended.

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**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13) - Page 4 of 8**

<b>Documents</b>	
Official Plan Existing:	“Rural Settlement Areas” on Schedule D – Rural Land Use Designations in the Rural Hamilton Official Plan.
Official Plan Proposed:	No amendment proposed.
Secondary Plan Proposed:	“Settlement Residential” on Map 7 of the Freelon Rural Settlement Area Plan.
Zoning Existing:	Settlement Institutional (S3) Zone.
Zoning Proposed:	Settlement Residential (S1, 872, H160) Zone.
Modifications Proposed:	<ul style="list-style-type: none"> <li>To establish a minimum lot area of 0.2 hectares.</li> </ul>
<b>Processing Details</b>	
Received:	November 15, 2021.
Deemed complete:	November 23, 2021.
Notice of Complete Application:	Sent to 29 property owners within 120 metres of the subject property on December 10, 2021.
Public Notice Sign:	Posted on December 8, 2021 and updated with public meeting date on September 29, 2023.
Notice of Public Meeting:	Sent to 29 property owners within 120 metres of the subject property on September 29, 2023.
Public Consultation:	N/A
Public Comments:	Three emails were received from an adjacent resident expressing concern with enforcing that the adjacent property owners connect to the municipal water system. Additionally, requests for clarification regarding the registered encumbrances on the subject lands were received. Public comments are attached as Appendix “D” to Report PED23208.
Processing Time:	701 days from date of receipt of the application.

### Existing Land Use and Zoning

	<b>Existing Land Use</b>	<b>Existing Zoning</b>
<b>Subject Lands:</b>	Vacant	Settlement Institutional (S3) Zone

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13) - Page 5 of 8**

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**Surrounding Land Uses:**

North	Single detached dwellings	Settlement Residential (S1) Zone
South	Single detached dwellings	Settlement Residential (S1) Zone
East	Place of Worship and Cemetery	Open Space (P4) Zone
West	Single detached dwelling	Settlement Residential (S1) Zone

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

**Provincial Planning Policy Framework**

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the Provincial Policy Statement.

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. Matters of provincial interest (e.g., efficiency of land use) are reviewed and discussed in the Official Plan analysis that follows.

As the application for Zoning By-law Amendment complies with the Rural Hamilton Official Plan, it is staff's opinion that the application is:

- Consistent with Section 3 of the *Planning Act*;
- Consistent with the Provincial Policy Statement (PPS, 2020);
- Conforms to the Greenbelt Plan (2017); and,
- Conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).

**Rural Hamilton Official Plan**

The subject lands are designated "Rural Settlement Areas" on Schedule "D" – Rural Land Use Designations in the Rural Hamilton Official Plan. The subject lands are also designated "Settlement Residential" in the Freelon Rural Settlement Area Plan.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13) - Page 6 of 8**

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The intent of the “Rural Settlement Areas” designation is to direct rural non-farm development, such as rural residential, institutional and commercial development, into clusters to serve the needs of the rural community. The predominant use of land in “Rural Settlement Areas” shall be single detached dwellings complemented by small scale commercial uses, parks, and institutional uses serving the rural community. The Freelton Rural Settlement Area Plan establishes the pattern of development and redevelopment.

The Applicant has proposed to develop a single detached dwelling on an existing 0.2 hectare lot formerly occupied by the Freelton Fellowship Baptist Church. It is staff’s interpretation that the lot currently exists and is not considered the creation of a new lot, therefore, as a legal non-conforming situation, the minimum 0.4 hectare lot size requirement under the Rural Hamilton Official Plan is not applicable.

It should be noted that Zoning By-law Amendment application ZAR-22-004 predates City Council approval of staff report PW20082(a)/PED23047, which prohibits the use of tertiary systems to provide private wastewater treatment in rural areas until such time as the Province comprehensively regulates their use. Staff have been working with the applicant since late 2021 on potential solutions to service the existing lot of record in a manner that maintains the groundwater quality for surrounding well owners.

The Applicant submitted a Wastewater Servicing Assessment prepared by FlowSpec Engineering Ltd. dated May 9, 2022, and a Residential Well Sampling Report (supplementary Hydrogeology Report) prepared by MTE Consultants Inc. dated September 15, 2022. The Applicant has demonstrated to the satisfaction of Source Protection Planning staff that the proposal can accommodate water servicing and private wastewater treatment with no on-site and off-site impacts to adjacent properties provided that the proposal connects to the Freelton Municipal Water Drinking System and installs a Class 6 Tertiary wastewater treatment system. The report findings also determined the proposed use to be a less intensive use compared to the former institutional use based on peak wastewater flows.

Staff recommend that a Holding Provision be applied to the subject lands to ensure the Applicant applies for a Building Permit showing a connection to the municipal water system and the installation of a Class 6 Tertiary wastewater treatment system. In addition, the Applicant is required to enter into, and have registered on title, a development agreement with the City of Hamilton to install and properly maintain the tertiary treatment septic system, in order to function as designed, to the satisfaction of the Director of Development Planning, Director of Hamilton Water, and City Solicitor.

Therefore, the proposal complies with the Rural Hamilton Official Plan, subject to the proposed Holding Provision.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13) - Page 7 of 8**

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**City of Hamilton Zoning By-law No. 05-200**

The proposed Zoning By-law Amendment is for a change in zoning from Settlement Institutional (S3) Zone to the Settlement Residential (S1, 872, H160) Zone. The effect of this Zoning By-law Amendment will permit development of a single detached dwelling on an existing 0.2 hectare lot. A modification to the Settlement Residential (S1) Zone is required to facilitate the development and summarized in the report Fact Sheet above and further discussed in Appendix “C” attached to Report PED23208.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposal has merit and can be supported for the following reasons:
  - (i) It is consistent with the Provincial Policy Statement (2020), conforms to the Greenbelt Plan (2017) and to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
  - (ii) It complies with the general intent and purpose of the Rural Hamilton Official Plan and the Freelon Rural Settlement Area Plan; and,
  - (iii) The proposed development is considered to be a compatible built form with the existing rural landscape and surrounding land uses.
  
2. Zoning By-law Amendment

The subject lands are zoned Settlement Institutional (S3) Zone in Zoning By-law No. 05-200. The Zoning By-law Amendment proposes to change the zoning to the Settlement Residential (S1, 872, H160) Zone as outlined in the table on page 3.

Staff are satisfied that the proposal meets the intent of the “Rural Settlement Areas” designation of the Rural Hamilton Official Plan and “Settlement Residential” designation in the Freelon Rural Settlement Area Plan as outlined in Appendix “E” to Report PED23208. The 0.2 hectare lot is an existing parcel and located within a Settlement Residential Area. The Applicant submitted a Wastewater Servicing Assessment and Well Sampling Results that demonstrate a single detached dwelling can be adequately serviced on the subject lands provided the proposal connects to the municipal water system and installs a Class 6 Tertiary wastewater treatment system.

The proposed amendments meet the general intent of the Zoning By-law subject to the proposed Holding Provision. An analysis of the requested modifications is provided in Appendix “C” attached to Report PED23208.

**SUBJECT: Application for a Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough (PED23208) (Ward 13) - Page 8 of 8**

---

Therefore, staff support the proposed Zoning By-law Amendment, subject to the proposed Holding Provision.

3. Holding Provision

A Holding “H” Provision is proposed to be added to the subject lands for the purpose of requiring that a Building Permit submitted by the Applicant must demonstrate a connection to the municipal water supply and the installation of a Class 6 Tertiary wastewater treatment system, to the satisfaction of the City’s Chief Building Official.

In addition, the Applicant is required to enter into, and have registered on title, a development agreement with the City of Hamilton to install and properly maintain the tertiary treatment septic system, in order to function as designed, to the satisfaction of the Director of Development Planning, Director of Hamilton Water, and City Solicitor.

Upon submission and approval of the above noted requirements, the Holding Provision can be lifted. Therefore, staff support the proposed Zoning By-law Amendment.

**ALTERNATIVES FOR CONSIDERATION**

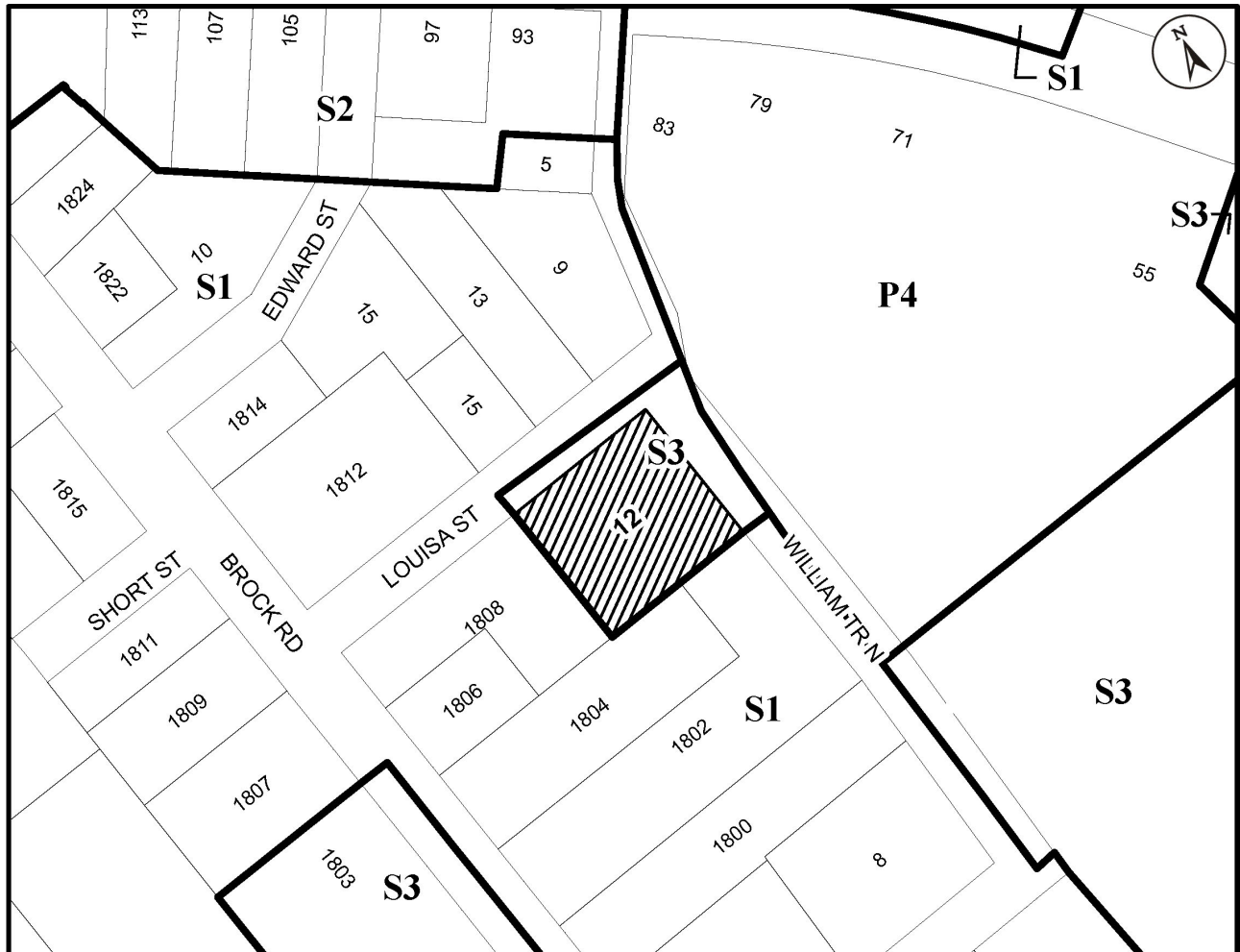
Should the application be denied, the subject property can be used in accordance with the Settlement Institutional (S3) Zone in Zoning By-law No. 05-200.

**APPENDICES AND SCHEDULES ATTACHED**

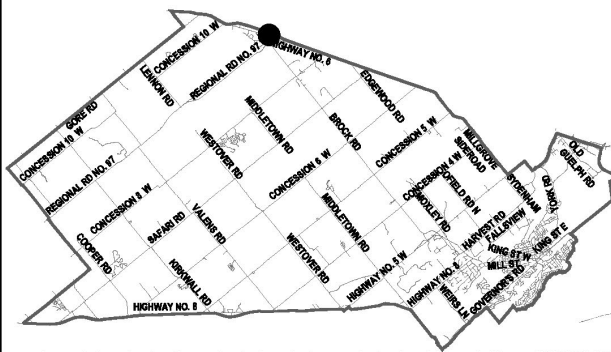
Appendix “A” to Report PED23208 – Location Map  
 Appendix “B” to Report PED23208 – Amendment to Zoning By-law No. 05-200  
 Appendix “C” to Report PED23208 – Zoning Modification Table  
 Appendix “D” to Report PED23208 – Concept Plan  
 Appendix “E” to Report PED23208 – Policy Review  
 Appendix “F” to Report PED23208 – Staff and Agency Comments  
 Appendix “G” to Report PED23208 – Public Comments

AB:sd

Appendix "A" to Report PED23208  
Page 1 of 1



● Site Location



Key Map - Ward 13

## Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAR-22-004

Date:  
August 2, 2023

Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
AB/VS

### Subject Property

12 Louisa Street, Flamborough



Change in zoning from Settlement Institutional (S3)  
Zone to Settlement Residential (S1, 872, H160) Zone

**Appendix “B” to Report PED23208  
Page 1 of 3**

**Authority:** Item ,  
Report (PED23208)  
CM:  
Ward: 13

**Bill No.**

**CITY OF HAMILTON  
BY-LAW NO.**

**To Amend Zoning By-law No. 05-200  
Respecting Lands Located at 12 Louisa Street, Flamborough**

**WHEREAS** Council approved Item \_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on October 17, 2023;

**WHEREAS** the Council of the City of Hamilton, in adopting Item \_\_\_ of Report 23\_\_\_ - \_\_\_ of the Planning Committee, at its meeting held on the 17 day of October 2023, recommended that Zoning By-law No. 05-200, be amended as hereinafter provided;

**AND** this By-law conforms with the Rural Hamilton Official Plan.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Map No. 143 of Schedule “A” – Zoning Maps is amended by changing the zoning from the Settlement Institutional (S3) Zone to Settlement Residential (S1, 872, H160) Zone for the lands known as 12 Louisa Street, Flamborough as shown on Schedule “A”, attached to this By-law.
2. That Schedule “C” – Special Exceptions is amended by adding the following new Special Exception:
  - “872. Within the lands zoned Settlement Residential (S1, 872, H160) Zone, identified on Map 143 of Schedule “A” – Zoning Maps and described as 12 Louisa Street, Flamborough the following special provisions shall apply:
    - a) Notwithstanding Section 12.3.3 (a), the following regulation shall apply:
      - i) Minimum Lot Area 0.2 hectares
3. That Schedule “D” – Holding Provisions be amended by adding the additional Holding Provision as follows:



**Appendix “B” to Report PED23208**

**Page 2 of 3**

“160. In addition to Section 4.22 iii) of this By-law, within lands zoned Settlement Residential (S1, 872) Zone, identified as Map 143 on Schedule “A”, development of a single detached dwelling shall not be permitted until such time:

- (i) That the Owner/Applicant applies for a Building Permit showing a connection to the municipal water system and installation of a Class 6 Tertiary wastewater treatment system, to the satisfaction of the City’s Chief Building Official.
  
- (ii) That the Applicant enter into, and have registered on title, a development agreement with the City of Hamilton to install and properly maintain the tertiary treatment septic system, in order to function as designed, to the satisfaction of the Director of Development Planning, Director of Hamilton Water, and City Solicitor.”

**PASSED** this \_\_\_\_\_ , \_\_\_\_\_

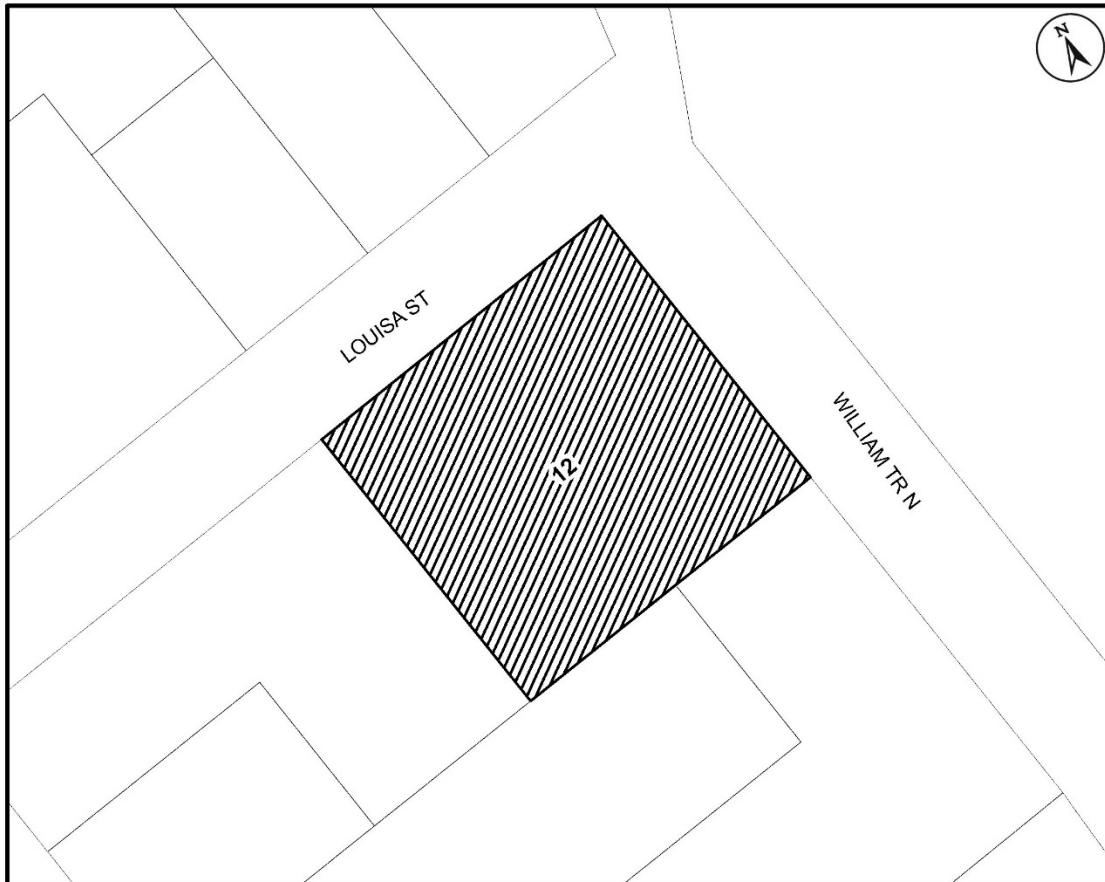
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A. Horwath  
Mayor

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J. Pilon  
Acting City Clerk

**Appendix "B" to Report PED23208**  
**Page 3 of 3**



<p>This is Schedule "A" to By-law No. 23-</p> <p>Passed the ..... day of ....., 2023</p>	<p>-----</p> <p style="text-align: center;">Mayor</p> <p>-----</p> <p style="text-align: center;">Clerk</p>
--	---

<p><b>Schedule "A"</b></p> <p>Map forming Part of By-law No. 23-_____</p> <p>to Amend By-law No. 05-200 Map 143</p>	<p><b>Subject Property</b></p> <p>12 Louisa Street, Flamborough</p> <p> Change in zoning from Settlement Institutional (S3) Zone to Settlement Residential (S1, 872, H160) Zone</p>
---	---

<p>Scale: N.T.S</p>	<p>File Name/Number: ZAR-22-004</p>	
<p>Date: August 2, 2023</p>	<p>Planner/Technician: AB/VS</p>	
<p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p>		

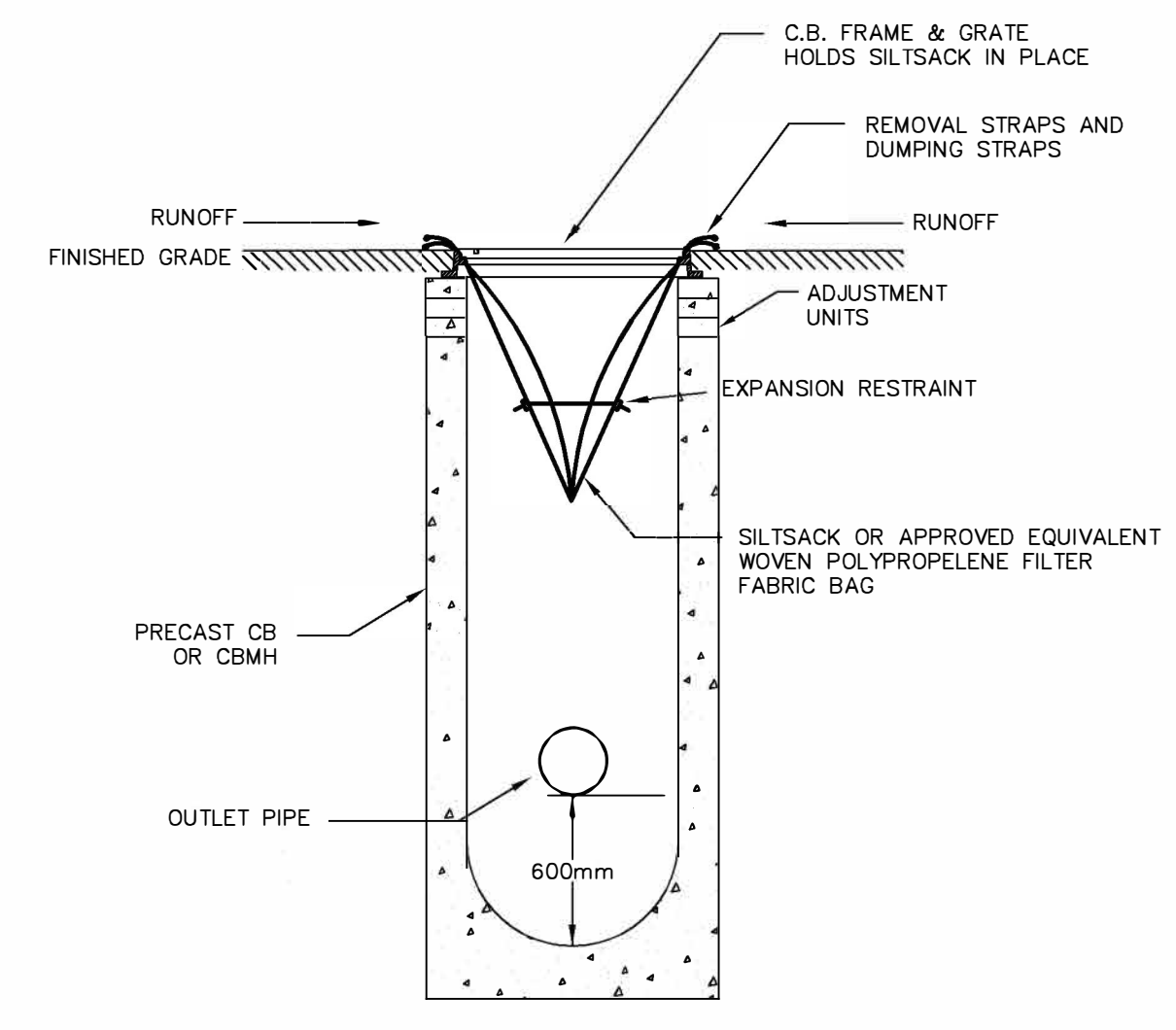
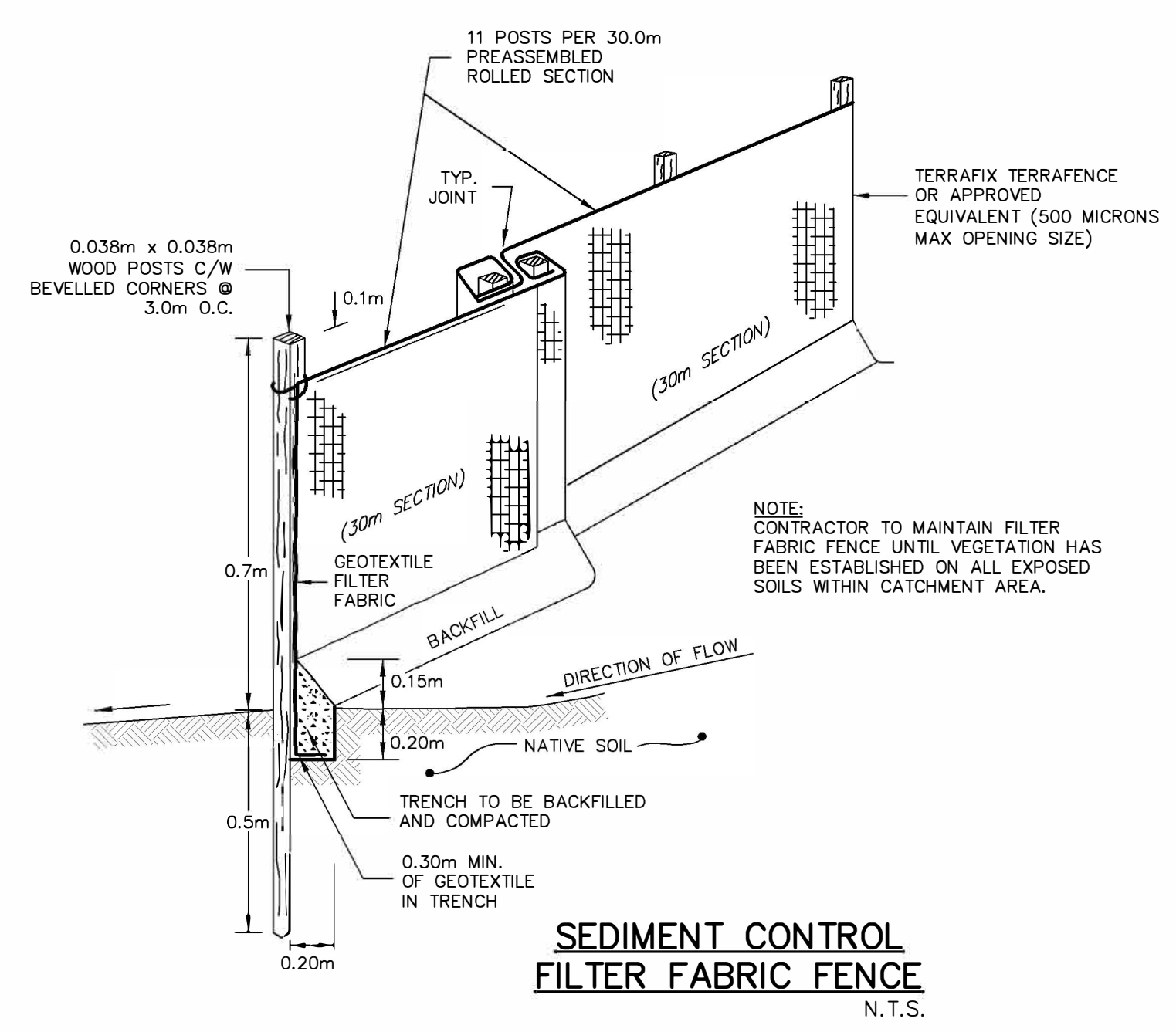
## Appendix "C" to Report PED23208

Page 1 of 1

## Site Specific Modifications to the Settlement Residential (S1) Zone

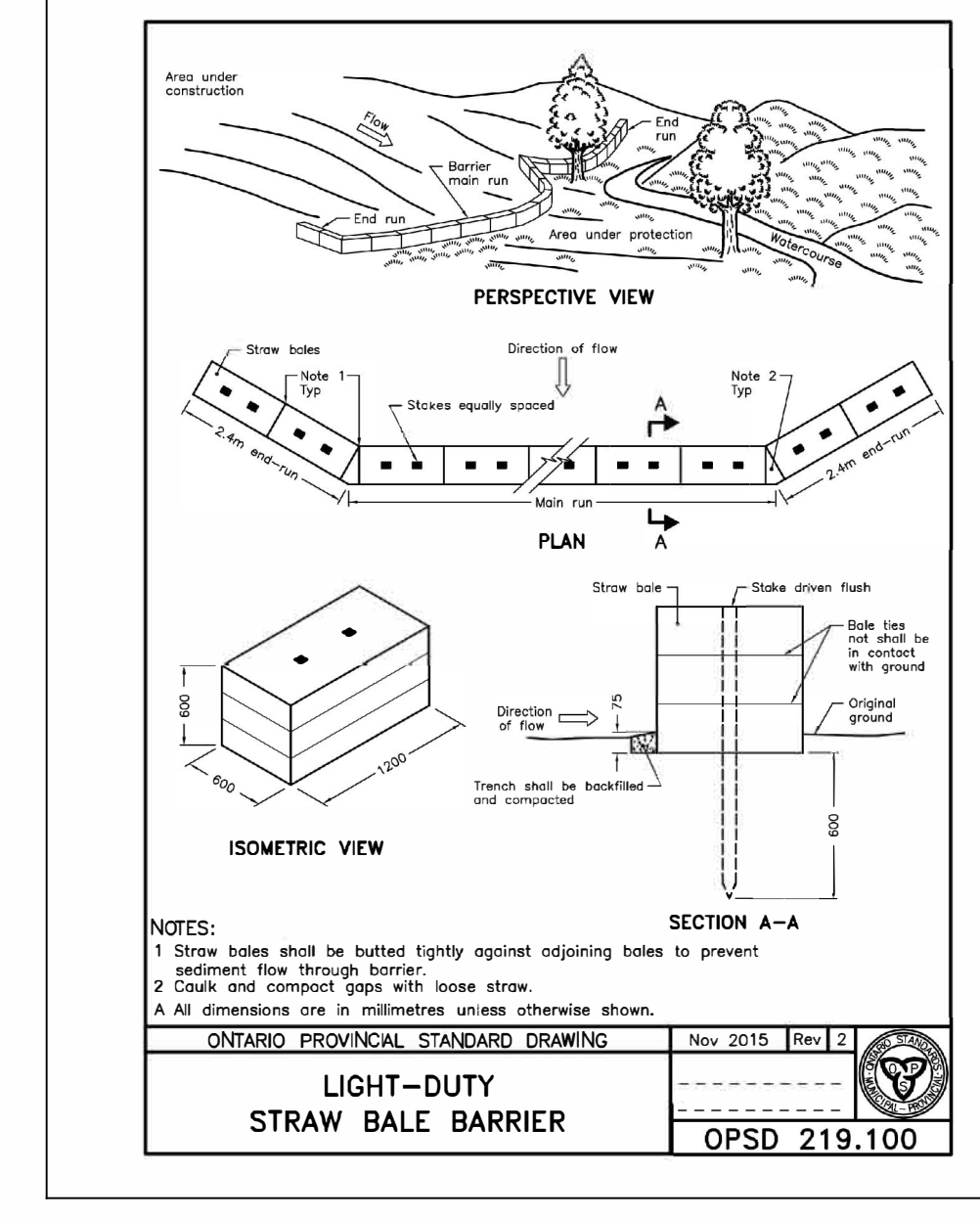
Regulation	Required	Modification	Analysis
Minimum Lot Area	0.4 hectares	0.2 hectares	<p>The subject property is an existing 0.2 hectare lot formerly occupied by the Freelton Baptist Church.</p> <p>The OnSite Wastewater Servicing Assessment prepared by FlowSpec dated May 9, 2022 demonstrates the peak wastewater flows estimated from the former institutional use exceeds the projected wastewater flow compared to the proposed residential use.</p> <p>Staff are satisfied that the proposed single detached dwelling is not anticipated to intensify the wastewater discharge on the subject lands and surrounding properties, subject to a Holding Provision to require the installation of a Class 6 Tertiary Wastewater Treatment System and connection to the municipal water system. In addition, the owner will be required to enter into, and have registered on title, a development agreement with the City of Hamilton to install and properly maintain the tertiary treatment septic system, in order to function as designed.</p>

P:\49129\100\49129-100-C2



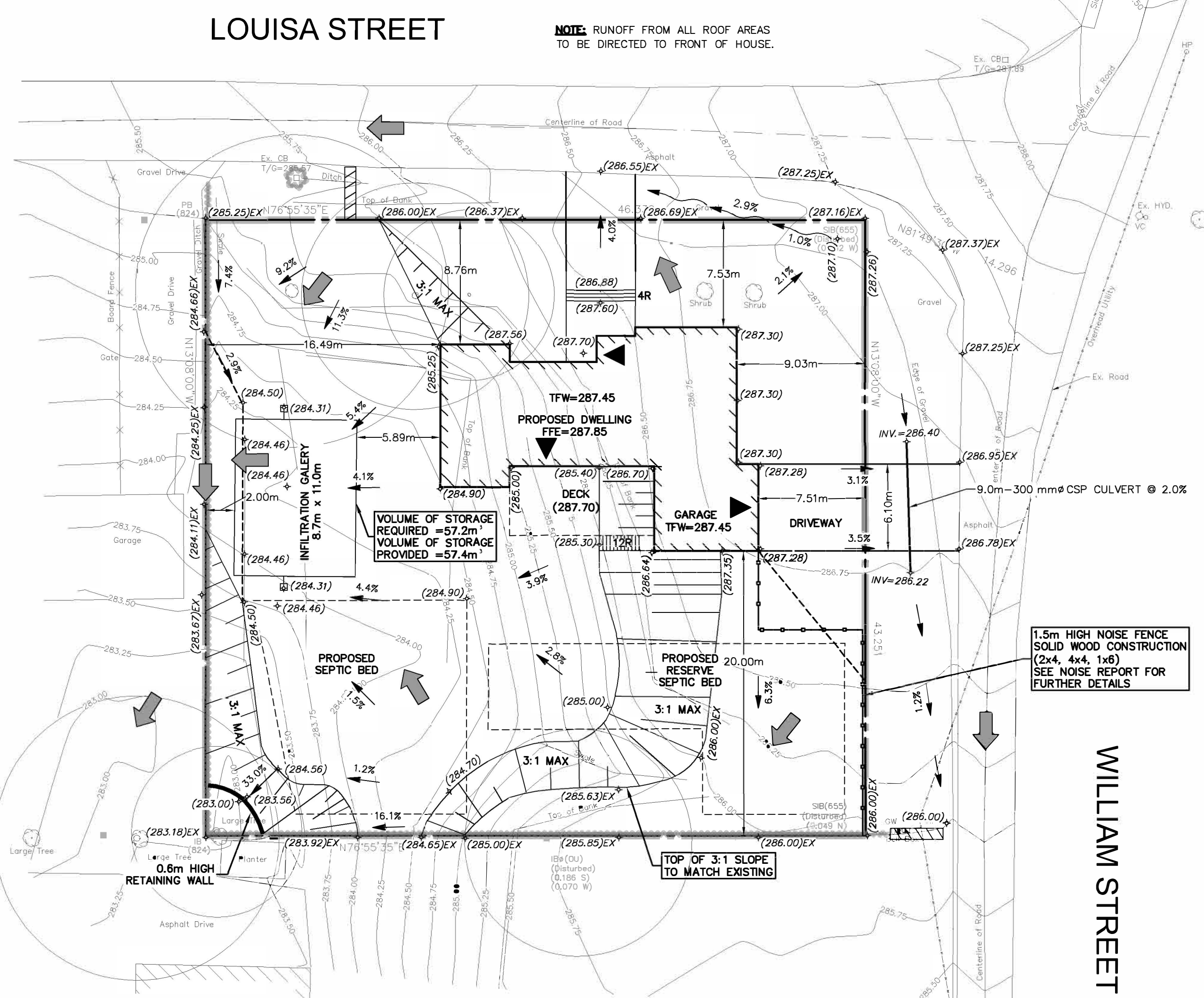
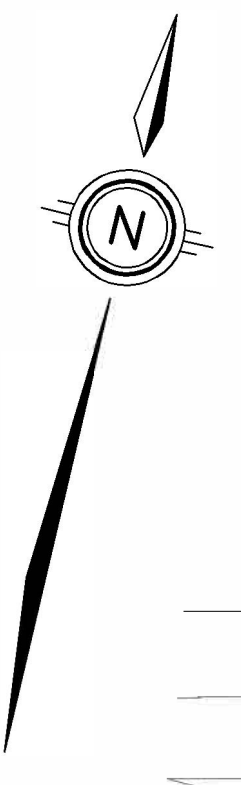
**MAINTENANCE SCHEDULE**  
 -INSPECT AFTER EVERY MAJOR RAIN EVENT.  
 -INSPECT EVERY 3 WEEKS MINIMUM.  
 -SILTSACK SHOULD NEVER BE OVER HALF FULL.  
 -SILTSACK CAN BE REMOVED, DUMPED, CLEANED AND REUSED (TO REMOVE INSERT 25mm REBAR INTO REMOVAL FLAP POCKETS)  
 (TO DUMP INSERT 25mm REBAR INTO BOTH DUMPING STRAPS)

**TEMPORARY SILTSACK SILTATION CONTROL IN CB**  
N.T.S.

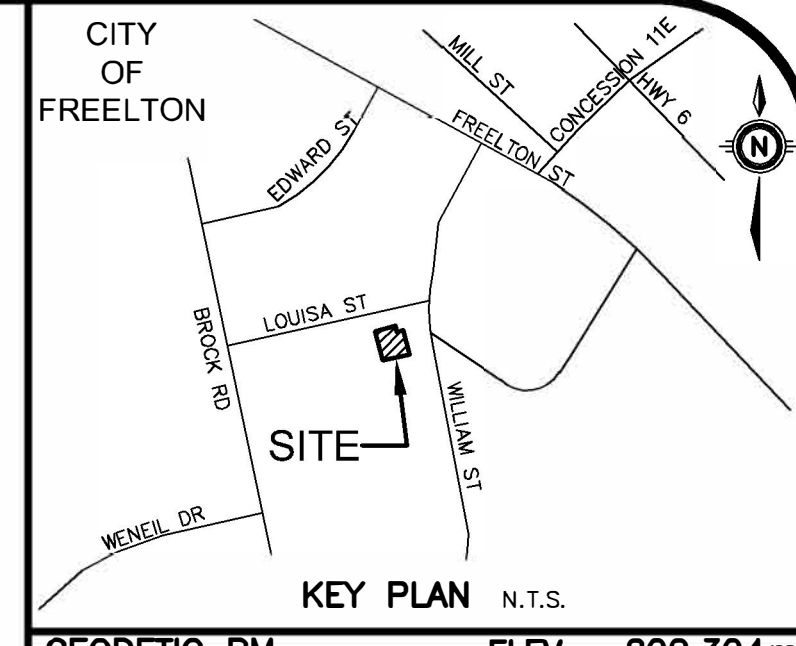


**NOTES:**  
 1. Straw bales shall be butted tightly against adjoining bales to prevent sediment flow through baffle.  
 2. Stake shall compact signs with loose straw.  
 A. All dimensions are in millimetres unless otherwise shown.

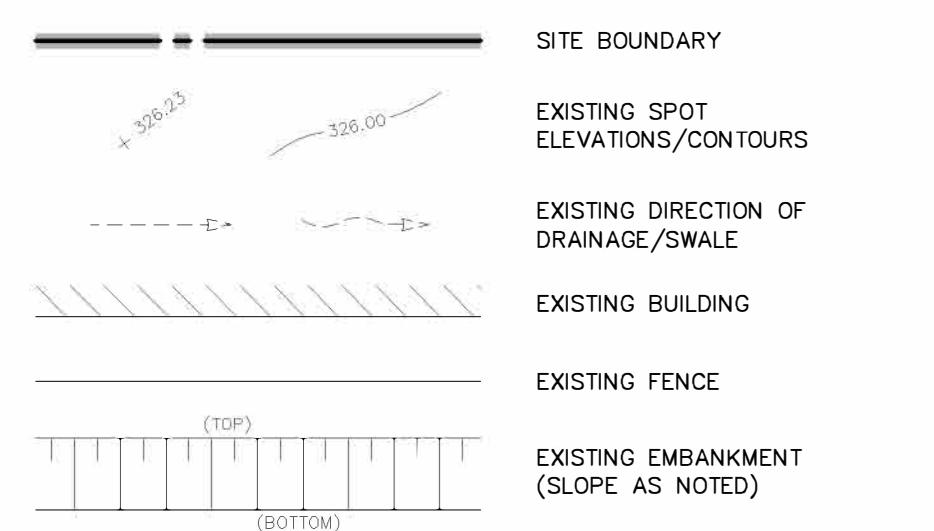
ONTARIO PROVINCIAL STANDARD DRAWING Nov 2015 Rev 2  
**LIGHT-DUTY STRAW BALE BARRIER**  
 OPSPD 219.100



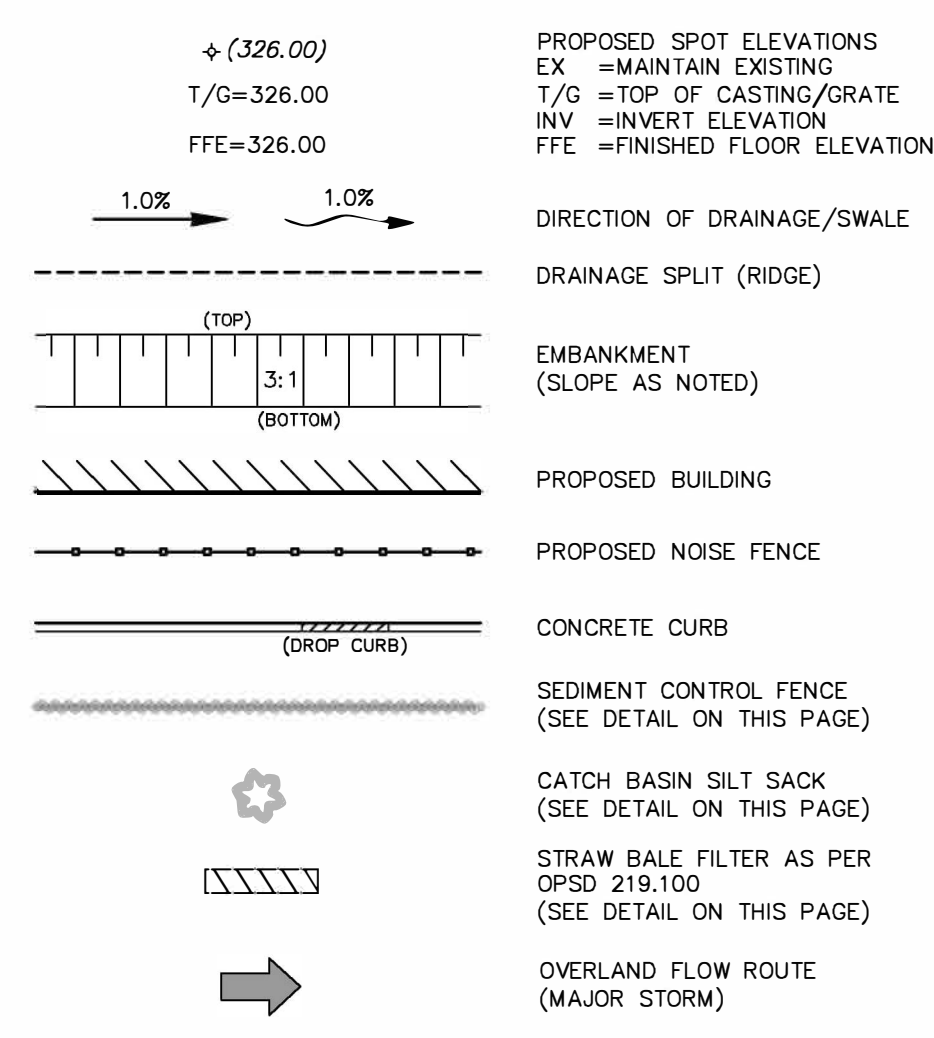
PART OF  
**LOTS 116, 119, 120 & 121**  
 AND ALL OF  
**LOTS 117 & 118**  
 REGISTERED PLAN 330  
 IN THE  
**CITY OF HAMILTON**  
 LOT SIZE: 2003.12m<sup>2</sup>  
 LOT COVERAGE: 302.84m<sup>2</sup> (15.1%)  
 FLOOR AREA: MAIN 149.24m<sup>2</sup>  
 GARAGE 70.86m<sup>2</sup>  
 UPPER 158.54m<sup>2</sup>  
 TOTAL GFA 378.64m<sup>2</sup> (18.9%)



**LEGEND OF EXISTING FEATURES**

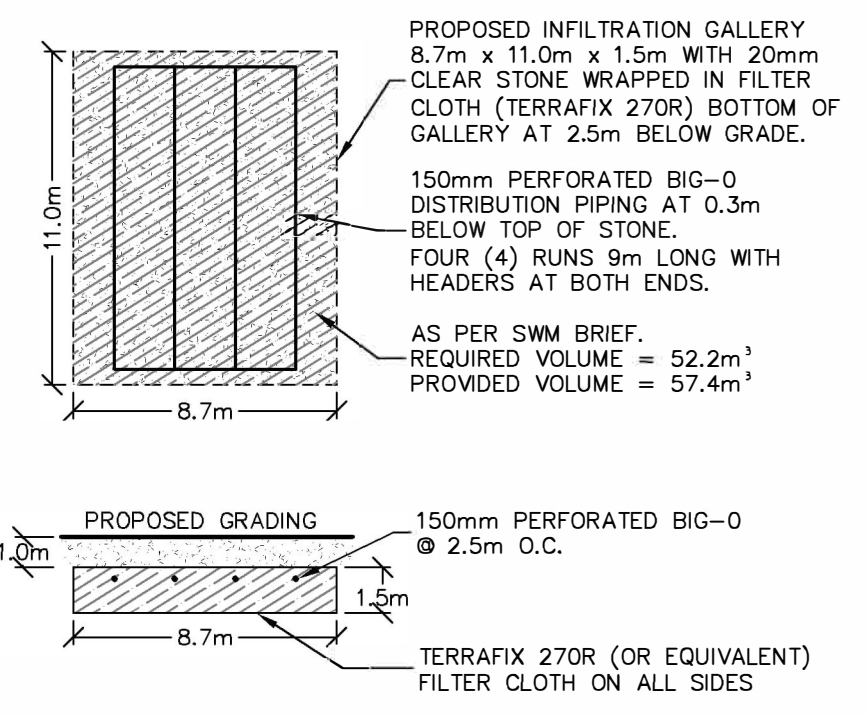


**LEGEND OF PROPOSED FEATURES**



- 1. GRADING NOTES**
- ANY CHANGES IN GRADES AND CATCH BASINS REQUIRE THE APPROVAL OF THE DIRECTOR OF DEVELOPMENT ENGINEERING, PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT.
  - FILTER FABRIC TO BE TERRAFIX 270R OR APPROVED EQUAL.
  - MAXIMUM GRASSED SLOPE TO BE 3:1. SLOPES GREATER THAN 3:1 TO BE LANDSCAPED WITH LOW MAINTENANCE GROUND COVER.
  - MINIMUM ASPHALT GRADE TO BE 1.0%. MINIMUM GUTTERLINE GRADE TO BE 0.5%.
  - CONTRACTOR TO MATCH EXISTING GRADES AT PROPERTY LINE UNLESS OTHERWISE NOTED.
  - ALL DRIVEWAYS FROM PROPERTY LINES FOR THE FIRST 7.5m SHALL BE WITHIN 5% MAX. GRADE, THEREAFTER, ALL DRIVEWAYS SHALL BE WITHIN 10% MAXIMUM GRADES.
  - PRIOR TO REMOVING ANY EXCESS SOILS FROM THE SITE, CONTRACTOR TO CONTACT THE ARCHITECT FOR DIRECTION ON CREATING EARTHEN BERMS ON-SITE.
  - ALL LANDSCAPED AREAS ARE TO HAVE A MINIMUM 2.0% SLOPE.
  - ALL DISTURBED AREAS TO BE STABILIZED WITH HYDROSEED ON 100mm DEPTH OF TOPSOIL FOLLOWING GRADING ACTIVITIES. HYDROSEED SHALL BE MTO STANDARD ROADSIDE MIX AS PER OPSS 572.
  - ALL FOOTING FORMWORK ELEVATIONS AND SETBACKS ARE TO BE CONFIRMED BY A REGISTERED PROFESSIONAL ENGINEER OR REGISTERED ONTARIO LAND SURVEYOR PRIOR TO THE PLACING OF ANY CONCRETE.
  - PRIOR TO SUPERSTRUCTURE WORKS PROCEEDING AND THE RELEASE OF THE COMPLETION STAGE PERMIT, THE OWNER'S CONSULTANT MUST CERTIFY THAT THE TOP OF FOUNDATIONS ARE IN CONFORMITY WITH THE GRADING PLAN REVIEWED BY THE CITY.
  - ALL RAINWATER LEADERS SHALL DISCHARGE ONTO SPLASH PADS AT GROUND LEVEL AT THE LOCATIONS INDICATED ON THE PLAN.
  - EXISTING BOUNDARY ELEVATIONS ALONG THE SITE PERIMETER SHALL REMAIN UNDISTURBED. DRAINAGE RECEIVED FROM ADJACENT PROPERTIES SHALL BE ACCOMMODATED AND DRAINAGE FROM THE SUBJECT LANDS SHALL BE SELF CONTAINED.
  - ALL YARD AREAS SHALL RECEIVE A MINIMUM OF 100mm TOPSOIL PLUS SOD.
  - THE APPLICANT SHALL CONTACT THE CITY'S ARBORIST FOR CONSENT PRIOR TO ANY TREE BEING REMOVED.
  - THE APPLICANT SHALL CONTACT THE OPERATIONS SECTION OF THE ENVIRONMENTAL AND INFRASTRUCTURE SERVICES DEPARTMENT AND MAKE ALL ARRANGEMENT NECESSARY FOR DRIVEWAY ACCESS AND SITE CONDITIONS.
  - THE APPLICANT SHALL CONTACT THE CITY'S BUILDING SERVICES DIVISION A MINIMUM OF 48 HOURS IN ADVANCE OF CONSTRUCTION OF ANY RETAINING WALL DEEMED TO BE A "DESIGNATED STRUCTURE" IN ORDER TO ARRANGE FOR ANY NECESSARY INSPECTIONS.
  - THE APPLICANT IS RESPONSIBLE TO ENSURE THAT ALL CONSTRUCTION ACTIVITY AND FINAL PRODUCT CONFORM TO ALL CITY BY-LAWS.

**INFILTRATION GALLERY DETAIL**  
SCALE: 1:250



**GEODETIC BM** ELEV. = 290.394m  
 HAMILTON-WENTWORTH STONE BLOCK ROMAN CATHOLIC CHURCH (OUR LADY OF MOUNT CARMEL) ON WEST SIDE OF OLD HWY 6 IN THE HAMLET OF FREELTON, 0.5km NORTH OF JCT OF HWY 6 AND HWY 97 AT FREELTON, 1.4 KM SOUTH OF EAST FLAMBOROUGH CON. XL. THENCE 81.1m WEST ALONG SOUTH ENTRANCE TO FREELTON FROM CENTRELINE OF HWY 6 TO OLD HWY 6 AND 21.0m WEST OF CENTRELINE OF OLD HWY 6. TABLET IS SET HORIZONTALLY IN NORTH FACE OF TOWER, 48m WEST OF N.E. CORNER AND 46cm ABOVE GROUND.

**SITE BENCHMARK** ELEV. = 287.69m

**NOTE TO CONTRACTOR :**  
 DO NOT SCALE DRAWINGS.  
 CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK.  
 ALL DRAWINGS REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED OR REUSED WITHOUT THE ENGINEER'S WRITTEN PERMISSION.  
 THE OWNER/ARCHITECT/CONTRACTOR IS ADVISED THAT M.T.E. CONSULTANTS INC. CANNOT CERTIFY ANY COMPONENT OF THE SITE WORKS NOT INSPECTED DURING CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO NOTIFY M.T.E. CONSULTANTS INC. PRIOR TO COMMENCEMENT OF CONSTRUCTION TO ARRANGE FOR INSPECTION.

**1. PROPERTY-LINE IS APPROXIMATE ONLY.**

**2. EXISTING TOPOGRAPHICAL INFORMATION PROVIDED BY A.T. MCLAREN LIMITED DATED JUNE 23, 2021.**

No.	REVISION	BY	DATE
8.			
7.	REVISED FOR APPROVALS	WAW	2023-05-04
6.	REVISED AS PER CITY COMMENTS	WAW	2023-03-15
5.	REVISED PER CITY COMMENTS	WAW	2022-06-03
4.	REVISED TO AVOID TREES	WAW	2022-06-03
3.	REVISED PER COMMENTS FROM CITY	WAW	2022-05-12
2.	REVISED GRADING FOR EXISTING TREE	WAW	2022-05-03
1.	ISSUED FOR APPROVAL	WAW	2021-08-31
No.	REVISION	BY	DATE



905-639-2552



CLIENT  
**RYAN KENNEDY**

5 BAYVIEW AVE DUNDAS, ON  
 PROJECT  
**12 LOUISA STREET SINGLE DETACHED DWELLING**  
 12 LOUISA ST FREELTON, ON

**SITE PLAN / PRELIMINARY GRADING AND SEDIMENT CONTROL PLAN**

Project Manager	W.WILSON	Project No.	49129-100
Design By	SXL	Checked By	
Drawn By	DXC	Checked By	
Surveyed By	OTHERS	Drawing No.	
Date	April.21/22		<b>C3.1</b>
Scale	1:250		

August 8, 2023 - 3:39:22 PM - Plotted By: Reto Jirjans

**Appendix “E” to Report PED23208**  
**Page 1 of 5**

## SUMMARY OF POLICY REVIEW

The following policies, amongst others, apply to the proposal.

<b>Rural Hamilton Official Plan</b>		
<b>Theme and Policy</b>	<b>Summary of Policy or Issue</b>	<b>Staff Response</b>
<p><b>Tree and Woodland Protection</b></p> <p>Policy C.2.10.1</p>	<p>The proposal complies with this policy.</p> <p>The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.</p>	<p>A Tree Protection Plan (TPP) prepared by Adesso Design Inc. dated June 10, 2022 was submitted in support of this application. The TPP proposes to remove two existing private trees of the inventoried five private trees, a Norway Maple and Black Locust, both of which are in good condition. They are required to be removed to accommodate the necessary site grading to facilitate the development of a single detached dwelling on the subject lands.</p> <p>A Landscape Plan prepared by Adesso Design Inc. dated March 20, 2023 identifies three trees to be planted by the City within the municipal right-of-way. Staff are satisfied that the proposal provides a 1:1 tree compensation, as set out in the City’s Tree Protection Guidelines (2010).</p>
<p><b>Cultural Heritage</b></p> <p>Policy B.3.4.1.3 and B.3.4.2.1 h)</p>	<p>All new development, site alterations, building alterations, and additions are contextually appropriate and maintain the integrity of all onsite or adjacent cultural heritage resources.</p> <p>The City of Hamilton shall, in partnership with others where appropriate, conserve the character of areas of cultural heritage significance, including designated heritage conservation districts and cultural heritage landscapes, by encouraging those land uses, development and site alteration activities that protect, maintain and enhance these areas.</p>	<p>The subject lands located within the Freelon Cultural Heritage Landscape, a Historic Settlement Area.</p> <p>The Applicant has submitted a scoped Cultural Heritage Impact Assessment prepared by MB1 Development Consultants Inc. dated December 2022. Staff are satisfied that the building massing, exterior building finishes and colours maintain compatibility with the surrounding single detached dwellings.</p>

**Appendix “E” to Report PED23208**  
**Page 2 of 5**

Theme and Policy	Summary of Policy or Issue	Staff Response
<p><b>Noise, Vibration and Other Emissions</b></p> <p>Policy B.3.6.3.2 and B.3.6.3.10</p>	<p>The proposal complies with these policies.</p> <p>Development of noise sensitive uses in the vicinity of provincial highways, arterial roads, etc. shall comply with all applicable provincial and municipal guidelines and standards. The noise study shall demonstrate that predicted noise criteria between 55-60 dBA can be maintained for outdoor living areas. Otherwise, noise migration measures are required to reduce predicted sound levels.</p>	<p>The subject lands are adjacent to Highway No. 6, which are identified as a “Provincial Highway” on Schedule “C” – Rural Functional Road Classification in the Rural Hamilton Official Plan.</p> <p>A Noise Impact Study prepared by GTA Environmental dated November 7, 2021, identified that a solid wood fence is required as a noise control measure to mitigate the predicted road traffic noise from Highway No. 6.</p>
<p><b>Servicing</b></p> <p>C.5.1.1 d), e), f) and g)</p>	<p>New development (new land use or building replacement an existing lot) shall only be permitted where requirements of the sustainable private servicing policies of the Rural Hamilton Official Plan are met.</p> <p>The sustainable private servicing policies require that the soils and lot size are sufficient to accommodate the water system and sewage disposal system within acceptable levels of on-site or off-site impacts including nitrate impact. Acceptable private servicing systems to reduce water quality and quality impacts include cistern system, reserve discharge site or leaching bed, etc. but shall not include sewage disposal holding tank.</p> <p>The private water supply and sewage disposal systems shall be capable of sustaining the proposed and existing uses within acceptable levels of on-site and off-site water quantity and quality impacts, including nitrate impact.</p>	<p>It should be noted that Zoning By-law Amendment application ZAR-22-004 predates City Council approval of staff report PW20082(a)/PED23047, which prohibits the use of tertiary systems to provide private wastewater treatment in rural area until such time as the Province comprehensively regulates their use. Staff have been working with the applicant since late 2021 on potential solutions to service the existing lot of record in a manner that maintains the groundwater quality for surrounding well owners.</p> <p>The Applicant submitted a Wastewater Servicing Assessment prepared by FlowSpec Engineering Ltd. dated May 9, 2022 to demonstrate that the existing subsurface conditions and the proposed sewage disposal system can accommodate the residential use with no adverse off-site impacts. The report findings determined the proposed use to be a less intensive use compared to the former institutional use based on the peak wastewater flows. Staff recommend that any development of the subject lands include a Class 6 Tertiary Wastewater Treatment System and connection to the Freelon Municipal Drinking Water System to permit the single detached dwelling.</p>

**Appendix “E” to Report PED23208  
Page 3 of 5**

Theme and Policy	Summary of Policy or Issue	Staff Response
<p><b>Servicing (Continued)</b></p> <p>C.5.1.1 d), e), f) and g)</p>	<p>The existing or proposed wastewater system shall not include a sewage disposal holding tank.</p> <p>The existing or proposed water supply system shall include a well with sufficient quantity of water to sustain the use. A cistern system that meets current accepted standards, may, to the satisfaction of the City, be an additional component of the water supply system.</p>	<p>The Applicant submitted Well Sampling Results prepared by MTE Consultants Inc. dated September 15, 2022 to compare the domestic water wells against the Ontario Drinking Water Quality Standard (ODWQS).</p> <p>The well sampling program determined an above standard nitrate level at 1806 Brock Road that exceeds the ODWQS limit of 10 mg/L.</p> <p>Staff recommend that a Holding Provision be applied to the subject lands to ensure the Applicant applies for a Building Permit showing a connection to the municipal water system and the installation of a Class 6 Tertiary wastewater treatment system. In addition, the Applicant is required to enter into, and have registered on title, a development agreement with the City of Hamilton to install and properly maintain the tertiary treatment septic system, in order to function as designed, to the satisfaction of the Director of Development Planning, Director of Hamilton Water, and City Solicitor.</p> <p>Source Water Protection staff are satisfied that the private sewage treatment system is capable of sustaining the residential use within acceptable levels subject to the Owner connecting to the existing 200 mm municipal water main on Louisa Street (Freelton Municipal Drinking Water System), and that the Applicant install a Class 6 tertiary wastewater treatment system to service the proposed single detached dwelling.</p>

**Appendix “E” to Report PED23208  
Page 4 of 5**

Theme and Policy	Summary of Policy or Issue	Staff Response
<p><b>Servicing (continued)</b></p> <p>C.5.1.1 d), e), f) and g)</p>		<p>Staff recommend that a Holding Provision is applied to 12 Louisa Street, as shown on Appendix “B” to Report PED23208, to require the owner(s) to connect to the Freelton Municipal Drinking Water System. The Holding Provision may be lifted through a separate Zoning By-law Amendment once the owner applies for a building permit to construct the single detached dwelling proposing a connection to the municipal water system and installation of a Class 6 Tertiary Wastewater Treatment System to service the subject lands and enters into a development agreement with the City of Hamilton, to be registered on title, to install and properly maintain the tertiary treatment septic system, in order to function as designed.</p>
<p><b>General Policies (Volume2)</b></p> <p>A.1.2.4, Volume 2</p>	<p>Rural Settlement Areas shall be of a height, density, lot area and nature compatible with the existing built environment.</p> <p>All development shall be required to obtain City approval for servicing and shall be serviced in accordance Sustainable Private Water and Wastewater Services of Volume 1 of this Plan, and in no case shall a proposed new lot be less than one acre; and (OPA 26).</p>	<p>The proposal is compatible with the built environment as the density, height and lot area of the proposed single detached dwelling intends to maintain the established character of the Freelton Rural Settlement Area.</p> <p>The proposal intends to meet the Sustainable Servicing Policies in the Rural Hamilton Official Plan as adequate wastewater servicing is demonstrated through the Applicant’s submitted Onsite Wastewater Servicing Assessment and Well Sampling Results. The finding of the technical reports determined the proposal may address the above standard nitrate levels in the domestic water wells through the connection to the existing municipal water main on Louisa Street and installation of an appropriate sewage disposal system. Staff note the 0.2 hectare parcel is an existing lot, and therefore not subject to the minimum 1 acre lot size required under Rural Hamilton Official Plan policy A.1.2.4 (b).</p>



## Appendix "E" to Report PED23208

Page 5 of 5

Theme and Policy	Summary of Policy or Issue	Staff Response
<b>Settlement Residential</b> A.1.3.1, Volume 2	On lands designated "Settlement Residential", residential uses are limited to single detached dwellings, small scale residential care facilities, and small scale institutional uses, subject to the policies of the Official Plan. (OPA 26)	The proposal is consistent with the permitted uses under the "Settlement Residential" designation of the Freelton Rural Settlement Area Plan. Staff find that the proposal is appropriate and is a more compatible use than the small scale institutional land use that formerly occupied the property, and as noted above, technical studies support the proposed land use.

**Appendix “F” to Report PED23208**  
**Page 1 of 3**

**CONSULTATION – DEPARTMENTS AND AGENCIES**

	<b>Comment</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>• Canada Post Corporation; and,</li> <li>• Strategic Planning, Assets Management, Public Works Department.</li> </ul>	No Comment.	Noted.
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department.	No objection to the Zoning By-law Amendment application subject to a Holding Provision.	The recommended Zoning By-law includes a Holding Provision to establish the Owner’s intent to connect to municipal water servicing and requirement to install a Class 6 tertiary wastewater treatment system on the subject lands. It also requires that the owner enter into, and register on title, a development agreement with the City of Hamilton to install and properly maintain the tertiary treatment septic system, in order to function as designed. See Appendix “B” to Report PED23208.
Hamilton Water, Source Water Protection Planning, Public Works Department	<p>Staff advise that the Residential Well Sampling Report prepared by MTE Consultants, dated September 15, 2022 identified that existing background nitrate concentrations for the adjacent property (1806 Brock Road) exceeds the Ontario Drinking Water Quality Standard.</p> <p>Staff require the installation of a Class 6 Tertiary wastewater disposal system designed by a Professional Engineering in accordance with the <i>Ontario Building Code</i>, in addition to connecting to the Freelon Municipal Drinking Water System to service the development. If this option is not feasible, further background testing shall be performed to determine the water quality of the subject lands and surrounding properties.</p>	<p>The Owner has notified the adjacent property owners of the Residential Well Sampling results and the Ontario Drinking Water Quality Standards.</p>

**Appendix “F” to Report PED23208**  
**Page 2 of 3**

	<b>Comment</b>	<b>Staff Response</b>
Hamilton Water, Source Water Protection Planning, Public Works Department <b>(continued)</b>	It is recommended that the Owners of 1804 and 1806 Brock Road connect to the Freelon Municipal Drinking Water System to ensure a potable water supply.	
Ministry of Transportation (MTO)	<p>The Ministry has no objections to the proposed Zoning By-law Amendment application.</p> <p>The proposal is located within the MTO Permit Control Area for the Highway No. 6/Concession 11 East road intersection. A MTO Building and Land Use Permit is required prior to the commencement of any on-site construction/works.</p> <p>A MTO Building and Land Use Permit is required prior to the commencement of any on-site construction/works</p>	Staff note a MTO Land Use permit will be required prior to issuance of a Building Permit to facilitate construction of the single detached dwelling.
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department	<p>A Transportation Impact Study is not required for this development. Minimal vehicle traffic is anticipated to be generated by this development and is unlikely to have a negative impact on the road network.</p> <p>Dedication of a 4.57 metre x 4.57 metre daylighting triangle is required at the corner of Louisa Street and William Street in the future.</p>	The proposed single detached dwelling is not subject to Site Plan Control as per the City’s Site Plan Control By-law No. 15-176. Road dedication and daylighting triangle shall be required as conditions of any future Site Plan Control application.
Waste Policy and Planning Section, Waste Management Division, Public Works Department	This development is eligible for municipal waste collection and shall follow the requirements under the City of Hamilton Solid Waste Management By-law No. 20-221.	Noted.

**Appendix “F” to Report PED23208**  
**Page 3 of 3**

	<b>Comment</b>	<b>Staff Response</b>
Forestry and Horticulture Section, Environmental Services Division, Public Works Department	Staff approve the Landscape Plan dated March 20, 2023 with no further revisions required.	The Applicant has proposed three street trees within the municipal right-of-way to be selected and planted by the City of Hamilton, as shown on the Applicant submitted Landscape Plan prepared by Adesso Design Inc., dated March 20, 2023.
Growth Planning Section, Growth Management Division, Planning and Economic Development Department	<p>The Owner and Agent should be made aware that the existing address of 12 Louisa Street will be retained for the subject proposal.</p> <p>Should there be a change to the driveway location from William Terrance North, the Owner and / or Agent should contact staff to obtain a William Terrance North address prior to making an application for Building Permit.</p>	The revised Concept Plan proposes driveway access from William Terrace North. The municipal addressing shall be finalized prior to the Applicant’s application for Building Permit.

## Appendix "G" to Report PED23208

Page 1 of 4

## SUMMARY OF PUBLIC COMMENTS RECEIVED

Comment Received	Staff Response
Resident sought clarification on a potential access right-of-way between the subject lands and adjacent property.	<p>The City is not party or responsible for private agreements (i.e. easements or registered encumbrances) between abutting properties.</p> <p>Staff provided the resident a copy of the Survey Plan submitted by the Applicant which does not indicate there is a right-of-way over the subject lands.</p>
Unsightly property conditions resulting from lack of property maintenance (i.e. overgrown weeds and grass, etc.).	Staff directed the resident to the Municipal Enforcement online complaint form and contact information to file a complaint about a possible Property Standards violation.
<p>Concerns about impacts to drinking water quality and whether a residential use is comparable to an institutional use in terms of daily domestic water and wastewater use.</p> <p>The City is forcing residents to connect to the municipal water system.</p>	<p>Development Engineering Approvals and Source Water Protection Planning does not have any objections to the approval of the application subject to a Holding Provision. The OnSite Wastewater Servicing Assessment prepared by FlowSpec dated May 9, 2022 demonstrates the peak wastewater flows estimated from the former institutional use exceeds the projected wastewater flow compared to the proposed residential use.</p> <p>The recommended Zoning By-law Amendment includes a Holding Provision to require that Applicant/Owner install a Class 6 Tertiary wastewater treatment system and connect to the Freelton Municipal Water System to reduce potential nitrate affluent impacts into adjacent water wells.</p>

**Appendix "G" to Report PED23208**  
**Page 2 of 4****COPY OF PUBLIC COMMENTS RECEIVED****Bello, Aminu**

---

**From:** [REDACTED]  
**Sent:** December 18, 2021 3:39 PM  
**To:** Bello, Aminu  
**Cc:** [REDACTED]  
**Subject:** ZAR-22-004 Zoning By-law Amendment

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good day Aminu

We are the owners of property [REDACTED]

Firstly, apparently a letter has been mailed to other landowners in this area pertaining to the above Zoning By-law Amendment. However, we did not receive such letter or notification. Our property abuts directly up to the land in the application and we are directly affected by this. Can you explain why we were not notified?

Secondly, this would be the appropriate time for clarification on a strip of land of 12-15 feet (a former cart path) which ran between the lot at 12 Louisa St. and our property. This was brought to our attention when we purchased [REDACTED] by our lawyer in the title search. However, at that time this lot had been vacant for some time and we did not know the ownership and nothing could be done at that time.

If a recent survey has been taken on the property at 12 Louisa St., we would like to clarify the property line between them and us before any zoning is changed/approved by the City.

Would you kindly confirm receipt of this email to me at [REDACTED] and what else needs to be done to follow through on my concerns.

I look forward to hearing from you and also please mail the original letter to [REDACTED]

Regards,  
[REDACTED]

**Appendix "G" to Report PED23208**  
**Page 3 of 4**

**From:** [REDACTED]  
**To:** [Bello, Aminu; Ward 13](#)  
**Subject:** Fwd: Church lot  
**Date:** Monday, August 7, 2023 10:55:50 AM

---

Hello Aminu and Mr Wilson

[REDACTED] in question for this Zoning Amendment (see attached picture), I am reaching out to you for any updates on the status of this application. The sign was installed in late 2021. For reference, you and I had emailed in January 2022. We have had no further communication and no notice of any zoning meetings or any communication from the City on this matter since.

After all this time, the lot is not being maintained and is in unsightly condition. The current owner has done no grass cutting nor weed management in the past two summers, 2022 or 2023. Up until then, the neighbours had taken turns cutting the grass and maintaining the looks of our community.

But since some test holes were dug in 2022 and mounds of stone left throughout the weeds, and some orange fencing put up in three locations, none of us would dare to take our mowers into the mess. In addition, the wildlife and rodents are now residents in there and are of concern.

Could you please provide us with any updates, or at very least, do anything about this mess within our residential neighbourhood?

I look forward to your response.

Regards,  
[REDACTED]

**Appendix "G" to Report PED23208**  
**Page 4 of 4**

**From:** [REDACTED]  
**To:** [Bello, Aminu](#); [Ward 13](#); [Collingwood, Tricia](#); [Robichaud, Steve](#); [Fabac, Anita](#); [JenniferCatarino@hamilton.ca](mailto:JenniferCatarino@hamilton.ca)  
**Subject:** Fwd: Church lot  
**Date:** Sunday, August 13, 2023 10:40:08 AM  
**Attachments:** [image002.png](#)

---

Good day Aminu and thank you for your response to my email.

Firstly, I have filed a complaint with the City about the condition of the lot as you suggested. I have copied you also. Thank you for that contact info.

Secondly, in regards to the ongoing Rezoning Application on 12 Louisa St., I have a question about the process? In your response, you state "now prepared to recommend a decision to Planning Committee shortly" . Does this mean that there will be no opportunity for neighbours to have any input on this rezoning matter? We have one main concern and want it noted "on record before any final decision is made".

In April 2022, we were approached and agreed in good neighbourly faith to having our well water tested. Subsequently, we were informed by MTE Consultants that at that time our well water results were within the safe limits set in the Ontario Drinking Water Regulation. We want to ensure that any further development or changes will not affect our wells in the future and protect our local drinking water.

Having lived in this neighbourhood my entire life, I am very aware of all that can happen with rural wells and our drinking water. And how quickly changes in water quality can happen. We have lived here throughout the previous occupants, usage and misfortunes of the property in question at 12 Louisa St. I feel that going from once or twice a week minimal institutional usage; to a daily, family usage of washrooms, showers, laundry, etc. are not comparable.

In summary, we do not want our wells and drinking water to be at risk in the future due to a change in usage on this lot. Also, we do not accept the possibility and cost of being forced into hooking up to City water because of this.

Please ensure that our concerns are on record with the City on this matter.





WELCOME TO THE CITY OF HAMILTON

# PLANNING COMMITTEE

October 17, 2023

# PED23208 – (ZAR-22-004)

Zoning By-law Amendment for Lands Located at 12 Louisa Street, Flamborough.

Presented by: Jennifer Catarino



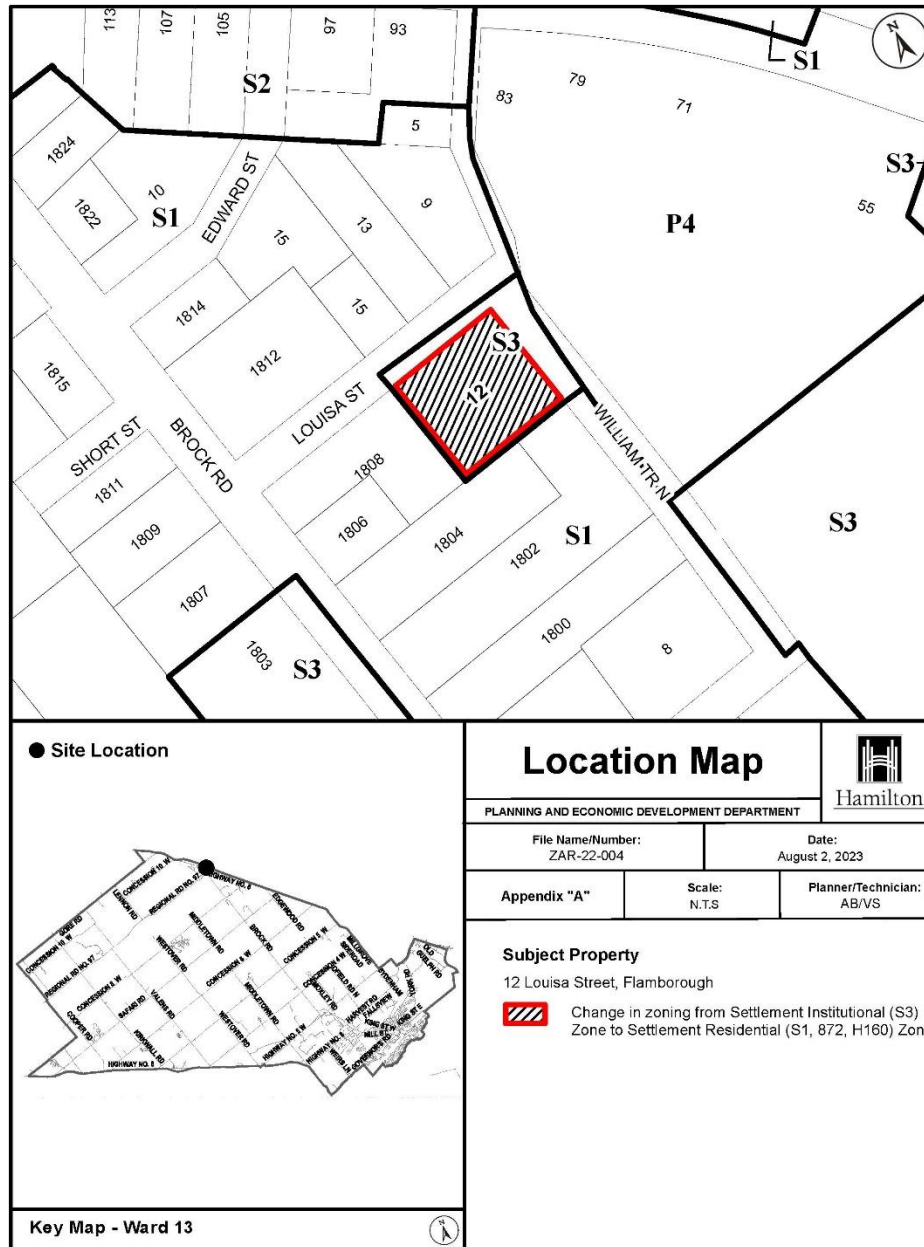
Hamilton Airphoto (2021)

**SUBJECT PROPERTY**

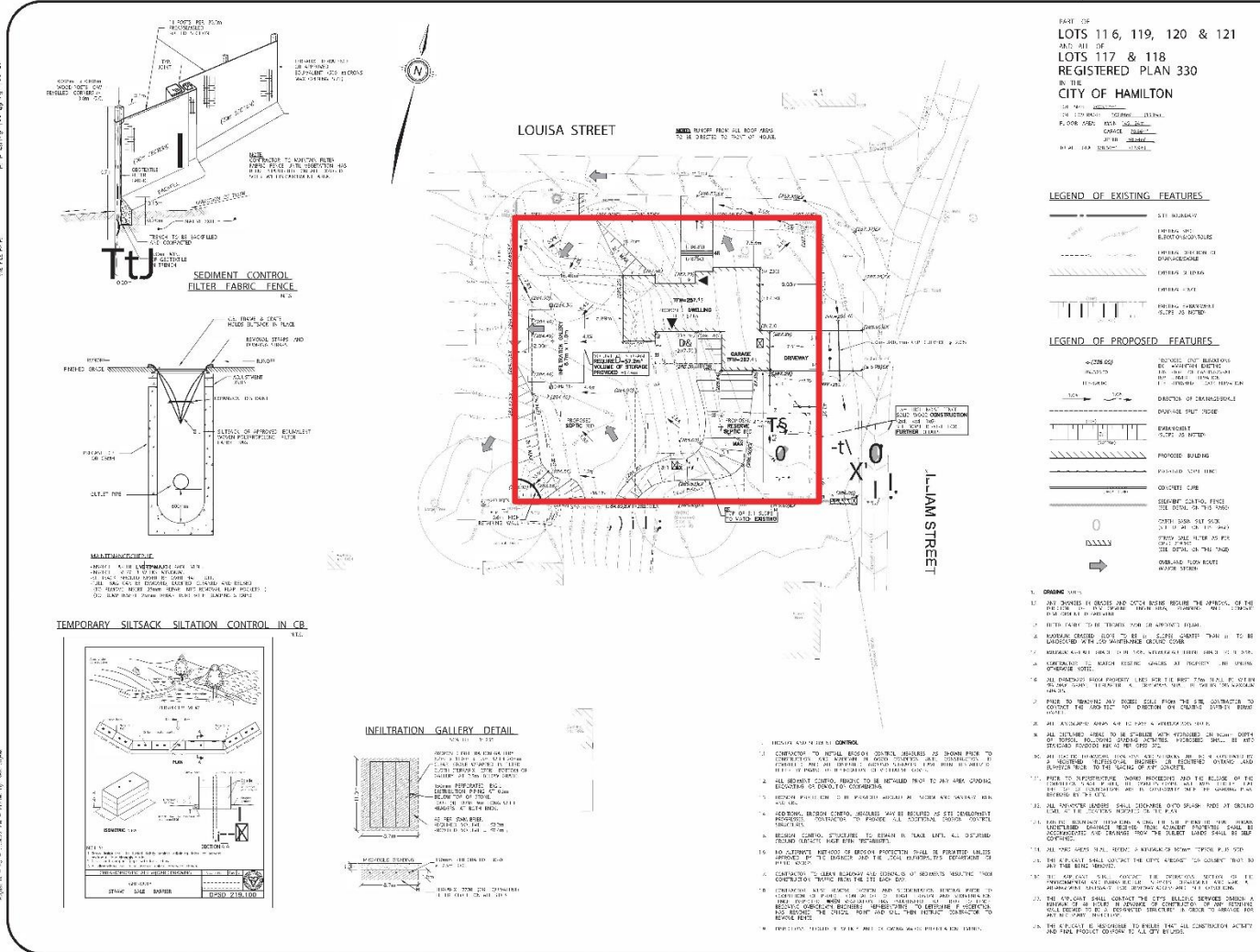


**12 Louisa Street, Flamborough**

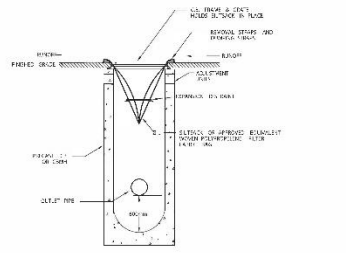
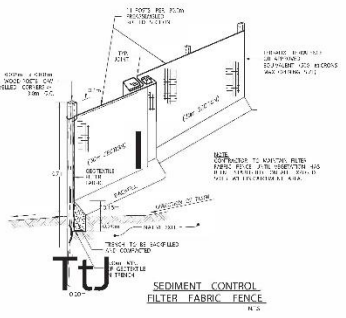




Appendix D to Report RL23208  
 Page 1 of 1

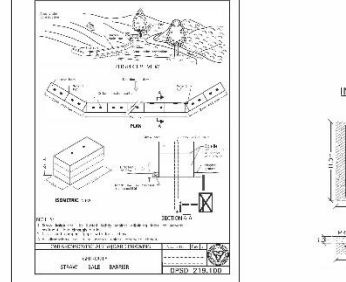


PART OF  
 LOTS 116, 119, 120 & 121  
 AND ALL OF  
 LOTS 117 & 118  
 REGISTERED PLAN 330  
 IN THE  
 CITY OF HAMILTON



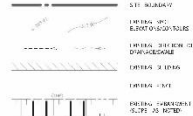
**MULTI-MATERIALS**  
 REFERENCE TO MULTIPLE SHEETS  
 1. ALL SHEETS SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR ROADWORK.  
 2. ALL SHEETS SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR UTILITIES.  
 3. ALL SHEETS SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR STRUCTURES.  
 4. ALL SHEETS SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR EROSION CONTROL.

**TEMPORARY SILTSACK SILTATION CONTROL IN CR**

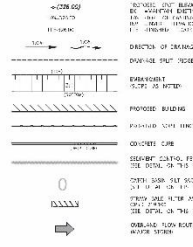


1. EROSION CONTROL
2. CONSTRUCTION TO RETAIN EXISTING CONTROL STRUCTURES TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
3. ALL EXISTING CONTROL STRUCTURES TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
4. EROSION CONTROL STRUCTURES TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
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9. EROSION CONTROL STRUCTURES TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
10. EROSION CONTROL STRUCTURES TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.

**LEGEND OF EXISTING FEATURES**



**LEGEND OF PROPOSED FEATURES**



1. GRADING
2. ALL EXISTING SPOT ELEVATIONS TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
3. ALL EXISTING SPOT ELEVATIONS TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
4. ALL EXISTING SPOT ELEVATIONS TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
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9. ALL EXISTING SPOT ELEVATIONS TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.
10. ALL EXISTING SPOT ELEVATIONS TO BE MAINTAINED TO PROTECT THE ADJACENT PROPERTY FROM EROSION.

GEODETIC B.M. ELEV. = 290.30m  
 SITE BENCH-MARK ELEV. = 287.80m

**NOTE TO CONTRACTOR:**  
 1. ALL GRADING SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR ROADWORK.  
 2. ALL GRADING SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR UTILITIES.  
 3. ALL GRADING SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR STRUCTURES.  
 4. ALL GRADING SHALL BE CONFORMED TO THE CITY OF HAMILTON STANDARD SPECIFICATIONS FOR EROSION CONTROL.

**NOTE:**  
 1. PROPERTY LINE IS APPROXIMATE ONLY.  
 2. EXISTING TOPOGRAPHICAL INFORMATION PROVIDED BY AT. MCLAREN DATED JUNE 22, 2011.

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT	2011	JK
2	ISSUED FOR PERMIT	2011	JK
3	ISSUED FOR PERMIT	2011	JK
4	ISSUED FOR PERMIT	2011	JK
5	ISSUED FOR PERMIT	2011	JK
6	ISSUED FOR PERMIT	2011	JK
7	ISSUED FOR PERMIT	2011	JK
8	ISSUED FOR PERMIT	2011	JK
9	ISSUED FOR PERMIT	2011	JK
10	ISSUED FOR PERMIT	2011	JK

**MTE**  
 ENGINEERS & ARCHITECTS  
 10464285

**RYAN KENNEDY**  
 12 LOUISA STREET SINGLE DETACHED DWELLING

**SITE PLAN/PRELIMINARY GRADING AND SEDIMENT EROSION CONTROL PLAN**  
 PROJECT NO. 12-116-119-120-121  
 DRAWING NO. C3.1  
 DATE: 2011-06-20



Louisa - Southwest from the intersection of Louisa Street and William Terrace North



12 Louisa - looking south from Louisa Street




# THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE





**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Licensing and By-law Services Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	By-Law Enforcement Strategy Update (PED23195) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Kelly Beaton (905) 546-2424 Ext. 4910 Kim Coombs (905) 546-2424 Ext. 1318 Dan Smith (905) 546-2424 Ext. 6435
<b>SUBMITTED BY:</b>	Monica Ciriello Director, Licensing & By-Law Service Planning & Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

That the updated By-Law Enforcement Priority Framework, attached as Appendix "A" to Report PED23195 be approved.

### EXECUTIVE SUMMARY

At a new term of Council, the Licensing and By-Law Services Division presents to Council a By-Law Enforcement Priority Framework, in order to confirm the prioritization of service levels for the various By-Laws that are enforced by the Division. The last report was presented in 2019. Report PED23195 provides an overview and recommendation of the By-Law Enforcement Priority Strategy effective 2023. It has been prepared in accordance with new initiatives and By-Laws approved by Council since the last revision in 2019.

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**SUBJECT: By-Law Enforcement Strategy Update (PED23195) (City Wide) - Page 2 of 8**

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**Alternatives for Consideration – See Page 8****FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The By-Law Enforcement Priority Framework is implemented based on existing staffing and budget resources.

Staffing: The By-Law Enforcement Priority Framework is implemented based on existing staffing and budget resources.

Legal: N/A

**HISTORICAL BACKGROUND**

On November 26, 2007, City Council approved a By-Law Enforcement Priority Strategy, which directed Licensing and By-law Services enforcement prioritization, impacting By-Law enforcement focus, efforts, and strategies, while restraining workload for lesser priority By-laws. The strategy is used to manage performance of the Division and focus staff on priority enforcement areas as deemed by City Council to be the most significant for the community.

The By-Law Enforcement Priority Strategy was previously updated by City Council on May 11, 2011, August 14, 2015, and April 30, 2019.

The priorities of Licensing and By-law Services enforcement shifted in March of 2020 with the declaration and subsequent province-wide lockdowns during the COVID-19 pandemic that persisted until January 5, 2022. The Licensing and By-law Services team saw a significant shift in priorities with the enforcement of provincial regulations and priority Municipal By-Laws (i.e., Face Covering By-Law and Physical Distancing By-Law). In 2021 alone, Licensing and By-law Services received 4,363 COVID-19 related calls and complaints and issued 1,094 related charges. In addition to enforcing COVID-19 regulations, Licensing and By-law Services has continued to ensure compliance with other Municipal initiatives and By-Laws.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

N/A

**RELEVANT CONSULTATION**

N/A

**SUBJECT: By-Law Enforcement Strategy Update (PED23195) (City Wide) - Page 3 of 8**

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**ANALYSIS AND RATIONALE FOR RECOMMENDATION****Ongoing Pandemic Impacts**

Despite the drastic shift in priorities for Licensing and By-law Services in 2020-2021 due to the COVID-19 pandemic and subsequent provincial regulations, Licensing and By-law Services has continued to maintain service levels and ensure compliance with Municipal initiatives, while balancing the residual effects of pandemic enforcement. In 2022, 387 provincial offence notices issued in 2020-2021 were returned to Licensing and By-law Services for prosecution in relation to enforcement of the *Emergency Management and Civil Protection Act, 1990* and the *Reopening Ontario Act (A Flexible Response to COVID-19), 2020*.

**By-Law Enforcement Priority Framework**

Currently, Licensing and By-law Services enforces a variety of By-Laws, through its three sections: Municipal Law Enforcement, Licensing Compliance and Animal Services as detailed in Appendix "A", as attached to Report PED23195.

**Municipal Law Enforcement**

Municipal Law Enforcement responds to and proactively enforces contraventions of By-laws such as property standards, yard maintenance, noise, nuisance party, site alteration and vital services. The team endeavours to keep the City safe and maintain its appeal while actively reducing negative impacts that can affect the community and its residents.

Primary priorities for Municipal Law Enforcement are property standards, site alteration, yard maintenance and zoning to ensure property owners maintain their properties and the activities occurring on them are permitted. In relation, the main duties of a Municipal Law Enforcement Officer include: interior and exterior inspections of dwellings, accessory buildings and yards to identify violations and issue orders to rectify/maintain all significant property issues, enforcement on non-compliant properties in relation to fill, grading and swales and identifying zoning violations.

Property standards and yard maintenance are enforced by requiring the removal of all refuse/debris, maintaining all components of dwellings and accessory buildings and the maintenance of long grass/weeds on the property. The Municipal Law Enforcement team also enforces interior deficiencies in rental units through property standards and vital services requirements.

Site alteration calls are received through Growth Management Division once a contravention has been discovered and/or there has been non-compliance with an

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**SUBJECT: By-Law Enforcement Strategy Update (PED23195) (City Wide) - Page 4 of 8**

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issued order. The enforcement of site alteration violations is often onerous, requires extensive evidence collection, proper tracking and documentation of vehicles transporting fill entering and exiting the properties and often require exhaustive actions to achieve compliance, such as obtaining injunctive relief through the Superior Court.

Zoning violations require understanding of various zoning By-laws (currently seven applicable zoning By-laws), connecting with Zoning staff to determine interpretation of specific provisions and what activities are permitted or prohibited, confirming property owners, seeking voluntary compliance from property owners to bring the property into compliance through actions such as obtaining a minor/major variance and engaging in enforcement action if required.

Enforcement under these By-laws is often complex and time consuming, frequently requiring extensive evidence collection by Municipal Law Enforcement Officers, navigating multiple By-laws (e.g. various zoning By-laws and private trees), communicating and collaborating with multiple departments, establishing the requirement that an offence took place on reasonable and probable grounds while still maintaining an “Open for Business” approach and seeking voluntary compliance and providing education to residents prior to engaging in progressive enforcement actions.

In addition, Municipal Law Enforcement utilizes its co-op and summer student program which allows post-secondary students to engage in enforcement activities to provide enforcement-specific experience, cultivate mentorship relationships and build personal confidence. During the summer months, students focus on Graffiti Enforcement, Long Grass and Weeds calls and Waterfalls and Waterfront Enforcement to provide students with the opportunity to learn about the City and how the Division operates.

Early trends of 2023 have revealed an increased number of complaints and investigations focused on rental properties and property standards.

**Licensing**

The Licensing section ensures the health and safety of various business establishments and promotes business growth through consumer protection and nuisance control. The Licensing section enforces both proactively and reactively the licensing of applicable establishments, both stationary and mobile, including but not limited to: taxis, driving schools, restaurants, fireworks sellers and public halls. Most recently, Licensing has overseen the rollout of the Short-Term Rental licensing schedule and the Rental Housing Pilot program with the intent of protecting the long-term housing market and ensuring rental properties meet the appropriate health and safety standards.

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**SUBJECT: By-Law Enforcement Strategy Update (PED23195) (City Wide) - Page 5 of 8**

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Primary priorities for Licensing are the licensing and inspection of new establishments to ensure they meet City standards, ensuring licensed businesses comply with the appropriate licensing schedule (currently thirty-two schedules), certificate of compliance inspections and respond to public complaints related to areas such as driving schools, lottery licensing and signs. The Rental Housing Licensing Pilot Program has a dedicated set of staff to ensure this new schedule is maintained as a high priority item for Licensing through the full duration of the pilot, which ends in December 2025. The Rental Housing Pilot Program also increases the frequency of property inspections and monitoring of properties within Wards 1, 8 and part of 14 through additional support and enforcement of the Property Standards and Yard Maintenance By-laws.

Licensing investigations are often onerous, require extensive evidence collection, confirming property owners (often corporations) and ensuring they comply with the applicable Licensing By-law schedule. Furthermore, inspections often lead to the discovery of other contraventions in terms of building, fire and zoning violations, necessitating the involvement of other City departments to achieve compliance prior to the issuance of a licence. Licensing often balances the health and safety requirements with the need for customer service to aid business owners through the business licensing process.

Other areas of priority focus on nuisance complaints, such as signs without a permit, election signs and signs on public property. The process of locating and charging companies for using nuisance signs can be time consuming and requires in-depth investigations. When charges are laid, the courts determine the fines for offences on a case by case basis.

**Animal Services**

Animal Services responds proactively and reactively to animal and wildlife matters. Within their portfolio, Animal Services is required to carry out numerous legislated duties as prescribed by the, *Dog Owners' Liability Act, 1990*. Moreover, Animal Services duties display a clear divide in relation to animal health and welfare through areas such as animal care, dog licensing, adoptions and community education campaigns, while enforcement actions such as addressing nuisance or non-permitted animals, assessment of dangerous dogs and having them designated as well as carrying out the wildlife strategy.

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**SUBJECT: By-Law Enforcement Strategy Update (PED23195) (City Wide) - Page 6 of 8**

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**By-Law Enforcement Priority Framework**

The By-Law Enforcement Priority Framework is developed, and priorities are established based on a variety of factors. These factors include:

- Historical community trends as reflected in previous iterations of the Prioritization Framework;
- Previous City Council directions, including the results from the Terms of Council Priorities;
- Call or complaint volume;
- Existing officer resources;
- Alignment with the City of Hamilton’s 2016-2025 Strategic Plan and its priorities such as Healthy & Safe Communities and Clean & Green; and,
- Potential health and safety risks.

Licensing and By-law Services additionally takes into consideration available staffing resources and the level of enforcement required for By-laws. Certain By-laws, such as Site Alteration demand significant time and human resources, requires specialized enforcement teams. Further, details of calls for service and enforcement details throughout 2022 are detailed in Appendix “B” to Report PED23195.

As outlined below, Licensing and By-law Services received a total of **43,441** calls or complaints in 2022. Appendix “B” to Report PED23195 outlines further details of the complaints for investigation by By-Law and by Ward.

<b>Section</b>	<b>Call Total</b>
Municipal Law Enforcement	19439
Animal Services	20754
Licensing	3248
<b>Grand Total</b>	<b>43441</b>

These calls and complaints led to the issuance of **3,685** Administrative Penalties, resulting in **\$452,645** in penalties.

However, due to the number and scope of By-Laws and regulations enforced, a proactive enforcement approach is not always sustainable. As such, it is imperative to establish a prioritization strategy to allow staff to focus on enforcement areas most needed as deemed by Council.

**SUBJECT: By-Law Enforcement Strategy Update (PED23195) (City Wide) - Page 7 of 8**

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Since 2019 when the last Bylaw Enforcement Priority Report went before Council, Licensing and By-law Services has enacted a variety of new By-Laws, pilot projects and initiatives including:

- Coordinated Response Team (encampment protocol);
- Nuisance Party By-Law;
- Off-Road Vehicles pilot project;
- Rental Housing pilot project;
- Site Alteration By-Law;
- Short Term Rental By-law; and,
- Waterfalls Enforcement pilot project.

As Licensing and By-law Services continues to evolve, it is essential to routinely renew enforcement priorities to reflect these changes.

However, it is important to note the level of effort required for the enforcement of certain By-Laws. While investigation and enforcement can be linear for By-laws, others are more complex and require considerable Municipal Law Enforcement Officers time for monitoring, evidence collection and to engage in enforcement actions. Outlined below is a ranking of the level of effort required for specific By-Laws based on the outlined factors.

<b>Ranking of Enforcement Effort by By-Law</b>	
1.	Site Alteration 19-286
2.	Zoning (seven By-laws)
3.	Licensing 07-170
4.	Nuisance Party 22-235
5.	Property Standards 10-221
6.	Yard Maintenance 10-118
7.	Animal Ownership 12-031
8.	Snow and Ice 03-296
9.	Noise 11-285
10.	Streets 86-77
11.	Sign 10-197
12.	Vacant Building Registry 17-127

While Council has the authority to make policy decisions regarding enforcement priorities for Licensing and By-law Services, it is important to note that the day-to-day enforcement, inspections, and investigations are left to the officers and prosecutors to manage, free from political interference – including the appearance of political interference. As per the *Provincial Offences Act, 1990, R.S.O. 1990, c. P.33*, Officers

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**SUBJECT: By-Law Enforcement Strategy Update (PED23195) (City Wide) - Page 8  
of 8**

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must believe on **reasonable and probable** grounds that an offence has been committed before laying charges or risk bringing the administration of justice into disrepute.

**ALTERNATIVES FOR CONSIDERATION**

City Council may direct changes to the prioritization framework, recognizing that, from a resourcing perspective, any increase in priority for a specific By-Law may necessitate a reduction in priority for other By-Law enforcement responses.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23195 – By-Law Enforcement Priority Framework  
Appendix "B" to Report PED23195 – Calls for Service and Enforcement (2022)



## Licensing and Bylaw Services

Primary (Proactive and Reactive)		<i>Projects</i>
Forestry	<b>Public Tree Protection By-law (No. 15-125)</b> <b>Tree By-law (Stoney Creek) (No. 4401-96)</b> <b>Tree Protection By-law (Ancaster) (No. 2000-118)</b> <b>Tree Protection By-law (Dundas) (No. 4513-99)</b> <b>Urban Woodland Conservation By-law (No. 14-212)</b> <b>Woodland Conservation By-law (No. R00-054)</b>	<ul style="list-style-type: none"> <li>• <b>Protection of Woodlands</b></li> </ul>
Noise	<b>Noise Control By-law (No. 11-285)</b>	<ul style="list-style-type: none"> <li>• <b>Loud Muffler Clinic</b> - in collaboration with Hamilton Police Service</li> <li>• <b>Joint HPS Operations including St. Patrick's Day(March), Student Homecoming Labour Day (September)</b></li> <li>• <b>After hours Noise Team</b></li> </ul>
Encampment	<b>Parks By-law (No. 01-219)</b> <b>Encampment Protocol</b>	<ul style="list-style-type: none"> <li>• <b>Encampment Response Team</b></li> </ul>
Site Alteration	<b>Site Alteration By-law (No. 19-286)</b>	
Rental Housing	<b>Vital Services By-law (No. 09-190)</b> <b>Adequate Heat By-law (No. 04-091)</b> <b>Property Maintenance By-law (No. 10-118)</b> <b>Property Standards By-law (No. 10-221)</b>	<ul style="list-style-type: none"> <li>• <b>Rental Housing (Schedule 31) – licensing, inspections and enforcement of rental houses</b></li> </ul>

Business Licensing	<b>Business Licensing By-law (No. 07-17)</b> <b>Driving School By-law (No. 18-199)</b>	<ul style="list-style-type: none"> <li>• <b>Taxi Financial Incentive Program</b></li> </ul>
Signs	<b>Sign By-law (No. 10-197) - reactive in rural areas as per City Council Aug. 12, 2010</b>	
Animals	<b>Responsible Animal Ownership By-law (No. 12-031)</b> <b>Wildlife Feeding By-law (No. 12-130)</b>	
<b>Secondary (Periodic/Seasonal)</b>		<b>Projects</b>
Seasonal	<b>Adequate Heat By-law (No. 04-091)</b> <b>Nuisance Party By-law (No. 22-235)</b> <b>Off-Road Vehicles By-law (No. 21-121)</b> <b>Parks By-law (No. 01-219)</b> <b>Snow and Ice Removal By-law (No. 03-296)</b> <b>Yard Maintenance By-law (No. 10-118)</b> <b>Fence By-law (No. 10-142)</b>	<ul style="list-style-type: none"> <li>• <b>Off-Road Vehicle Enforcement Pilot Project – education campaign and enforcement blitzes in collaboration with Hamilton Police Service</b></li> <li>• <b>Waterfalls (Albion)</b></li> <li>• <b>Waterfront Beach Trail Ambassadors</b></li> <li>• <b>Waterfalls/Hamilton Conservation Area Enforcement Program</b></li> <li>• <b>Mohawk and McMaster Proactive move in/out days</b></li> </ul>
Zoning	<b>Zoning By-law (No. 05-200)</b> <b>Zoning By-law of the Town of Flamborough (No. 90-145)</b> <b>Zoning By-law of the Town of Ancaster (No. 87-57)</b> <b>Zoning By-law of the Corporation of the Town of Dundas (No. 3581-86)</b> <b>Zoning By-law of the Township of Glanbrook (No. 464)</b> <b>Zoning By-law of the former City of Hamilton (No. 6593)</b>	

	<b>Zoning By-law of the City of Stoney Creek (No. 3692-92)</b>	
	<b>Tertiary (Reactive or Complaint Driven)</b>	<b><i>Projects</i></b>
<b>Misc.</b>	<b>Discharge of Recreational Firearms By-law (No. 19-114)</b> <b>Vacant Building Registry (No. 17-127)</b> <b>Lottery Licensing By-law (No. 04-134)</b> <b>Sign By-law (No. 10-197) - reactive in rural areas as per City Council</b> <b>Aug. 12, 2010</b>	

**Appendix “B” to Report PED23195  
Page 1 of 5**

**CALLS FOR SERVICE 2022**

Throughout 2022, Licensing and By-law Services continued to work through the aftermath of the COVID-19 pandemic. During the pandemic, the Province designated Municipal Law Enforcement Officers with the authority to enforce the Provincial regulations, including: The *Emergency Management and Civil Protection Act, 1990 (EMCPA)* and the *Reopening Ontario Act, 2020 (ROA)*. Municipal Law Enforcement also enforced Municipal pandemic By-laws, including: Face Covering By-law and Physical Distancing By-laws to protect the health and safety of our community. Since March 2020, the LBS team has continued to balance the priorities of enforcing these regulations in addition to ensuring compliance with all Municipal By-laws that impact the community.

**COVID-19 Charges**

In comparison to previous years, 2022 saw a significant decrease in charges under both Municipal and Provincial COVID-19 regulations. In 2022, Officers issued 149 COVID-19 related charges. Table 1 outlines the total charges issued by Licensing and By-law Services ranging from 2020-2022.

<b>Table 1: COVID-19 Charges 2020-2022</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Total <i>Emergency Management and Civil Protection Act</i>	172	154	N/A
Total <i>Reopening Ontario Act</i>	80	710	76
Total Administrative Penalties (Face Covering and the Physical Distancing By-law)	166	230	73

In 2022, Licensing and By-law Services received and responded to 37 COVID-19 related calls and complaints prior to the repeal of regulations by the Province.

January	29
February	6
March	2
April	0
May	0
June	0
July	0
August	0
September	0
October	0
November	0
December	0
<b>Grand Total</b>	<b>37</b>

**Appendix “B” to Report PED23195  
Page 2 of 5**

**Complaints Received Through Councillor’s Office - Municipal Law Enforcement**

In addition to COVID-19, Licensing and By-law Services received a total of 43,441 complaints for investigations. Councillor inquiries through CCMLE (Councillor Coordinator Municipal Law Enforcement) totaled **5,295** for all other Municipal By-laws. Below is a breakdown of the By-law complaints by type and by month received by the Councillors’ offices.

Heat	114
Zoning	412
Yard Maintenance	1373
Property Standards	629
Trees	118
Noise	286
Licensing / Cannabis	250
Swales	95
Masks / Red Zone	6
Fee Review	230
Protest	1
Parking	108
Public Health	44
Building	190
Animal Services	89
Roads	129
Growth Management	157
Waste	140
Miscellaneous	786
Encampments	138
<b>TOTAL:</b>	<b>5295</b>

January	362
February	462
March	416
April	318
May	541
June	501
July	522
August	551
September	498
October	475
November	346
December	303
<b>TOTAL:</b>	<b>5295</b>

**Appendix “B” to Report PED23195**  
**Page 3 of 5**

**2022 Licensing and By-law Services Calls for Service**

All Municipal By-laws enforced by Licensing and By-law Services are outlined in the charts below. In 2022, there were **43,441** total calls for service/complaints for investigations for various By-laws, with Yard Maintenance, Animal Ownership, Snow & Ice, Property Standards and Licensing complaints representing most calls as seen below.

Section	Call Total		
Municipal Law Enforcement	19439	Encampment By-Law	1335
Animal Services	20754	Fence By-Law	354
Licensing	3248	Firearms By-Law	8
<b>Grand Total</b>	<b>43441</b>	Fireworks By-Law	55
		Heat By-Law	270
		Noise By-Law	2022
		Other By-Law	123
		Parks By-Law	261
		Property Standards By-Law	2452
		Public Nuisance By-Law	5
		Snow & Ice By-Law	2454
		Streets By-Law	1174
		Tree By-Law	199
		Vital Services By-Law	41
		Waste By-Law	501
		Yard Maintenance By-Law	7181
		Zoning By-Law	965
		Covid By-Law	348
		Driving School By-Law	15
		Licensing By-Law	2383
		Sign By-Law	539
		Animal Ownership By-Law 12-031	5821
		Dog Owner Liability Act	5
		Feeding Wildlife By-Law 12-130	123
		Other	113
		Site Alteration By-Law 19-286	2
		Service Call	14692
		<b>Grand Total</b>	<b>43441</b>

## Appendix "B" to Report PED23195

Page 4 of 5

**2022 Licensing and By-law Services Charges Issued**

These calls resulted in a total of **3,685** Administrative Penalty charges resulting in **\$452,645** in fines.

<b>By-Law</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Parks 01-219	868	525	2437	90
Fireworks 02-285		1		
Snow & Ice 03-296			126	301
Licensing 07-170	267	86	66	54
Yard Maintenance 10-118	197	1158	1568	1407
Signs 10-197	11	16	22	42
Property Standards 10-221	223	76	62	122
Noise 11-285	50	66	86	54
Animal Ownership 12-031	1544	1391	655	672
Wildlife 12-130	6	10	6	13
Lottery License 15-051			1	
Vacant Building Reg. 17-127	229	128	116	263
Driving School 18-199	18	18	1	5
Site Alteration 19-286		48	45	537
Physical Distancing 20-056		133	1	
Public Nuisance 20-077		1	171	7
Face Masks 20-155		24	153	72
Distancing 20-164		10	76	
Off Road Vehicles 21-121			4	8
Nuisance Party 22-235				8
Streets 86-77	1	12	42	30
<b>Grand Total</b>	<b>3414</b>	<b>3703</b>	<b>5638</b>	<b>3685</b>

**Appendix “B” to Report PED23195  
Page 5 of 5**

The chart below outlines 2022 Licensing and By-law Services Administrative Penalty charges by Ward and Section. Wards 1, 2, 3, 4, 8, and 13 represented most issued charges.

Ward	Animal Services	Licensing	Municipal Law Enforcement	Grand Total
1	20	7	553	580
2	39	7	279	325
3	110	7	449	566
4	65	19	142	226
5	50	15	103	168
6	39	2	87	128
7	93	16	111	220
8	46	1	221	268
9	54	5	60	119
10	35		41	76
11	35	6	43	84
12	24	2	77	103
13	21	6	580	607
14	20		75	95
15	35	4	81	120
<b>Grand Total</b>	<b>686</b>	<b>97</b>	<b>2902</b>	<b>3685</b>

Animal Services Clerks fielded **29,084** calls from the public that ranged from 2019-2022.

	2019	2020	2021	2022
Incoming Phone Calls	29,748	29,942	30,387	29,084
Dog Licences	40,624	35,450	35,631	32,746
Service Requests	21,037	17,968	15,724	20,754
Special Enforcement Requests	33 = 126 site visits	96 = 925 site visits	93 = 553 site visits	85 = 361 visits
Adoptions	594	325	282	374
Dog Bite Investigations	243	206	198	210
Barking Dog Complaints	1002	932	849	802

### New Licences for 2022


Licensing and By-law Services remains open for business. In 2022, the Licensing Section issued **661** new business licences. The Licensing Section currently licences **9,191** of businesses over 45 different categories in the City.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>2018</b>	41	34	60	56	61	50	61	70	58	71	62	56	<b>680</b>
<b>2019</b>	69	44	43	53	84	46	89	54	64	52	56	43	<b>697</b>
<b>2020</b>	54	50	28	5	11	24	42	27	35	36	34	23	<b>369</b>
<b>2021</b>	23	27	35	31	44	37	24	30	46	52	61	44	<b>454</b>
<b>2022</b>	47	38	45	42	53	44	73	66	64	55	73	61	<b>661</b>





**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Building Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Amendment to the Pool Enclosure By-law No. 16-184 (PED23214) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Bob Nuttall (905) 546-2424 Ext. 4993
<b>SUBMITTED BY:</b>	Alan Shaw Director, Building and Chief Building Official Planning & Economic Development Department
<b>SIGNATURE:</b>	

## RECOMMENDATION

That the By-law, attached as Appendix "A" to Report PED23214 to amend City of Hamilton By-law No. 16-184, a By-law to Regulate Enclosures for Privately-Owned Outdoor Pools, which has been prepared in a form satisfactory to the City Solicitor, be enacted.

## EXECUTIVE SUMMARY

The purpose of the attached Appendix "A" to Report PED23214 amending by-law is to create additional enforcement provisions which will facilitate the issuance of Part 1 Provincial Offence Notices (tickets), through approved, short form wording. Additionally, another amendment is being proposed to include an additional offence regarding "obstructing an Officer".

## Alternatives for Consideration – Page 2

## FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Not applicable

Staffing: Not applicable

**SUBJECT: Amendment to the Pool Enclosure By-law No. 16-184 (PED23214) (City Wide) - Page 2 of 2**

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Legal: Recommendation has been reviewed by legal, no implications noted.

**HISTORICAL BACKGROUND**

On June 22, 2016, A By-law to Regulate Enclosures for Privately-Owned Outdoor Pools was passed by council and set to come into force on January 1, 2017. The Pool Enclosure Bylaw, as amended, is in place to ensure minimum standards are set, in the interest of public health and safety with respect to privately owned, outdoor pools.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

Approval of this recommendation will not alter or contravene any City Policy or legislated requirements.

**RELEVANT CONSULTATION**

Legal Services has been consulted.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Part 1 Provincial Offence Notices will be the Building Divisions primary tool for enforcing the Pool Enclosure Bylaw and will provide the most efficient way of doing so. A Part 1 Provincial Offence Notice (ticket) is an immediate way of issuing a penalty, and fine for a contravention of the By-law. This will allow the Building Division to respond in a timely manner, and effect quicker enforcement mechanisms to encourage compliance.

To efficiently enforce the provisions of the By-law, by way of Part 1 Provincial Offence Notices (tickets), housekeeping amendments are recommended to the By-law as detailed in Appendix "A" to Report PED23214.

**ALTERNATIVES FOR CONSIDERATION**

Alternatively, the bylaw remains, as passed without adequate provisions to enforce the By-law through Part 1 Provincial Offence Notices (tickets), and we are left with only a Part 3 charging section in the bylaw, which is a much lengthier process to initiate, and carry through enforcement.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23214 – Proposed Amended By-law

**Appendix "A" to Report PED23214  
Page 1 of 2**

**Authority:** Item , Planning Committee  
Report  
CM:

**Bill No.**

**CITY OF HAMILTON**

**BY LAW NO. 23-**

**To amend By-law 16-184, being a By-law to Regulate  
Enclosures for Privately-Owned Outdoor Pools**

**WHEREAS** Council enacted a by-law to regulate enclosures for privately-owned outdoor pools in the City, being City of Hamilton By-law No. 16-184.

**AND WHEREAS** Council wishes to amend By-law No. 16-184 for enforcement purposes.

**NOW, THEREFORE,** the Council of the City of Hamilton hereby enacts as follows:

1. The amendments in this By-law include any necessary grammatical, numbering and letting changes.
2. That By-law 16-184 is amended by adding the following language after section 5.(5)
  - 5.(6) No Person shall prevent, hinder or obstruct, or attempt to hinder or obstruct an Officer who is exercising a power or performing a duty under this By-law.
3. That By-law 16-184 be amended by adding the following language after section 51:
  52. Every person who contravenes any provision of this bylaw is guilty of an offence and upon conviction is liable to a fine as provided for by the *Municipal Act, 2002*, S.O. 2001, c. 25 and recoverable under the *Provincial Offences Act*, R.S.O. 1990, Chapter P.33, as amended.
4. In all other respects, By-law 16-184, as amended, is confirmed.
5. This By-law comes into force on the day it is passed.

**PASSED** this            day of            , 2023.

**Appendix "A" to Report PED23214**  
**Page 2 of 2**

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A. Horwath  
Mayor

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A. Holland  
City Clerk



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Building Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Amendment to the Fortification By-law No. 10-122 (PED23215) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Bob Nuttall (905) 546-2424 Ext. 4993
<b>SUBMITTED BY:</b>	Alan Shaw Director, Building and Chief Building Official Planning & Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

That the By-law, attached as Appendix "A" to Report PED23215 to amend City of Hamilton By-law No. 10-122, a By-law to Prohibit and Regulate Fortification and Protective Elements of Land, which has been prepared in a form satisfactory to the City Solicitor, be enacted.

### EXECUTIVE SUMMARY

The purpose of the attached amending by-law is to create additional enforcement provisions which will facilitate the issuance of Part 1 Provincial Offence Notices (tickets), through approved, short form wording as approved by the Ministry of the Attorney General.

### Alternatives for Consideration – Page 2

### FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Not applicable

Staffing: Not applicable

Legal: Recommendation has been reviewed by legal, no implications noted.

**SUBJECT: Amendment to the Fortification By-law No. 10-122 (PED23215) (City Wide) - Page 2 of 2**

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**HISTORICAL BACKGROUND**

On May 26, 2010, A By-law to Prohibit and Regulate Fortification and Protective Elements of Land was passed by council and set to come into force on the date it was passed. The Fortification Bylaw was approved in the interest of health, safety and the protection of the public to regulate fortification and protective elements with respect to lands, buildings and structures within the City of Hamilton.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

Approval of this recommendation will not alter or contravene any City Policy or legislated requirements.

**RELEVANT CONSULTATION**

Legal Services has been consulted.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Part 1 Provincial Offence Notices will be the Building Divisions primary tool for enforcing the Fortification Bylaw and will provide the most efficient way of doing so. A Part 1 Provincial Offence Notice (ticket) is an immediate way of issuing a penalty, and fine for a contravention of the By-law. This will allow the Building Division to respond in a timely manner, and effect quicker enforcement mechanisms to encourage compliance.

To efficiently enforce the provisions of the By-law, by way of Part 1 Provincial Offence Notices (tickets), housekeeping amendments are recommended to the By-law as detailed in Appendix "A" to Report PED23215.

**ALTERNATIVES FOR CONSIDERATION**

Alternatively, the bylaw remains, as passed without adequate provisions to enforce the By-law through Part 1 Provincial Offence Notices (tickets), and we are left with only a Part 3 charging section in the bylaw, which is a much lengthier process to initiate, and carry through enforcement.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23215 – Proposed Amended By-law

**Appendix "A" to Report PED23215  
Page 1 of 1**

**Authority:** Item , Planning Committee  
Report  
CM:

**Bill No.**

**CITY OF HAMILTON**

**BY LAW NO. 23-**

**To amend By-law 10-122, being a By-law to Prohibit and Regulate Fortification  
and Protective Elements of Land**

**WHEREAS** Council enacted a by-law to regulate the fortification and protective elements of land in the City, being City of Hamilton By-law No. 10-122.

**AND WHEREAS** Council wishes to amend By-law No. 10-122.

**NOW, THEREFORE**, the Council of the City of Hamilton hereby enacts as follows:

1. The amendments in this By-law include any necessary grammatical, numbering and letting changes.
2. That By-law 10-122 is amended by adding the following language after section 23(2):  
  
23.(3) Every person who contravenes any provision of this bylaw is guilty of an offence and upon conviction is liable to a fine as provided for under the *Municipal Act, 2001*, SO 2001. C25, as amended, and recoverable under the *Provincial Offences Act*, R.S.O. 1990, Chapter P.33, as amended.
3. In all other respects, By-law 10-122 is confirmed.
4. This By-law comes into force on the day it is passed.

**PASSED** this            day of            , 2023.

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A. Horwath  
Mayor

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A. Holland  
City Clerk



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Transportation Planning and Parking Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	Adjustment to School Crossing Guard Locations (PED23196) (Wards 7, 10 and 15)
<b>WARD(S) AFFECTED:</b>	Wards 7, 10 and 15
<b>PREPARED BY:</b>	Colby Constant (905) 546-2424 Ext. 2210 James Buffett (905) 546-2424 Ext. 3177
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That the revised list of school crossing guard locations resulting from school closures, openings, construction projects, walking patterns, and lunch program changes in Wards 7, 10 and 15, as outlined in Appendix "A" attached to Report PED23196, be approved;
- (b) That staff be authorized and directed to consult with the affected Ward Councillors and to use delegated authority for adding and/or removing school crossing guards prior to City Council approval for any proposed changes by the Hamilton-Wentworth District School Board, and the Hamilton-Wentworth Catholic District School Board for the 2023/2024 school year.

### EXECUTIVE SUMMARY

Staff undertakes an annual review of school crossing and potential school crossing locations to ensure the safe crossing of school-aged children on public highways. City Council has delegated authority to staff to assign temporary school crossing guards in emergency situations until such time as Council approvals can be obtained. In addition, in areas where schools were closed/opened or where boundaries or lunch programs

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**SUBJECT: Adjustment to School Crossing Guard Locations (PED23196) (Wards 7, 10 and 15) - Page 2 of 3**

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have been adjusted, it was necessary to use staff's delegated authority and to have new guards in place during the 2022/2023 school year.

This review has identified the need to:

- Add two New Crossing Locations; and,
- Reinstate one Lunch Crossing Location.

Staff monitored the locations contained in Appendix "A" attached to Report PED23196 during the last half of the 2022/2023 school year and consulted with all affected Ward Councillors prior to making the recommended changes under delegated authority. While staff is confident that the recommended changes are appropriate, on-going monitoring will continue.

**Alternatives for Consideration – Not Applicable**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** The recommended changes will result in an increase in 0.63 of crossing guard Full-Time Employees and base increase to operating cost of \$21,316.88.

**Staffing:** The recommended changes will result in an increase in 0.63 of crossing guard Full-Time Employees.

**Legal:** N/A

**HISTORICAL BACKGROUND**

Throughout the 2021/2022 school year and at the beginning of the 2022/2023 school year, a review of school crossing guard locations across the City was undertaken as a result of school closures/re-openings, walking patterns, boundary changes, and lunch program changes initiated by the Hamilton-Wentworth District School Board and the Hamilton-Wentworth Catholic District School Board. The purpose of these reviews was to assess the feasibility of each school crossing location and potential new locations with respect to changes in child walking patterns and to ensure appropriately situated school crossing guards to ensure the safe crossing of children on public highways.

Appendix "A" attached to Report PED23196 contains a detailed list of the proposed changes to school crossing guard locations in Wards 7, 10 and 15 recommended for the 2023/2024 school year. Staff analysis prior to the commencement of and at the beginning of the 2022/2023 school year confirms that the revised crossing guard

**SUBJECT: Adjustment to School Crossing Guard Locations (PED23196) (Wards 7, 10 and 15) - Page 3 of 3**

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locations adequately service the current child walking patterns. However, staff will continue to monitor during the 2023/2024 school year, if any conditions change.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

N/A

**RELEVANT CONSULTATION**

Hamilton-Wentworth District School Board, and the Hamilton-Wentworth Catholic District School Board, including various elementary school officials/stakeholders, as well as, each affected Ward Councillor.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Prior to a school crossing location being recommended, staff undertakes a comprehensive review, and if unsafe crossing conditions exist, a school crossing guard may be assigned to a location to provide safe crossing opportunities for elementary school children. Conversely, in utilizing staff in the most effective and fiscally responsible manner, if a comprehensive review determines a guard is no longer warranted, a location may be removed, and the guard may be re-assigned to another location.

**ALTERNATIVES FOR CONSIDERATION**

N/A

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23196 - 2023-2024 Adjustments to School Crossing Guard Locations

**Adjustments to School Crossing Locations  
2023 - 2024 School Year**

<b>WARD 7</b>					
<b>Intersection Type</b>	<b>Hours Worked</b>	<b>Crossing Location</b>	<b>Status</b>	<b>Comments</b>	<b>School Serviced</b>
Through	1.65	East 19th and Concession Street	Addition	Re-instate lunch crossing	George L. Armstrong

<b>WARD 10</b>					
<b>Intersection Type</b>	<b>Hours Worked</b>	<b>Crossing Location</b>	<b>Status</b>	<b>Comments</b>	<b>School Serviced</b>
Minor Stop Controlled	1.65	Lincoln Road at Carpenter Avenue	Addition	New location	Eastdale Elementary School

<b>WARD 15</b>					
<b>Intersection Type</b>	<b>Hours Worked</b>	<b>Crossing Location</b>	<b>Status</b>	<b>Comments</b>	<b>School Serviced</b>
Minor Stop Controlled	1.65	Mill Street North at Elgin Street	Addition	New location	Mary Hopkins Elementary



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Transportation Planning and Parking Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	October 17, 2023
<b>SUBJECT/REPORT NO:</b>	School Crossing Warrants (PED23217) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	James Buffett (905) 546-2424 Ext. 3177
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	<i>Brian Hollingworth</i>

### RECOMMENDATION

- (a) That the School Crossing Guard Warrant Development Report attached as Appendix "A" to Report PED23217 be received;
- (b) That staff be directed to utilize the methodology presented in Appendix "A" attached to Report PED23217, along with industry best practices and local experience, for evaluating the implementation and removal of school crossings in the City of Hamilton.

### EXECUTIVE SUMMARY

Over the course of the 2022/2023 school year, staff undertook a comprehensive review of the school crossing program. WSP Canada Inc. was retained to assist with the review and to develop crossing guard warrants based on industry best practices and taking into account local conditions and past practices. The main goal of this project was to collect data on existing school crossing guard locations and develop an updated warrant methodology that is objective, traceable and can be implemented throughout the City for the evaluation of future candidate school crossing guard locations. The result of this review is summarised in the School Crossing Guard Warrant Development Report attached as Appendix "A" to Report PED23217.

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## **SUBJECT: School Crossing Warrants (PED23217) (City Wide) - Page 2 of 5**

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The updated warrant differs from the existing gap study methodology in that it is based on an Exposure Index that considers both conflicting vehicle volumes and pedestrian volumes and varies by type of intersection. In addition, it also recommends establishing a minimum child pedestrian count for a location to be considered or continue to be utilized. The warrant methodology is consistent with the recently released School Crossing Guide (2023) published by the Ontario Traffic Council.

With the development of the new Exposure Index, staff can collect data at new candidate locations for school crossings and use a transparent process to assess the need for a crossing guard placement. Existing crossing points can also be reviewed against the warrant to ensure that school crossing program resources are optimally applied. If the new warrant process is approved by Council, it is expected that some crossings will be proposed for removal. Any removals, or additions, would be brought forward to Council through the annual realignment report.

### **Alternatives for Consideration – Not Applicable**

### **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

### **HISTORICAL BACKGROUND**

In 1992, representatives from both the Ontario Traffic Council and the Ontario Ministry of Transportation collaborated to prepare a report entitled School Crossing Review 1992. That document was then used as the springboard from which the Ontario Traffic Council produced the 2006 School Crossing Guard Guide. In 2017, the Ontario Traffic Council released an update to the 2006 School Crossing Guard Guide that accounted for new types of pedestrian crossing across Ontario and the amendments made to the *Highway Traffic Act* and the Ontario Traffic Manuals. Further updates to the School Crossing Guard Guide were completed in 2023 with a new edition being released for municipalities' administration and operation of their respective School Crossing Programs.

In 2022, WSP Canada Inc. was retained by the City (Capital Project ID 4502055200) to assist with the review and update of the City's crossing guard warrants. WSP Canada Inc. has worked with the Ontario Traffic Council for over a decade in the development of such guides and continues to be the subject matter expert for school crossing programs. The project is now completed and informed the recommendations of this Report.

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**SUBJECT: School Crossing Warrants (PED23217) (City Wide) - Page 3 of 5**

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**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

The *Highway Traffic Act* sets out the rules of the road in Ontario, including the operation of school crossings and the role of school crossing guards. Several sections refer to pedestrians and road crossing regulations. Specific legislation related to school crossings and the operation of school crossing guards is found in section 176 of the *Highway Traffic Act* (R.S.O. 1990, Chapter H.8).

**RELEVANT CONSULTATION**

In undertaking the review of School Crossing Warrants staff consulted with the Hamilton-Wentworth District School Board and the Hamilton-Wentworth Catholic District School Board, including various elementary school officials/stakeholders.

Staff from the Transportation Division of Public Works was involved in the review through the internal Hamilton Roadway Safety Committee.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

WSP Canada Inc. was retained by the City of Hamilton to assist with the development of a new school crossing guard warrant methodology for various types of crossings in the City. The main goal of the project was to collect data on existing school crossing guard locations and develop a warrant methodology that is objective, traceable, and can be implemented throughout the City for the evaluation of future candidate school crossing guard locations and review current ones.

WSP Canada Inc. also worked on behalf of the Ontario Traffic Council in 2022 to develop an updated School Crossing Guard Guide which was recently published and serves as a guide for Ontario municipalities. In the School Crossing Guard Guide, a warrant, known as the Exposure Index, was developed for various types of intersections. In the transportation industry, the Exposure Index warrant is commonly used in crossing assessments related to safety and impacts to road users. The Exposure Index is derived by multiplying the volumes of two modes of travel (such as vehicles, trains, walking or cycling) to arrive at a product. The product at various crossing locations are then compared quantitatively. The Exposure Index warrant is a two-part process: development and application. The development of the warrant is based on data collected at existing locations with a crossing guard in operation. The warrant is designed to create an 85th percentile threshold of the existing locations, meaning that 15% of the existing data points collected will fall beneath the warrant. It should be noted that this does not imply that the 15% of the existing locations need to be adjusted, but rather forms a more conservative warrant. In the context of Hamilton, this warrant is applicable to five types of intersections:

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: School Crossing Warrants (PED23217) (City Wide) - Page 4 of 5**

- Signalized intersections;
- All-way stop-controlled intersections;
- Minor-street stop-controlled (through) intersections;
- Intersection pedestrian push signal (PPS) and pedestrian crossovers (PXO); and,
- Roundabouts.

The Exposure Index warrant, along with site visits and considerations of other factors as noted in the Ontario Traffic Council 2023 School Crossing Guard Guide, will help in the decision-making process regarding the need for a crossing guard. An example of another factor would be establishing a minimum child count as referenced in Appendix “A” attached to Report PED23217.

Below is a table outlining each type of intersection and the recommended methodology, warrant, and minimum child count as outlined in Appendix “A” attached to Report PED23217:

<b>Intersection Type</b>	<b>Minimum Child Count</b>	<b>Warrant</b>	<b>Product Threshold</b>
Signalized	15	Exposure Index	149
All-way-Stop	40	Exposure Index	1,471
Minor-Street-Stop Controlled	40	Exposure Index	1,725
Pedestrian Push Signal	10	Exposure Index	94
Pedestrian Crossover	10	Exposure Index	94
Roundabouts	45	Exposure Index	5,002
Midblock	25	Gap Study	Site Dependent

It should be noted, the proposed minimum child count, and product threshold, is subject to change as new sites are established or existing sites are removed. Updates to both the Minimum Child Count and Exposure Index will be provided on an annual basis as part of the annual crossing realignment report to Council.

The proposed exposure method differs from the gap study methodology which has historically been used by staff to evaluate crossings. The gap study method is site specific and applied objectively to establish the safe gap threshold for pedestrians to cross a roadway by measuring the observed gaps along the roadway.

The current status of the School Crossing Program needs modernization to align with established best practises as outlined in the Ontario Traffic Council 2023 Crossing Guard Guide, and to follow the recommendations brought forward by WSP Canada Inc., at the conclusion of the project.

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**SUBJECT: School Crossing Warrants (PED23217) (City Wide) - Page 5 of 5**

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Adopting the updated methodology will ensure that new crossing points associated with growth are evaluated and implemented based on a consistent approach and relevant data. An update methodology will also ensure that the school crossing program is administered in the best interest of students and the public

**ALTERNATIVES FOR CONSIDERATION**

N/A

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23217 - WSP School Crossing Guard Warrant  
Development



# SCHOOL CROSSING GUARD WARRANT DEVELOPMENT - CITY OF HAMILTON

JANUARY 23, 2023



Hamilton

## PROJECT TEAM MEMBER LIST

Project Manager:

Peter Yu, P.Eng., PMP

Technical Staff:

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## TABLE OF CONTENTS

1.0	BACKGROUND.....	1
2.0	METHODOLOGY TO DEVELOP AN EXPOSURE INDEX WARRANT .....	1
3.0	CONSULTATION WITH CITY STAFF .....	2
4.0	DATA COLLECTION.....	3
5.0	DATA INTERPRETATION.....	7
6.0	DATA SUMMARY .....	10
7.0	WARRANT METHODOLOGIES.....	12
8.0	ALL-WAY STOP CONTROLLED INTERSECTION EXPOSURE INDEX WARRANT ....	13
9.0	MINOR-STREET STOP-CONTROLLED INTERSECTION EXPOSURE INDEX WARRANT .....	14
10.0	SIGNALIZED INTERSECTION EXPOSURE INDEX WARRANT .....	15
11.0	INTERSECTION PPS AND PXO .....	16
12.0	ROUNDBABOUT .....	17
13.0	SUMMARY & NEXT STEPS.....	18

## LIST OF APPENDICES

Appendix A	Exposure Index Log for All-way Stop Controlled Intersection
Appendix B	Exposure Index Log for Minor-Street Stop Controlled Intersection
Appendix C	Exposure Index Log for Signalized Intersection
Appendix D	Exposure Index Log for Intersection PPS and PXO
Appendix E	Exposure Index Log for Roundabout

## 1.0 Background

WSP was retained by the City of Hamilton to assist with the development of a new school crossing guard warrant methodology for various types of crossings in the City. The main goal of this project is to collect data on existing school crossing guard locations and develop a warrant methodology that is objective, traceable and can be implemented throughout the City for the evaluation of future candidate school crossing guard locations.

The City of Hamilton currently serves approximately 230 crossing guard locations to support safer student crossing around these elementary schools. This study was completed in collaboration with the City's school crossing guard supervisor. Their input was essential to understand the crossing locations and the specific intersection legs the guards are currently assigned to.

## 2.0 Methodology to Develop an Exposure Index Warrant

WSP worked on behalf of the Ontario Traffic Council (OTC) in 2022 to develop an updated School Crossing Guard Guide. This Guide (herein referred to as the 2023 OTC SCGG) will be released early in Q1 2023. The best practices from this guide were used as a reference for the review and input to the City's School Zone Management Plan. In the Guide, a warrant known as the Exposure Index was developed for controlled crossings. In the transportation industry, the Exposure Index warrant is commonly used in crossing assessments related to safety and impacts to road users. The Exposure Index is derived by multiplying the volumes of two modes of travel (such as vehicles, trains, walking or cycling) to arrive at a product. The product at various crossing locations are then compared quantitatively. The Exposure Index warrant is a two-part process: development and application. The development of the warrant is based on data collected at existing locations with a crossing guard in operation. The warrant is designed to create an 85<sup>th</sup> percentile threshold of the existing locations, meaning that 15% of the existing data points collected will fall beneath the warrant. It should be noted that this does not imply that the 15% of the existing locations need to be adjusted, but rather forms a more conservative warrant. In the context of Hamilton, this warrant is applicable to five types of intersections:

- Signalized intersections;
- All-way stop-controlled intersections;
- Minor-street stop-controlled (through) intersections;
- Intersection pedestrian push signal (PPS) and pedestrian crossovers (PXO); and
- Roundabouts

With the development of the Exposure Index warrant for each type of crossing, the City can now collect data at new candidate locations for school crossing guards and determine whether the locations meet the warrant. The Exposure Index warrant, along with site visits and considerations of other factors as noted in the OTC 2023 SCGG, will help in the decision-making process regarding the need for a crossing guard. For example, as noted in Section 3 of the OTC 2023 SCGG, school crossing guards can only be assigned if the speed limit is equal to or less than 60 km/h. This report focuses on the controlled crossings where the Exposure Index can be applied.

### **3.0 Consultation with City Staff**

As part of this study, WSP met with the City's school crossing guard program staff on the following occasions:

- Kick-off meeting on June 2, 2022 for introductions and purpose of the study/background;
- Progress meeting #1 on July 25, 2022 to discuss study methodology, guard surveys and site visit;
- Progress meeting #2 on August 29, 2022 to discuss data collection and initial findings; and
- Progress meeting #3 on December 5, 2022 to discuss evaluation findings, study template and study deliverables.

#### 4.0 Data Collection

The City provided a master list of all of the existing school crossing guard locations organized by district and intersection control type. Given the magnitude of the school crossing guard program, a meaningful sample size of each control type was selected for the data collection and input to the development of the Exposure Index warrant. WSP worked closely with the City to consider the following factors in identifying a meaningful set of 75 locations to be surveyed:

- **Adequate representation of each control type:** for the signalized, all-way stop and minor-street stop/through locations, there were ample of existing locations. Therefore, approximately 30% of these locations were selected. As for intersection PPS and PXO, there are a limited number of intersection PXOs. Moreover, both intersection PPS and PXOs operate very similarly when it comes to school crossing guard operations and defining conflicting vehicular patterns. As a result, the intersection PPS and PXO data will be combined to develop one set of Exposure Index warrant. Lastly, since there are only 3 roundabouts in the City currently with school crossing guards, all three locations have been included. The following summarizes the control type distribution:
  - o All-way stop: 21 of 61 existing locations selected;
  - o Signalized: 26 of 74 existing locations selected;
  - o Minor-street stop: 18 of 56 existing locations selected;
  - o Intersection PPS & PXO: 7 of 19 existing locations selected; and
  - o Roundabouts: 3 of 3 existing locations selected.
  
- **Year that the school crossing guard was implemented:** wherever possible, more recently implemented school crossing guard locations were selected over those implemented 10 to 20 years ago. The reason is that over the lapse of time, the general criteria for determining the need for a school crossing guard has likely changed significantly. In addition, over a longer period of time, the characteristics of a neighbourhood changes. For example, there may have been a high student demand in a particular neighbourhood 20 years ago, but the children have since grown up resulting in lower student demands.
  
- **Ward representation:** there are 15 wards in the City and as per the equity aspect of transportation planning, best efforts were made to capture an even representation of each ward.
  
- **Proximity from high school:** since the school crossing guard program is intended to serve those from JK to Grade 6, locations that are more than 1km away from a high school was prioritized. This is so that in the count of student volume from the videos that high school students are excluded to the greatest extent possible to establish a representative student baseline.
  
- It is also worth noting that the locations involved with the Vince Ramelli Project were also prioritized since WSP understands that they are locations with potentially higher crossing demands. Moreover, locations with atypical lane configurations were not included since the reason for implementing a school crossing guard may not be related to the level of conflicting traffic but rather geometric design.

The 75 existing crossing guard locations that were selected and the type of intersection control are summarized in **Table 1**. WSP then proceeded to review each location to better understand the site-specific context of each guard location, and how to better orient the survey equipment. WSP then retained Ontario Traffic Inc. (OTI) to install 75 video cameras at the crossing guard locations. Consistent with the principles of the OTC 2023 SCGG, the video data collection was completed on typical Tuesday to Thursdays between September 13 and October 6, 2022. The video at each crossing guard location recorded the crossing guard activity, the number of student crossings, and the vehicular movements. Only the weekday morning and afternoon crossing periods were surveyed since these periods generally represent the busiest times when students are either arriving at or departing from school. The intersection IDs are based on the City of Hamilton school crossing guard IDs. The table is organized by intersection types.

**Table 1 - City of Hamilton School Crossing Guard Operation Summary**

ID #	Intersection	Approach(es) that SCG Serves in Morning Period	Approach(es) that SCG Serves in Dismissal Period	SCG Present (Yes/No)
<b>All-way Stop</b>				
1	Anson Ave & Carson Ave	South & East	South & East	Yes
13	Amberly Blvd & Concerto Cr	North & West	North & West	Yes
39	Braeheid Ave & Riley St	North & West	North & West	Yes
46	Britania Ave & MacLaren Ave	North & East	North & East	Yes
63	Charlton Ave E & Walnut Ave S	North & East	North & East	Yes
78	Delawana Dr & Riverdale Dr	South & East	South & East	Yes
80	Maplewood Ave & Sherman Ave S	South & East	South & East	Yes
108	Ferrie St E & John St N	South & East	South & East	Yes
109	Fiddlers Green Rd & Jerseyville Rd	West	West	Yes
113	Greenhill & Glen Vista Dr	North & West	North & West	Yes
119	Green Rd & Hemlock Ave	South & East	South & East	Yes
130	Herkimer St & Locke St	South & North & West	South & North & West	Yes
155	Locke St N & Peter St	North & East	North & East	Yes
196	Ferguson St & Young St	North & West	North & West	Yes
229	Charlton St W & Kent Ave	North & West	North & West	Yes
241	Beaconsfield Dr & Currie St	South & East	South & East	Yes
287	Royal Vista Dr & Templemead Dr	South & West	South & West	Yes
326	Barton St & Lewis Rd	South & West	South & West	Yes
391	Kilbourn Ave & Royce Ave	North & West	North & West	Yes
461	Valiant Circle & Fall Fair Way	South & East	South & East	Yes
465	Greeningdon Dr & Hester St	South & West	South & West	Yes



ID #	Intersection	Approach(es) that SCG Serves in Morning Period	Approach(es) that SCG Serves in Dismissal Period	SCG Present (Yes/No)
<b>Minor-Street Stop Controlled</b>				
50	Melvin Ave & Osborne St	North & West	West	Yes
52	Cameron Ave & York Ave	--	--	No
67	Citation Cres & Meadowlands Blvd	--	--	No
68	Cochrane Rd & Montrose Ave	East & South & West	East & South & West	Yes
86	Dundana Ave & Old Ancaster Rd	East & South & West	East & South & West	Yes
116	Gordon Drummond Ave & Kennard St	South & West	South & West	Yes
141	Jay St & Upper Wellington St	North & East	North & East	Yes
163	Melville St & Sydenham St	North & West	North & West	Yes
193	Upper Ottawa & Tenth Ave	North & West	North & West	Yes
236	Kitty Murray Ln & Bridgeport Cres	South	South	Yes
263	Bond St & Glen Rd	--	--	No
269	Chedmac Dr & Rice Ave	West	West	Yes
285	Glen Rd & Longwood Rd N	East & South	East & South	Yes
300	Cannon St E & Elgin St N	East	East	Yes
329	Pumpkin Pass & Blue Ribbon Way	North & West	North & West	Yes
348	Beechwood Ave & Sherman Ave N	North & East	North & East	Yes
375	Burke St & Humphrey St	South & East	South & East	Yes
396	Elcho St & Inverness E	North & East	North & East	Yes
<b>Signalized</b>				
51	Burlington St N & John St N	South & East	South & East	Yes
72	Courtland Ave & Stonechurch Rd W	North & East	North & East	Yes
112	Garth St & Stone Church Rd W	West	West	Yes
115	Glenholme Ave & King St E	South & East	South & East	Yes
121	Greenhill Ave & Mt. Albion Rd	North & East	North & West	Yes
131	Hester St & Upper Wellington St	North & West	North & West	Yes
135	Highway #8 & Green Rd	South & East	South & East	Yes
151	King St W & Strathcona Ave	North & East	North & East	Yes
156	Barton St E & Sherman Ave N	--	--	No
157	Main St E & Sherman Ave S	--	--	No
162	McNiven Rd & Mohawk Rd W	--	--	No
165	Mohawk Rd W & Rice Ave	South & West	North & West	Yes
180	Quinn Ave & Stonechurch Rd E	North & West	North & East & West	Yes
201	Royal Vista Dr & Upper Gage Ave	South & West	South & West	Yes
226	Loconder & Upper Gage Ave	South & East	North & East	Yes





ID #	Intersection	Approach(es) that SCG Serves in Morning Period	Approach(es) that SCG Serves in Dismissal Period	SCG Present (Yes/No)
301	Ferguson Ave N & Wilson St	--	--	No
325	Aberdeen Ave & Locke St S	North & West	North & West	Yes
417	Burke St & Dundas St E	South & East	South & East	Yes
422	Cannon St E & Kenilworth Ave N	North & East	North & East	Yes
426	Queenston Rd & Kenora Ave	South & West	South & West	Yes
427	King St E & New Mountain Rd	North & East	North & South & East	Yes
430	Paramount Dr & Old Mud St	South & East	South & East	Yes
433	Stone Church Rd E & Upper Ottawa St	North & West	North & West	Yes
438	Up Wentworth St & Mohawk Rd E (West Leg)	All	All	Yes
450	Ogilvie St & Governors Rd	--	--	No
452	Garth St & Rymal Rd W	South & West	South & West	Yes
<b>Intersection PPS and PXO</b>				
120	Green Forest & King St E	North & East	North & East	Yes
137	Hunter St W & Locke St S	South & West	--	Present in AM, absent in PM
147	King St E & Wexford Ave S	South & West	South & West	Yes
149	King St & Maple Ave	North & East	North & East	Yes
185	Southbend Rd & Upper Wellington St	South & West	South & West	Yes
190	Atherley Dr & Upper Sherman Ave	South & West	South & West	Yes
237	Tyrone Dr & West 5 <sup>th</sup> St	North & East	North & East	Yes
<b>Roundabout</b>				
331	Pumpkin Pass & Fall Fair Way	North & South	North & South	Yes
387	Bradley Ave & Windwood Dr	North & East	North & East	Yes
393	Raymond Rd & Whittington Dr	South	South	Yes
A-11448	Seggar Ave and Sabbe Cr/Westacott Cr (Town of Ajax)	North	North	Yes
A-12342	Williamson Dr and Middlecote Dr (Town of Ajax)	East	East	Yes
A-13172	Williamson Dr E and Gillett Dr (Town of Ajax)	North & West	North & West	Yes



## 5.0 Data Interpretation

As per the OTC 2023 SCGG, the crossing guard locations need to be evaluated based on the type of intersection control, and to achieve "Apples to Apples" evaluation based on a common time interval known as the common school duration. For example, a location may have a crossing guard deployed for an hour, while another location has a crossing guard deployed for half an hour. Under this circumstance, the minimum common internal would be half an hour. **Based on the schedule of guard operations, a common school duration of 20 minutes was established for all control types.**

Accordingly, WSP staff watched the videos for all the locations and identified the 20-minute period at each location that had the highest product of conflicting vehicular movements and student crossings. In addition, WSP observed the crossing guards serving multiple approaches of an intersection. Under this circumstance, the busiest approach served by the guard in terms of volumes were identified first, followed by the distinction of the busiest 20 minutes.

The data recorded at each crossing location including the student and conflicting vehicle volume for the approach served by the crossing guard are documented in the following appendices:

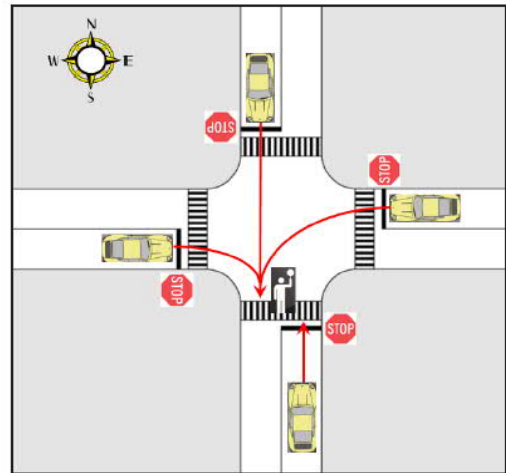
- All-way stop controlled intersections - **Appendix A**;
- Minor-street stop-controlled intersections - **Appendix B**;
- Signalized intersections - **Appendix C**;
- Intersection PPS and PXO – **Appendix D**; and
- Roundabouts – **Appendix E**

It should be noted that parents and adults were not included in the pedestrian volume count. Best efforts have been made in the data collection process to consider students as those in Junior Kindergarten (JK) to Grade 5, as per the OTC 2023 SCGG. The vehicular volumes recorded in the data review are based on the conflicting vehicle definitions in the OTC 2023 SCGG. This is an important distinction since not all the vehicular turning movements relate to the safety of student crossing. Excerpts from the OTC 2023 SCGG on identifying conflicting vehicular movements are provided below.

**All-way stop controlled intersections**

In the corresponding figure, the conflicting vehicular movements for the pedestrian crossing **south leg** of the All-way control intersection are:

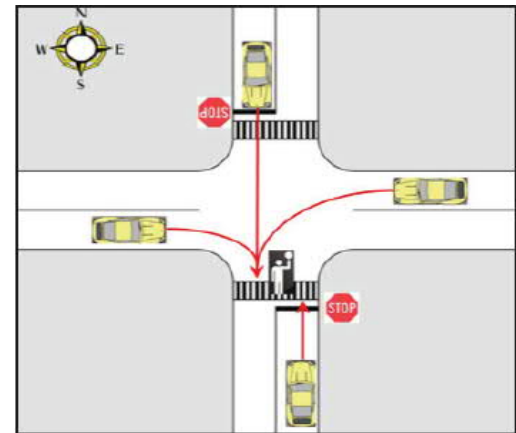
- All northbound movements
- Westbound left turns
- Eastbound right turns and
- Southbound through movements



**Minor-street stop-controlled intersections**

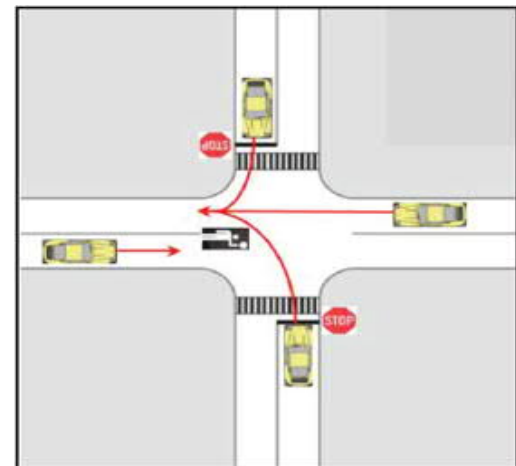
In the figure at the right, the conflicting vehicular movements for the pedestrian crossing **south leg** of the minor street at two-way stop controlled intersection are:

- All northbound movements
- Westbound left turns
- East bound right turns and
- Southbound through movements



In the corresponding figure, the conflicting vehicular movements for the pedestrian crossing **west leg** of the major street at two-way stop controlled intersection are:

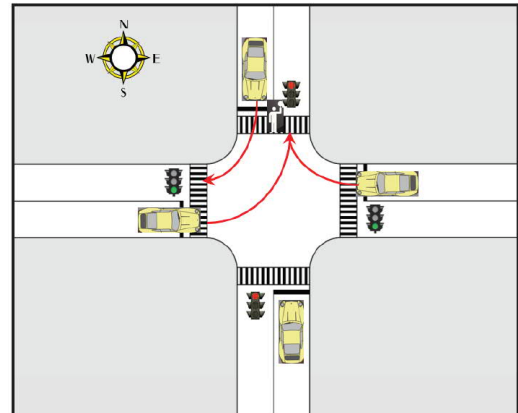
- All eastbound movements
- Southbound right turns
- Northbound left turns and
- Westbound through movements



**Signalized controlled intersections**

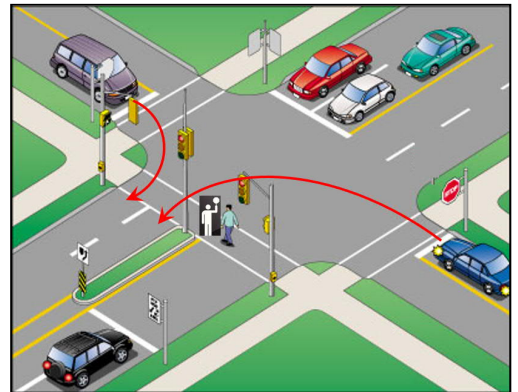
In the figure to the right, the conflicting vehicular movements for the pedestrian crossing **north leg** of the signalized intersection, during east west green interval

- Southbound right turn on red
- Eastbound left turns during the permissive phase and
- Westbound right turns during the permissive phase

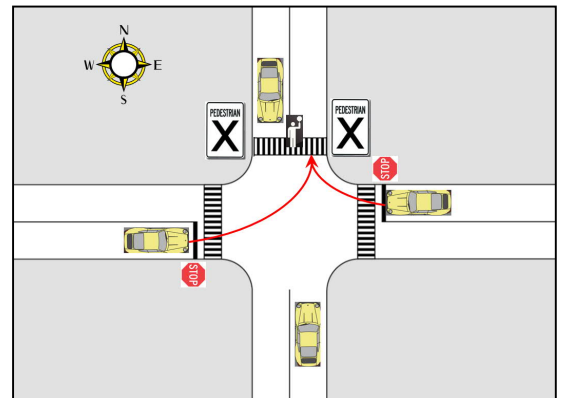


**Intersection PPS and PXO**

In the figure to the right, the conflicting vehicular movements for an intersection PPS are the left and right-turns from the stop-controlled minor-street approaches that cross the pedestrian crosswalk.



In the figure to the right, the conflicting vehicular movements for an intersection PXO are the left and right-turns from the stop-controlled minor-street approaches that cross the pedestrian crosswalk. It should be noted that when a PXO is present at a roundabout, the exposure index for the roundabout would be used since the exposure index developed for PXOs is for an intersection rather than a roundabout. Moreover, the vehicular pattern at a roundabout with PXO will still be influenced primarily by the roundabout design.



**Roundabout**

In the figure to the right, the conflicting vehicular movements for a roundabout are all of the movements that cross the crosswalk of the approach being evaluated.



## 6.0 Data Summary

The resulting peak product of the student crossing volume and the conflicting vehicle volumes at each of the location during the peak 20 minute periods are summarized in **Table 2**. It should be noted that locations that are deemed to have student volumes that are too low for consideration for developing a City-wide warrant have been noted in red. These locations are not included in the Exposure Index graph development.

**Table 2 - City of Hamilton School Crossing Guard Operation Summary**

ID #	Intersection	# of Students Crossing	Conflicting Vehicular Volume	Exposure Product
<b>All-way Stop</b>				
1	Anson Ave & Carson Ave	13	79	1027
13	Amberly Blvd & Concerto Cr	23	112	2576
39	Braeheid Ave & Riley St	24	83	1992
46	Britania Ave & MacLaren Ave	5	46	230
63	Charlton Ave E & Walnut Ave S	43	62	2666
78	Delawana Dr & Riverdale Dr	49	129	6321
80	Maplewood Ave & Sherman Ave S	55	96	5280
108	Ferrie St E & John St N	19	68	1292
109	Fiddlers Green Rd & Jerseyville Rd	9	167	1503
113	Greenhill & Glen Vista Dr	11	224	2464
119	Green Rd & Hemlock Ave	6	139	834
130	Herkimer St & Locke St	46	120	5520
155	Locke St N & Peter St	55	55	3025
196	Ferguson St & Young St	66	78	5148
229	Charlton St W & Kent Ave	63	81	5103
241	Beaconsfield Dr & Currie St	52	31	1612
287	Royal Vista Dr & Templemead Dr	86	53	4558
326	Barton St & Lewis Rd	23	205	4715
391	Kilbourn Ave & Royce Ave	62	83	5146
461	Valiant Circle & Fall Fair Way	42	102	4284
465	Greeningdon Dr & Hester St	34	185	6290
<b>Minor-street Stop Controlled</b>				
50	Melvin Ave & Osborne St	35	55	1925
52	Cameron Ave & York Ave	117	117	13689
67	Citation Cres & Meadowlands Blvd	1	140	140
68	Cochrane Rd & Montrose Ave	14	92	1288
86	Dundana Ave & Old Ancaster Rd	33	309	10197
116	Gordon Drummond Ave & Kennard St	20	85	1700
141	Jay St & Upper Wellington St	1	356	356

163	Melville St & Sydenham St	20	155	3100
193	Upper Ottawa & Tenth Ave	19	450	8550
236	Kitty Murray Ln & Bridgeport Cres	107	143	15301
263	Bond St & Glen Rd	40	32	1280
269	Chedmac Dr & Rice Ave	37	110	4070
285	Glen Rd & Longwood Rd N	23	111	2553
300	Cannon St E & Elgin St N	18	362	6516
329	Pumpkin Pass & Blue Ribbon Way	114	120	13680
348	Beechwood Ave & Sherman Ave N	31	115	3565
375	Burke St & Humphrey St	15	120	1800
396	Elcho St & Inverness E	28	105	2940
<b>Signalized</b>				
51	Burlington St N & John St N	12	25	300
72	Courtland Ave & Stonechurch Rd W	9	20	180
112	Garth St & Stone Church Rd W	21	85	1785
115	Glenholme Ave & King St E	6	5	30
121	Greenhill Ave & Mt. Albion Rd	18	54	972
131	Hester St & Upper Wellington St	9	35	315
135	Highway #8 & Green Rd	24	35	840
151	King St W & Strathcona Ave	5	28	140
156	Barton St E & Sherman Ave N	8	18	144
157	Main St E & Sherman Ave S	7	51	357
162	McNiven Rd & Mohawk Rd W	23	37	851
165	Mohawk Rd W & Rice Ave	22	40	880
180	Quinn Ave & Stonechurch Rd E	5	7	35
201	Royal Vista Dr & Upper Gage Ave	30	31	930
226	Loconder & Upper Gage Ave	6	24	144
301	Ferguson Ave N & Wilson St	70	39	2730
325	Aberdeen Ave & Locke St S	24	19	456
417	Burke St & Dundas St E	9	9	81
422	Cannon St E & Kenilworth Ave N	4	17	68
426	Queenston Rd & Kenora Ave	25	29	725
427	King St E & New Mountain Rd	5	92	460
430	Paramount Dr & Old Mud St	5	22	110
433	Stone Church Rd E & Upper Ottawa St	2	103	206
438	Up Wentworth St & Mohawk Rd E (west leg)	14	175	2450
450	Ogilvie St & Governors Rd	6	55	330
452	Garth St & Rymal Rd W	3	72	216

Intersection PPS and PXO				
120	Green Forest & King St E	11	7	77
137	Hunter St W & Locke St S	12	8	96
147	King St E & Wexford Ave S	22	8	176
149	King St & Maple Ave	9	60	540
185	Southbend Rd & Upper Wellington St	8	24	192
190	Atherley Dr & Upper Sherman Ave	10	12	120
237	Tyrone Dr & West 5 <sup>th</sup> St	17	16	272
Roundabout				
331	Pumpkin Pass & Fall Fair Way	25	89	2225
387	Bradley Ave & Windwood Dr	52	114	5928
393	Raymond Rd & Whittington Dr	61	155	9455
A-11448	Seggar Ave and Sabbe Cr/Westacott Cr (Town of Ajax)	43	231	9933
A-12342	Williamson Dr and Middlecote Dr (Town of Ajax)	153	97	14841
A-13172	Williamson Dr E and Gillett Dr (Town of Ajax)	32	200	6400

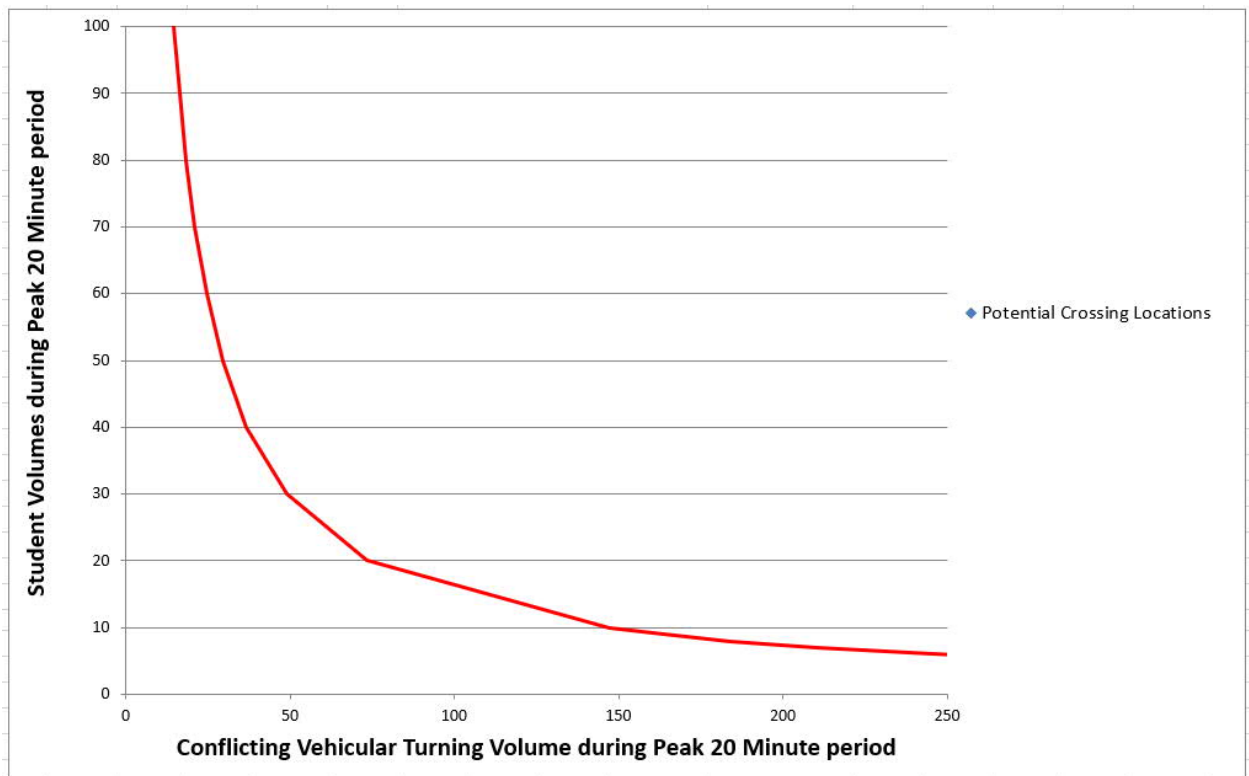
## 7.0 Warrant Methodologies

Based on the Exposure Index process described in Section 2, along with the data summary in Section 6, the Exposure Index graph for each types of controlled crossings are summarized in the following sections. Future use of the respective graph of each type of intersection entails doing the survey at candidate locations as discussed in Section 5 and identifying the peak 20-minute period. The resulting vehicular volume and student crossing volume can then be plotted on the Exposure Index graph via the Excel template provided. If the intersection of the vehicular volume and the student crossing volume is above or on the red line of the Exposure Index graph, then that indicates that the candidate approach/location meets the Exposure Index warrant. If the intersection of the student and vehicular volumes is below the red line, then the Exposure Index Warrant is not met. Please note the Exposure Index results need to be considered with the site visit and other factors as well.

## 8.0 All-way Stop Controlled Intersection Exposure Index Warrant

For the 21 all-way stop intersections that were observed, the number of students crossing during the critical 20-minute period ranged from 5 to 86, and the number of conflicting vehicles ranged from 31 to 224. Excluding the two locations that yielded low student crossing volumes, the Exposure Index threshold is 1,471 and the graph for all-way stop controlled intersections is shown below.

It is recommended that the City consider a minimum student volume threshold in the future to help prioritize resources. The OTC 2023 SCGG notes that the minimum number of students crossing during the common school duration should be set at a threshold of 40 students and that a lower minimum student threshold may be used at the discretion of each municipality. Based on the 40 average student crossings observed at the existing all-way stop locations (excluding the 2 outliers) during the peak 20-minute period, a minimum student threshold of 40 students is recommended for the warrant of future all-way stop locations. This means that in addition to the Exposure Index warrant, if the number of student crossing is lower than 40 during the peak 20 minute period, then the City has the discretion to not assign a school crossing guard at that location.

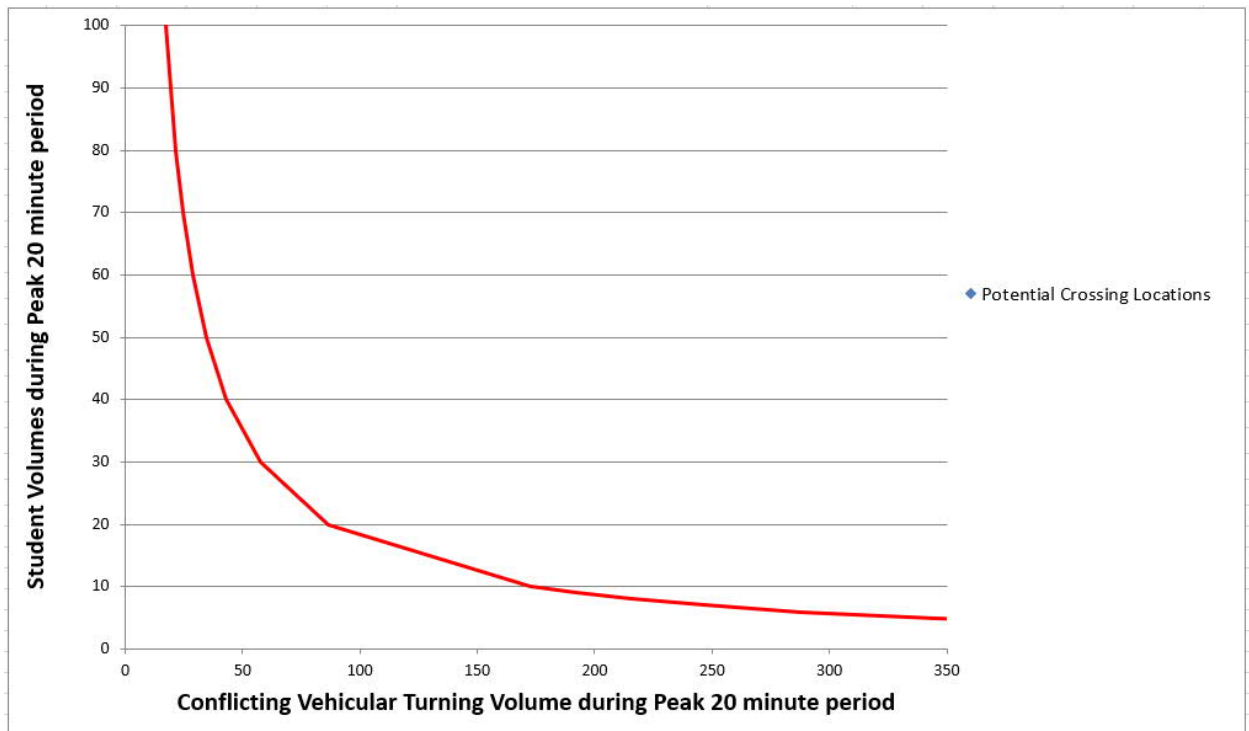




## 9.0 Minor-street Stop-controlled Intersection Exposure Index Warrant

For the 18 minor-street stop-controlled intersections that were observed, the number of students crossing during the critical 20-minute period ranged from 1 to 117, and the number of conflicting vehicles ranged from 32 to 450. Excluding the two locations that yielded low student crossing volumes, the Exposure Index threshold is 1,725 and the Exposure Index graph for minor-street stop-controlled intersections is shown below.

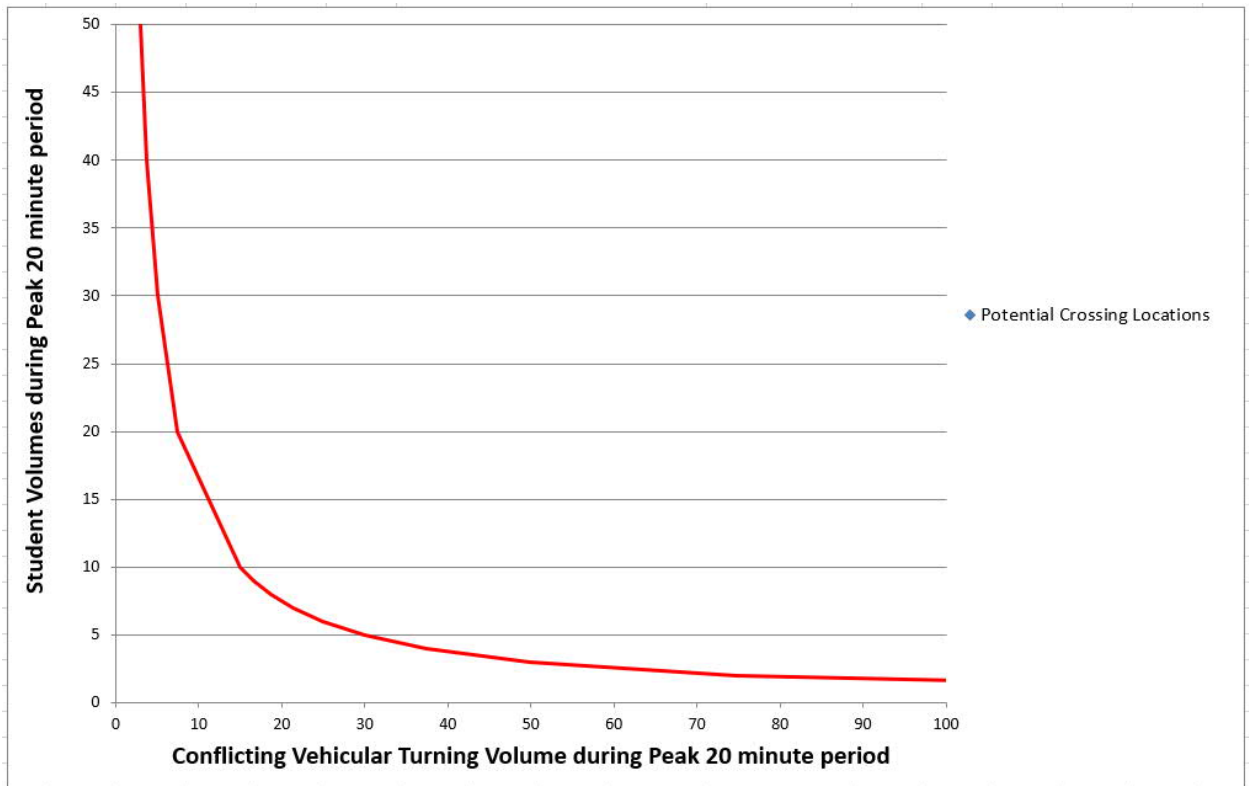
Based on the 42 average student crossings observed at the existing minor-street stop locations (excluding the 2 outliers) during the peak 20-minute period, a minimum student threshold of 40 students is recommended for the warrant of future minor-street stop locations. This means that in addition to the Exposure Index warrant, if the number of student crossing is lower than 40 during the peak 20 minute period, then the City has the discretion to not assign a school crossing guard at that location.



### 10.0 Signalized Intersection Exposure Index Warrant

For the 26 signalized intersections that were observed, the number of students crossing during the critical 20-minute period ranged from 2 to 70, and the number of conflicting vehicles ranged from 5 to 175. Excluding the four locations that yielded low student and conflicting vehicle volumes, the Exposure Index threshold is 149 and the Exposure Index graph for signalized intersections is shown below.

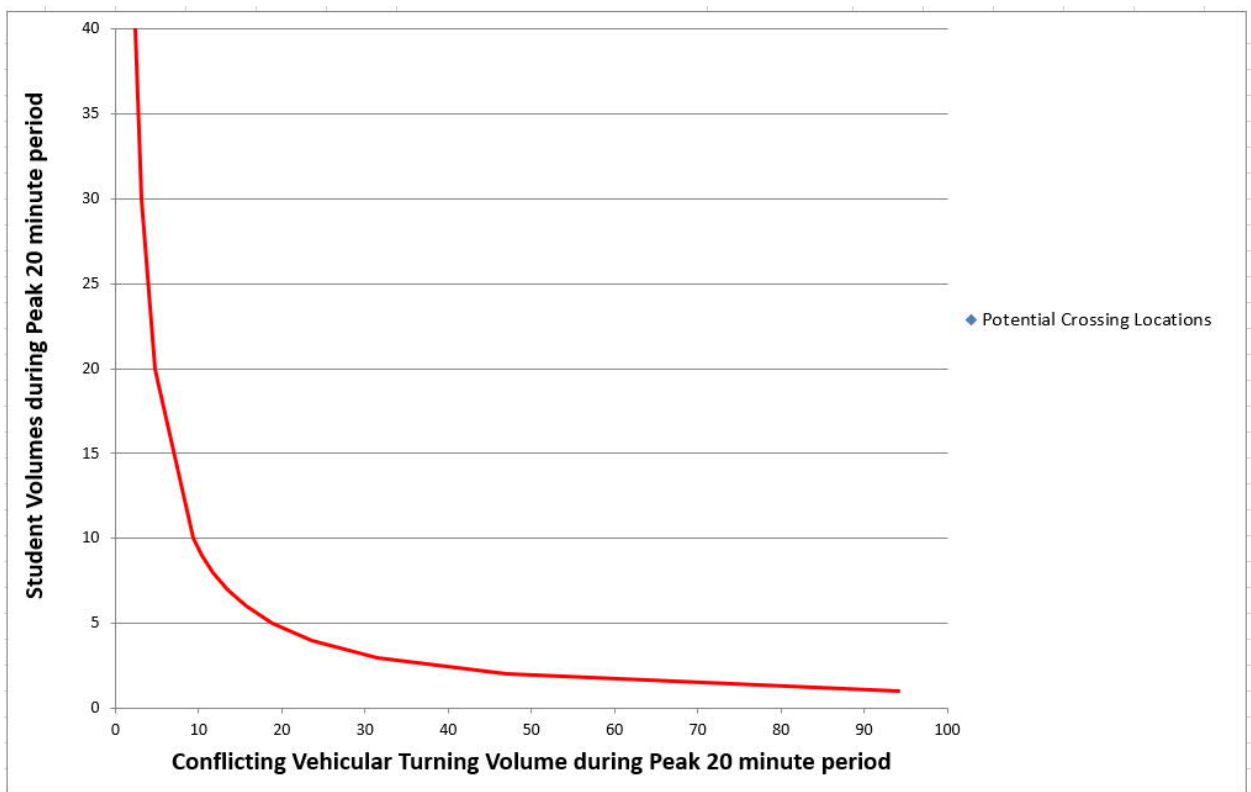
Based on the 16 average student crossings observed at the existing signalized locations (excluding the four outliers) during the peak 20-minute period, a minimum student threshold of 15 students is recommended for the warrant of future signalized locations. This means that in addition to the Exposure Index warrant, if the number of student crossing is lower than 15 during the peak 20 minute period, then the City has the discretion to not assign a school crossing guard at that location.



### 11.0 Intersection PPS and PXO

For the 7 PPS and PXO intersections that were observed, the number of students crossing during the critical 20-minute period ranged from 9 to 22, and the number of conflicting vehicles ranged from 7 to 60. The Exposure Index threshold is 94 and the Exposure Index graph for intersection PPS and PXOs is shown below.

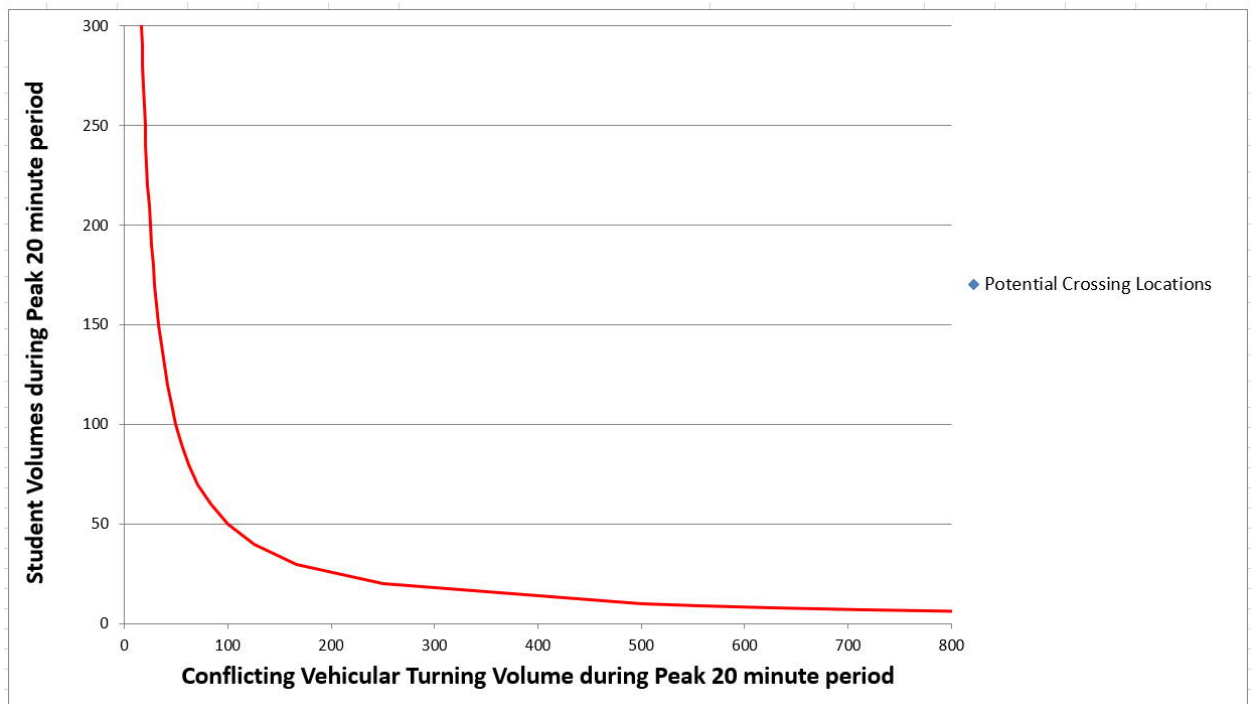
Based on the 13 average student crossings observed at the existing all-way stop locations (excluding the four outliers) during the peak 20-minute period, a minimum student threshold of 10 students is recommended for the warrant of future PPS and PXO locations. This means that in addition to the Exposure Index warrant, if the number of student crossing is lower than 10, then the City has the discretion to not assign a school crossing guard at that location.



## 12.0 Roundabout

For the three roundabouts that were observed in the City, the number of students crossing during the critical 20-minute period ranged from 25 to 61, and the number of conflicting vehicles ranged from 89 to 155. Based on the desire to expand the baseline for developing an Exposure Index warrant, the three locations from the Town of Ajax have been included as well and based on the range of product values as shown in Table 2, this is an appropriate approach. With consideration of the Town of Ajax roundabouts as well, the Exposure Index threshold is 5,002 and the graph for roundabout locations is shown below.

Based on the 46 average student crossings observed at the existing roundabouts (excluding those from the Town of Ajax) during the peak 20-minute period, a minimum student threshold of 45 students is recommended for the warrant future roundabout locations. This means that in addition to the Exposure Index warrant, if the number of student crossing is lower than 45, then the City has the discretion to not assign a school crossing guard at that location.



### 13.0 Summary & Next Steps

The following summarizes the findings of the review of 75 existing school crossing guard locations in the City:

- Individual Exposure Index warrants have been developed for all-way stop, minor-street stop, signalized, PPS&PXO and roundabout locations;
- The development of the Exposure Index excludes outlier locations that are deemed to have student and conflicting volumes that are too low;
- Minimum student thresholds have been developed for each control type;
- That the City apply the Exposure Index warrants for future locations;
- As it relates to the nine existing locations that are vacant (at the time of the field data collection), WSP has reviewed the respective Exposure Index values relative to the thresholds for each type of control as defined in Sections 8 through 12. **Table 3** summarizes how SCG allocation to these vacant locations may be prioritized based on the relative magnitude of Exposure Index product:

**Table 3 - City of Hamilton School Crossing Guard Operation Summary**

ID #	Intersection	SCG Present (Yes/No)	Surveyed Exposure Index Product	Suggested Priority (Relative Order)
<b>Minor-street Stop (Exposure Index Threshold: 1,725)</b>				
52	Cameron Ave & York Ave	No	13,689	1
67	Citation Cres & Meadowlands Blvd	No	140	9
263	Bond St & Glen Rd	No	1,280	8
<b>Signalized (Exposure Index Threshold: 149)</b>				
156	Barton St E & Sherman Ave N	No	144	7
157	Main St E & Sherman Ave S	No	357	4
162	McNiven Rd & Mohawk Rd W	No	851	3
301	Ferguson Ave N & Wilson St	No	2,730	2
450	Ogilvie St & Governors Rd	No	330	5
<b>Intersection PXO and IPS (Exposure Index Threshold: 94)</b>				
137	Hunter St W & Locke St S	Present in AM, absent in PM	96	6

- For guidance regarding the **removal of school crossing guards** at existing locations (i.e., the eight locations noted in Table 2 that yielded very low student volume and conflicting vehicle products), it is recommended that the City follow the best practices that will be detailed in the upcoming OTC 2023 SCGG (anticipated to be related in early Q1 2023). In general, two non consecutive days of evaluation will need to be conducted following the same process as outlined in Section 5 of this report. Both days of results need to not meet the Exposure Index before the removal is recommended. The results collected in presented in Table 2 for these eight locations may be considered one set of data for that process.

If the City does proceed to remove the school crossing guards at these locations, it should be done so at key points of the school year (at the end of a school term/ school year or major breaks in school such as March break) and not abruptly in the school period. All the relevant stakeholders should be notified along with sufficient education for staff, students and parents on alternative routes to take.

In certain scenarios, a school crossing guard may be removed without the need to re-evaluate the school crossing location and/or removed immediately. These scenarios include when a school is closed or significantly downsized and when a school boundary changes in such a way where students are no longer required to cross at the existing school crossing guard location.

- For future communications with requestors for new school crossing guards, the following provides a suggested template for responding to requestors for locations that do not meet the City's warrant.

*Thank you for submitting a school crossing guard request. The City's Parking Enforcement and School Safety division has reviewed the candidate school crossing guard location at \_\_\_\_\_ (insert location) and found that it does not meet the mandatory criteria for a location to be eligible for a school crossing guard. In particular, the \_\_\_\_\_ (can be multiple aspects).*

The blank above can be filled with one of the following options:

- *posted speed limit in the vicinity of the school crossing is higher than what is permitted for a school crossing guard to operate (maximum of 60km/h) as per the Highway Traffic Act.*
- *age group of the school that would be served by the school crossing guard does not correspond to the junior kindergarten to grade 5 range that school crossing guards serve in the City.*
- *subject location has already been reviewed within the past 3 years for a school crossing guard and the previous results did not meet the requirements for a school crossing guard. The City's policy is that a location that has been assessed within the past 3 years and found not to be warranted is not eligible unless there has been a significant change in the study area from a transportation perspective.*

- *location is in proximity to another school crossing guard that is already in operation and serving the same population as the requested location.*
- *the surveyed student crossing volume and conflicting vehicular volume does not meet the City's Exposure Index threshold for this type of crossing location.*
- *the minimum student threshold at the candidate location does not meet the minimum threshold for this type of crossing location.*





<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	1
Intersection:	Anson Ave & Carson Ave
Date of video:	2022-10-19
Intersection Control:	4 Way Stop
Approach counted:	1, 3 & 4
Time period of school crossing guard:	8:10am-8:55am & 3:00pm-3:25pm
Common School Duration:	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	45	161	7
Approach 2	0	0	0
Approach 3	952	630	14
Approach 4	1027	576	13

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	79	13

Take a screen shot of the video with the SCC in operation here (label directions)



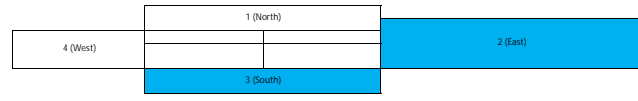
Morning Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
	8:05:00 AM			0	0	0
Guard Start Time	8:10:00 AM	5	0	5	0	0
	8:15:00 AM	0	1	5	1	5
	8:20:00 AM	1	1	6	2	12
	8:25:00 AM	2	0	8	2	16
	8:30:00 AM	2	0	5	2	10
	8:35:00 AM	5	1	10	2	20
	8:40:00 AM	4	0	13	1	13
	8:45:00 AM	5	0	16	1	16
Guard End Time	8:50:00 AM	1	2	15	3	45
	8:55:00 AM			10	2	20
	9:00:00 AM			6	2	12
	9:05:00 AM			1	2	2
	9:10:00 AM			0	0	0
	9:15:00 AM			0	0	0
	9:20:00 AM			0	0	0
	9:25:00 AM			0	0	0
	9:30:00 AM			0	0	0
	9:35:00 AM			0	0	0
	9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
	8:05:00 AM			0	0	0
	8:10:00 AM			0	0	0
	8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
Guard Start Time	3:00:00 PM	4	3	--	--	--
	3:05:00 PM	13	4	--	--	--
	3:10:00 PM	3	0	--	--	--
	3:15:00 PM	3	0	23	7	161
Guard End Time	3:20:00 PM	2	0	21	4	84
	3:25:00 PM			8	0	0
	3:30:00 PM			5	0	0
	3:35:00 PM			2	0	0
	3:40:00 PM			0	0	0
	3:45:00 PM			0	0	0
	3:50:00 PM			0	0	0
	3:55:00 PM			0	0	0
	4:00:00 PM			0	0	0
	4:05:00 PM			0	0	0
	4:10:00 PM			0	0	0
	4:15:00 PM			0	0	0
	4:20:00 PM			0	0	0
	4:25:00 PM			0	0	0
	4:30:00 PM			0	0	0
	4:35:00 PM			0	0	0
	4:40:00 PM			0	0	0
	4:45:00 PM			0	0	0
	4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	3:00:00 PM			--	--	--
	3:05:00 PM			--	--	--
	3:10:00 PM			--	--	--
	3:15:00 PM			0	0	0
	3:20:00 PM			0	0	0
	3:25:00 PM			0	0	0
	3:30:00 PM			0	0	0
	3:35:00 PM			0	0	0
	3:40:00 PM			0	0	0
	3:45:00 PM			0	0	0
	3:50:00 PM			0	0	0
	3:55:00 PM			0	0	0

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID	108
Intersection	Fernie St E & John St N
Date of video	07/26/2022
Intersection Control	3 Way Stop
Approach counted	2 & 3
Time period of school crossing guard	8:20am-9:20am & 3:00pm-3:55pm
u	20 minutes



Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	12	180	0
Approach 3	850	1292	28
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	68	19

Take a screen shot of the video with the SCG in operation here (label directions)



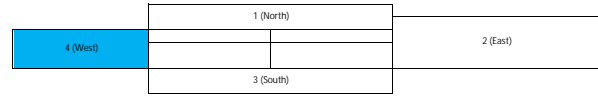
Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID:	109
Intersection:	Fridlers Green Rd & Jerseyville Rd
Date of video:	09/27/2022
Intersection Control:	4 Way Stop
Approach counted:	4
Time period of school crossing guard	8:40am-9:30am & 3:30pm-4:15pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	1390	1503	10

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
		167

Take a screen shot of the video with the SCC in operation here (label direction)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID	113
Intersection	Greenhill & Glen Vista Dr
Date of video	09/28/2022
Intersection Control	3 Way Stop
Approach counted	1 & 4
Time period of school crossing guard	8:20am-8:50am & 3:10pm-3:35pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	409	104	11
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	0	106	2

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	224	11

Take a screen shot of the video with the SCC in operation here (label directions)



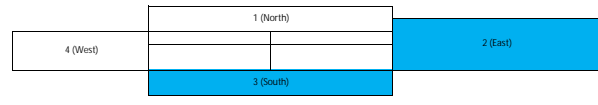
Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM	37	1	37	1	37
8:25:00 AM	46	2	83	3	249
8:30:00 AM	74	0	157	3	471
8:35:00 AM	46	0	203	3	609
8:40:00 AM	45	0	211	2	422
8:45:00 AM	60	0	225	0	0
8:50:00 AM			151	0	0
8:55:00 AM			105	0	0
9:00:00 AM			60	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM	71	1	71	1	71
3:15:00 PM	53	1	124	2	248
3:20:00 PM	58	1	182	3	546
3:25:00 PM	42	8	224	11	2454
3:30:00 PM	61	0	214	10	2140
3:35:00 PM			161	9	1449
3:40:00 PM			103	8	824
3:45:00 PM			61	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID:	119
Intersection:	Green Rd & Hemlock Ave
Date of video:	10/25/2022
Intersection Control:	3 Way Stop
Approach counted:	2 & 3
Time period of school crossing guard	8:00am-9:05am & 2:45pm-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	834	6
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confli auto	20 minute sum of students
	139	6

Take a screen shot of the video with the SCC in operation here (label direction)



Morning Observations (Approach 1 - north)					
Time starting	# of confli auto	# of students	20 minute sum of confli auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confli auto	# of students	20 minute sum of confli auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	10	0	10	0	0
8:05:00 AM	9	0	19	0	0
8:10:00 AM	12	0	31	0	0
8:15:00 AM	5	0	36	0	0

Guard Start Time

Afternoon Observations (Approach 1 - north)					
Time starting	# of confli auto	# of students	20 minute sum of confli auto	20 minute sum of students	20 min product
2:45:00 PM			--	--	--
2:50:00 PM			--	--	--
2:55:00 PM			--	--	--
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confli auto	# of students	20 minute sum of confli auto	20 minute sum of students	20 min product
2:45:00 PM	15	0	--	--	--
2:50:00 PM	9	0	--	--	--
2:55:00 PM	12	0	--	--	--
3:00:00 PM	8	0	44	0	0
3:05:00 PM	5	0	34	0	0
3:10:00 PM	11	0	36	0	0
3:15:00 PM	15	0	39	0	0
3:20:00 PM	15	0	46	0	0
3:25:00 PM	15	0	56	0	0
3:30:00 PM	15	0	60	0	0
3:35:00 PM	10	0	55	0	0
3:40:00 PM	29	0	69	0	0

Guard Start Time

Instruction: anything in red is to be updated	
Video or Location ID	130
Intersection	Herkimer St & Locke St
Date of video	09/14/2022
Intersection Control	4 Way Stop
Approach counted	1, 2, 3 & 4
Time period of school crossing guard	8:15am-9:15am & 3:00pm-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	2287	5526	45
Approach 2	582	1240	15
Approach 3	2470	4410	42
Approach 4	3948	5456	66

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	120	46

Take a screen shot of the video with the SCC in operation here (label directions)



Morning Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
	8:05:00 AM			0	0	0
	8:10:00 AM			0	0	0
Guard Start Time	8:15:00 AM	16	5	16	5	80
	8:20:00 AM	29	0	45	5	225
	8:25:00 AM	21	7	66	12	792
	8:30:00 AM	25	7	91	19	1729
	8:35:00 AM	30	4	105	18	1890
	8:40:00 AM	38	2	114	20	2280
	8:45:00 AM	36	4	129	17	2193
	8:50:00 AM	25	1	129	11	1419
	8:55:00 AM	19	1	118	8	944
	9:00:00 AM	21	12	103	18	1854
Guard End Time	9:05:00 AM	35	3	102	17	1734
	9:10:00 AM	27	3	104	19	1976
	9:15:00 AM			85	18	1530
	9:20:00 AM			62	6	372
	9:25:00 AM			27	3	81
	9:30:00 AM			0	0	0
	9:35:00 AM			0	0	0
	9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
	8:05:00 AM			0	0	0
	8:10:00 AM			0	0	0
Guard Start Time	8:15:00 AM	16	1	16	1	16

Afternoon Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	3:00:00 PM	21	0	--	--	--
Guard Start Time	3:05:00 PM	20	6	--	--	--
	3:10:00 PM	26	2	--	--	--
	3:15:00 PM	30	2	97	10	970
	3:20:00 PM	31	3	107	13	1391
	3:25:00 PM	45	1	132	8	1056
	3:30:00 PM	20	2	126	8	1008
	3:35:00 PM	20	18	116	24	2784
	3:40:00 PM	35	25	120	46	5520
	3:45:00 PM	39	0	114	45	5130
Guard End Time	3:50:00 PM	27	0	121	43	5203
	3:55:00 PM			101	25	2525
	4:00:00 PM			66	0	0
	4:05:00 PM			27	0	0
	4:10:00 PM			0	0	0
	4:15:00 PM			0	0	0
	4:20:00 PM			0	0	0
	4:25:00 PM			0	0	0
	4:30:00 PM			0	0	0
	4:35:00 PM			0	0	0
	4:40:00 PM			0	0	0
	4:45:00 PM			0	0	0
	4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	3:00:00 PM	16	0	--	--	--
Guard Start Time	3:05:00 PM	12	5	--	--	--
	3:10:00 PM	11	6	--	--	--
	3:15:00 PM	17	1	56	12	672
	3:20:00 PM	16	0	56	12	672
	3:25:00 PM	25	0	69	7	483
	3:30:00 PM	19	2	77	3	231
	3:35:00 PM	19	2	79	4	316
	3:40:00 PM	19	7	82	11	902
	3:45:00 PM	33	3	90	14	1260
Guard End Time	3:50:00 PM	14	0	85	12	1020
	3:55:00 PM			66	10	660

Instruction: anything in red is to be updated	
Video or Location ID	155
Intersection	Locke St N & Peter St
Date of video	09/14/2022
Intersection Control	3 Way Stop
Approach counted	1 & 2
Time period of school crossing guard	8:10am-8:50am & 3:05pm-3:35pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	46	415	3
Approach 2	8	0	1
Approach 3	0	0	0
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	55	9

Take a screen shot of the video with the SC's in operation here (label directions)



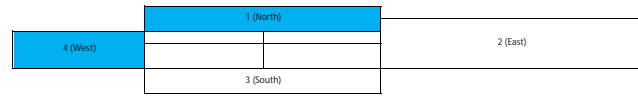
Morning Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
Guard Start Time	8:05:00 AM	12	0	12	0	0
	8:10:00 AM	13	0	25	0	0
	8:15:00 AM	13	0	38	0	0
	8:20:00 AM	20	0	58	0	0
	8:25:00 AM	9	0	55	0	0
	8:30:00 AM	14	5	54	5	280
	8:35:00 AM	16	2	59	7	413
Guard End Time	8:40:00 AM	16	2	55	4	280
	8:45:00 AM			46	9	414
	8:50:00 AM			32	4	128
	8:55:00 AM			16	2	32
	9:00:00 AM			0	0	0
	9:05:00 AM			0	0	0
	9:10:00 AM			0	0	0
	9:15:00 AM			0	0	0
	9:20:00 AM			0	0	0
	9:25:00 AM			0	0	0
	9:30:00 AM			0	0	0
	9:35:00 AM			0	0	0
	9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
	8:05:00 AM			0	0	0
Guard Start Time	8:10:00 AM	2	0	2	0	0
	8:15:00 AM	3	1	5	1	5

Afternoon Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	2:00:00 PM			--	--	--
	2:05:00 PM			--	--	--
	2:10:00 PM			--	--	--
	2:15:00 PM			0	0	0
	2:20:00 PM			0	0	0
	2:25:00 PM			0	0	0
	2:30:00 PM			0	0	0
	2:35:00 PM			0	0	0
	2:40:00 PM			0	0	0
	2:45:00 PM			0	0	0
	2:50:00 PM			0	0	0
	2:55:00 PM			0	0	0
	3:00:00 PM			0	0	0
Guard Start Time	3:05:00 PM	14	0	14	0	0
	3:10:00 PM	19	0	33	0	0
	3:15:00 PM	14	3	47	3	141
	3:20:00 PM	26	2	73	5	365
Guard End Time	3:25:00 PM	24	0	83	5	380
	3:30:00 PM	14	0	78	5	390
	3:35:00 PM			64	2	128
	3:40:00 PM			38	0	0
	3:45:00 PM			14	0	0
	3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	2:00:00 PM			--	--	--
	2:05:00 PM			--	--	--
	2:10:00 PM			--	--	--
	2:15:00 PM			0	0	0
	2:20:00 PM			0	0	0
	2:25:00 PM			0	0	0
	2:30:00 PM			0	0	0
	2:35:00 PM			0	0	0
	2:40:00 PM			0	0	0
	2:45:00 PM			0	0	0
	2:50:00 PM			0	0	0
	2:55:00 PM			0	0	0

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	196
Intersection:	Ferguson St & Young St
Date of video:	09/21/2022
Intersection Control:	4 Way Stop
Approach counted:	1 & 4
Time period of school crossing guard:	8:00am-8:45am & 2:35am-3:25am
Common School Duration:	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	36	19
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	5148	5120	78

Exposure Product Input For Graph	20 minute sum of confil auto		20 minute sum of students	
	Morning	Afternoon	Morning	Afternoon
	78	66		

Take a screen-shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	1	0	1	0
8:15:00 AM	0	0	0	1	0
8:20:00 AM	0	0	0	1	0
8:25:00 AM	0	0	0	1	0
8:30:00 AM	1	0	1	0	0
8:35:00 AM	0	0	1	0	0
8:40:00 AM	1	0	2	0	0
8:45:00 AM			2	0	0
8:50:00 AM			1	0	0
8:55:00 AM			1	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Guard Start Time

Guard End Time

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM	1	1	1	1	1
2:40:00 PM	1	0	2	1	2
2:45:00 PM	0	0	2	1	2
2:50:00 PM	0	0	2	1	2
2:55:00 PM	0	14	1	14	14
3:00:00 PM	1	5	1	19	19
3:05:00 PM	1	0	2	19	38
3:10:00 PM	0	0	2	19	38
3:15:00 PM	0	0	2	5	10
3:20:00 PM	2	0	3	0	0
3:25:00 PM			2	0	0
3:30:00 PM			2	0	0
3:35:00 PM			2	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

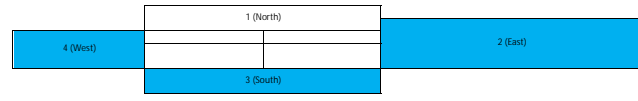
Guard Start Time

Guard End Time

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0



Instruction: anything in red is to be updated	
Video or Location ID	229
Intersection	Charlton St W & Kent Ave
Date of video	09/14/2022
Intersection Control	3 Way Stop
Approach counted	2, 3 & 4
Time period of school crossing guard	8:15am-8:50am & 3:00pm-3:30pm
Common School Duration	20 minutes



Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	2460	4092	62
Approach 3	140	143	11
Approach 4	5103	648	63

Exposure Product Input For Graph	20 minute sum of confil auto		20 minute sum of students	
	Morning	Afternoon	Morning	Afternoon
	81	63		

Take a screen shot of the video with the SCC in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM	22	1	22	1	22

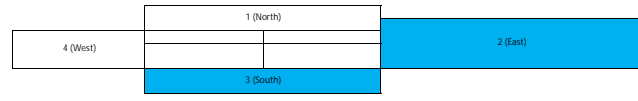
Guard Start Time

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

**Instruction: anything in red is to be updated**

Video or Location ID	241
Intersection	Beaconsfield Dr & Turrie St
Date of video	09/29/2022
Intersection Control	3 Way Stop
Approach counted	2 & 3
Time period of school crossing guard	8:30am-9:05am & 3:00pm-3:40pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	297	150	12
Approach 3	1512	1612	56
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confil auto		20 minute sum of students	
	Morning	Afternoon	Morning	Afternoon
	31	52		

Take a screen shot of the video with the SCIS in operation here (label directions)



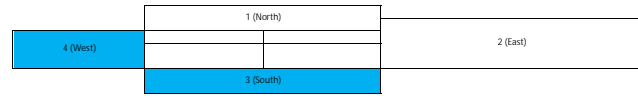
Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID	287
Intersection	Royal Vista Dr & Templemead Dr
Date of video	09/27/2022
Intersection Control	3 Way Stop
Approach counted	3 & 4
Time period of school crossing guard	8:25am-9:05am & 3:10pm-3:30pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	4312	4558	86
Approach 4	1836	1554	11

Exposure Product Input For Graph	20 minute sum of confil auto		20 minute sum of students	
	Morning	Afternoon	Morning	Afternoon
	53	86		

Take a screen shot of the video with the SC in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

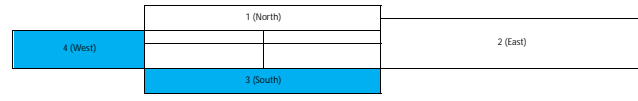
Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

**Instruction: anything in red is to be updated**

Video or Location ID	326
Intersection	Barton St & Lewis Rd
Date of video	10/18/2022
Intersection Control	4 Way Stop
Approach counted	3 & 4
Time period of school crossing guard	8:15am-8:45am & 3:00pm-3:25pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	4715	3224	11
Approach 4	234	690	5

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	205	23

Take a screen shot of the video with the SC in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM	--	--	--	--	--
7:25:00 AM	--	--	--	--	--
7:30:00 AM	--	--	--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM	--	--	--	--	--
7:25:00 AM	--	--	--	--	--
7:30:00 AM	--	--	--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM	--	--	--	--	--
2:05:00 PM	--	--	--	--	--
2:10:00 PM	--	--	--	--	--
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM	--	--	--	--	--
2:05:00 PM	--	--	--	--	--
2:10:00 PM	--	--	--	--	--
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0

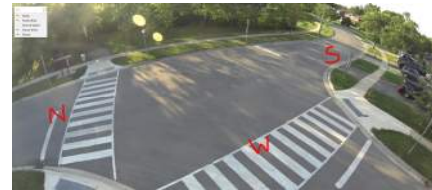
Instruction: anything in red is to be updated	
Video or Location ID	39
Intersection	Brasfield Ave & Riley St
Date of video	09/14/2022
Intersection Control	3 Way Stop
Approach counted	1 & 4
Time period of school crossing guard	8:10am-8:35am & 2:55pm-3:15pm
Common School Duration	20 Minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	20
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	1992	1200	30

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	83	24

Take a screen shot of the video with the SC's in operation here (label directions)



Morning Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
	8:05:00 AM			0	0	0
Guard Start time	8:10:00 AM	6	2	6	2	12
	8:15:00 AM	9	3	15	5	75
	8:20:00 AM	12	7	27	12	324
Guard end time	8:25:00 AM	19	6	46	18	828
	8:30:00 AM	15	3	55	19	1045
	8:35:00 AM			46	16	736
	8:40:00 AM			34	9	306
	8:45:00 AM			15	3	45
	8:50:00 AM			0	0	0
	8:55:00 AM			0	0	0
	9:00:00 AM			0	0	0
	9:05:00 AM			0	0	0
	9:10:00 AM			0	0	0
	9:15:00 AM			0	0	0
	9:20:00 AM			0	0	0
	9:25:00 AM			0	0	0
	9:30:00 AM			0	0	0
	9:35:00 AM			0	0	0
	9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			0	0	0
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
	7:55:00 AM			0	0	0
	8:00:00 AM			0	0	0
	8:05:00 AM			0	0	0
	8:10:00 AM			0	0	0
	8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	2:00:00 PM			--	--	--
	2:05:00 PM			--	--	--
	2:10:00 PM			--	--	--
	2:15:00 PM			0	0	0
	2:20:00 PM			0	0	0
	2:25:00 PM			0	0	0
	2:30:00 PM			0	0	0
	2:35:00 PM			0	0	0
	2:40:00 PM			0	0	0
	2:45:00 PM			0	0	0
	2:50:00 PM			0	0	0
Guard Start time	2:55:00 PM	8	0	8	0	0
	3:00:00 PM	6	14	14	14	196
Guard end time	3:05:00 PM	12	6	26	20	520
	3:10:00 PM	4	0	30	20	600
	3:15:00 PM			22	20	440
	3:20:00 PM			16	6	96
	3:25:00 PM			4	0	0
	3:30:00 PM			0	0	0
	3:35:00 PM			0	0	0
	3:40:00 PM			0	0	0
	3:45:00 PM			0	0	0
	3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)						
	Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
	2:00:00 PM			--	--	--
	2:05:00 PM			--	--	--
	2:10:00 PM			0	0	0
	2:15:00 PM			0	0	0
	2:20:00 PM			0	0	0
	2:25:00 PM			0	0	0
	2:30:00 PM			0	0	0
	2:35:00 PM			0	0	0
	2:40:00 PM			0	0	0
	2:45:00 PM			0	0	0
	2:50:00 PM			0	0	0
	2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID	391
Intersection	Kilbourn Ave & Royce Ave
Date of video	10/18/2022
Intersection Control	4 way
Approach counted	1 & 4
Time period of school crossing guard	7:55am-8:30am & 2:35pm-3:00pm
Common School Duration	20 minutes



Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	3146	3139	71
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	1952	1240	31

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	83	62

Take a screen shot of the video with the SCC in operation here (label directions)



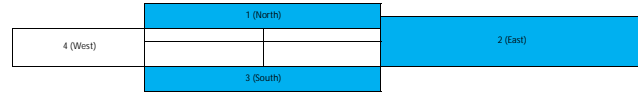
Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM	4	0	4	0	0
8:00:00 AM	6	2	10	2	20
8:05:00 AM	15	8	25	10	250
8:10:00 AM	21	18	46	28	1388
8:15:00 AM	18	25	60	53	3180
8:20:00 AM	29	11	83	62	5146
8:25:00 AM	19	0	87	54	4698
8:30:00 AM			66	36	2376
8:35:00 AM			48	11	528
8:40:00 AM			19	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM	9	4	9	4	36
2:40:00 PM	9	39	18	43	774
2:45:00 PM	18	28	36	71	2556
2:50:00 PM	7	2	43	73	3139
2:55:00 PM	8	0	42	68	2898
3:00:00 PM			33	30	990
3:05:00 PM			15	2	30
3:10:00 PM			8	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID	46
Intersection	Britania Ave & MacLaren Ave
Date of video	09/27/2022
Intersection Control	4 Way Stop
Approach counted	1, 2 & 3
Time period of school crossing guard	8:45am-9:10am & 3:25pm-3:45pm
Common School Duration	20 minutes



Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	144	0	36
Approach 2	230	220	5
Approach 3	30	35	5
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	46	5

Take a screen shot of the video with the SC's in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM	0	5	0	5	0
8:50:00 AM	0	6	0	11	0
8:55:00 AM	1	7	1	18	18
9:00:00 AM	2	17	3	35	105
9:05:00 AM	1	6	4	36	144
9:10:00 AM			4	30	120
9:15:00 AM			3	23	69
9:20:00 AM			1	6	6
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Guard Start time

End time of count

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM	12	0	12	0	0
3:30:00 PM	12	0	24	0	0
3:35:00 PM	14	0	38	0	0
3:40:00 PM	8	0	46	0	0
3:45:00 PM			34	0	0
3:50:00 PM			22	0	0

Guard Start time

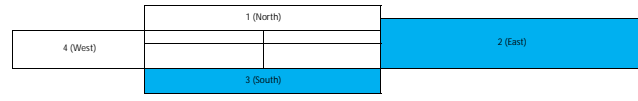
End time of count

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM	12	2	12	2	24
3:30:00 PM	12	0	24	2	48
3:35:00 PM	13	2	37	4	148
3:40:00 PM	7	1	44	5	220
3:45:00 PM			32	3	96
3:50:00 PM			20	3	60
3:55:00 PM			7	1	7

Guard Start time

End time of count

Instruction: anything in red is to be updated	
Video or Location ID	461
Intersection	Valiant Circle & Fall Fair Way
Date of video	10/19/2022
Intersection Control	3 Way Stop
Approach counted	2 & 3
Time period of school crossing guard	8:45am-9:20am & 3:35pm-3:55pm
Common School Duration	20 minutes



Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	80	25	4
Approach 3	4074	4284	42
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	102	42

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

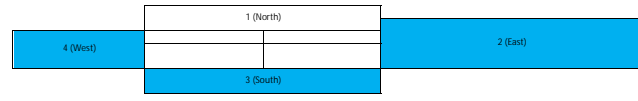
Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0



Instruction: anything in red is to be updated	
Video or Location ID	465
Intersection	Greenington Dr & Hester St
Date of video	07/29/2022
Intersection Control	3 Way Stop
Approach counted	2, 3 & 4
Time period of school crossing guard	8:15am-9:20am & 3:00pm-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	1524	664	12
Approach 3	0	261	9
Approach 4	2700	6240	31

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	185	34

Take a screen shot of the video with the SCIS in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM	34	0	34	0	0

Guard Start Time

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID	63
Intersection	Charlton Ave E & Walnut Ave S
Date of video	09/27/2022
Intersection Control	4 Way Stop
Approach counted	1 & 2
Time period of school crossing guard	7:55am-8:35am & 2:35am-3:15pm
Common School Duration	20 minutes

4 (West)	1 (North)	2 (East)
	3 (South)	

Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	366	214	41
Approach 2	970	1020	4
Approach 3	0	0	0
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	62	43

Take a screen shot of the video with the SC's in operation here (label directions)



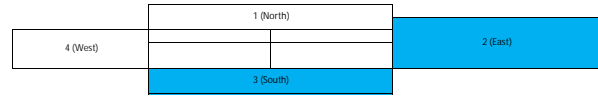
Morning Observations (Approach 1 - north)						
	Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
Guard Start Time	7:55:00 AM	12	1	12	1	12
	8:00:00 AM	12	2	24	3	72
	8:05:00 AM	12	2	26	5	180
	8:10:00 AM	14	5	50	10	500
	8:15:00 AM	12	5	50	14	700
	8:20:00 AM	16	21	54	33	1782
	8:25:00 AM	19	10	61	41	2501
Guard End Time	8:30:00 AM	15	7	62	43	2666
	8:35:00 AM			50	38	1900
	8:40:00 AM			34	17	578
	8:45:00 AM			15	7	105
	8:50:00 AM			0	0	0
	8:55:00 AM			0	0	0
	9:00:00 AM			0	0	0
	9:05:00 AM			0	0	0
	9:10:00 AM			0	0	0
	9:15:00 AM			0	0	0
	9:20:00 AM			0	0	0
	9:25:00 AM			0	0	0
	9:30:00 AM			0	0	0
	9:35:00 AM			0	0	0
	9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)						
	Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
	7:20:00 AM			--	--	--
	7:25:00 AM			--	--	--
	7:30:00 AM			--	--	--
	7:35:00 AM			0	0	0
	7:40:00 AM			0	0	0
	7:45:00 AM			0	0	0
	7:50:00 AM			0	0	0
Guard Start Time	7:55:00 AM	43	0	43	0	0
	8:00:00 AM	46	0	89	0	0
	8:05:00 AM	54	0	143	0	0
	8:10:00 AM	44	0	187	0	0
	8:15:00 AM	51	2	195	2	390

Afternoon Observations (Approach 1 - north)						
	Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
	2:00:00 PM			--	--	--
	2:05:00 PM			--	--	--
	2:10:00 PM			--	--	--
	2:15:00 PM			0	0	0
	2:20:00 PM			0	0	0
	2:25:00 PM			0	0	0
	2:30:00 PM			0	0	0
Guard Start Time	2:35:00 PM	8	0	8	0	0
	2:40:00 PM	16	0	24	0	0
	2:45:00 PM	14	2	28	2	76
	2:50:00 PM	16	8	54	10	540
Guard End Time	2:55:00 PM	12	27	58	37	2146
	3:00:00 PM	11	0	53	37	1961
	3:05:00 PM	8	0	47	35	1645
	3:10:00 PM	14	0	45	27	1215
	3:15:00 PM			33	0	0
	3:20:00 PM			22	0	0
	3:25:00 PM			14	0	0
	3:30:00 PM			0	0	0
	3:35:00 PM			0	0	0
	3:40:00 PM			0	0	0
	3:45:00 PM			0	0	0
	3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)						
	Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
	2:00:00 PM			--	--	--
	2:05:00 PM			--	--	--
	2:10:00 PM			--	--	--
	2:15:00 PM			0	0	0
	2:20:00 PM			0	0	0
	2:25:00 PM			0	0	0
	2:30:00 PM			0	0	0
Guard Start Time	2:35:00 PM	40	0	40	0	0
	2:40:00 PM	39	1	79	1	79
	2:45:00 PM	38	0	117	1	117
	2:50:00 PM	40	1	157	2	314
	2:55:00 PM	53	4	170	6	1020

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	78
Intersection:	Delawana Dr & Riverdale Dr
Date of video:	10/25/2022
Intersection Control:	3 Way Stop
Approach counted:	2 & 3
Time period of school crossing guard	8:20am-9:00am & 3:05pm-3:30pm
Common School Duration	20 minutes



Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	4512	6321	50
Approach 3	1066	1200	26
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	129	49

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0

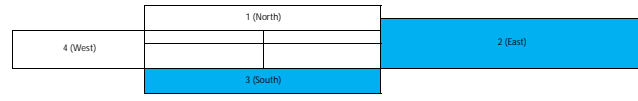
Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM	33	1			
3:10:00 PM	29	7			
3:15:00 PM	34	36	96	44	4224
3:20:00 PM	33	5	129	49	6321
3:25:00 PM	23	2	119	50	5950
3:30:00 PM			90	43	3870
3:35:00 PM			56	7	392
3:40:00 PM			23	2	46
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0

Guard Start Time

Guard End Time

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID	80
Intersection	Maplewood Ave & Sherman Ave S
Date of video	09/28/2022
Intersection Control	3 Way Stop
Approach counted:	2 & 3
Time period of school crossing guard	8:20am-8:50am & 3:10pm-3:45pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	2744	1173	28
Approach 3	5280	4611	58
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	96	55

Take a screen shot of the video with the SC in operation here (label directions)



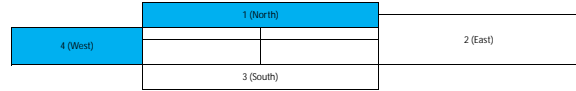
Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID:	13
Intersection:	Amberly Blvd & Concordia Cr
Date of video:	09/27/2022
Intersection Control:	4 Way Stop
Approach counted:	1 & 4
Time period of school crossing guard	7:50am-9:05am & 2:35pm-3:40pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	1233	534	9
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	2576	2450	26

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	112	23

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM	11	0	11	0	0
7:55:00 AM	9	1	20	1	20
8:00:00 AM	11	0	31	1	31
8:05:00 AM	14	0	45	1	45
8:10:00 AM	10	3	44	4	176
8:15:00 AM	8	0	43	3	129
8:20:00 AM	8	0	40	3	120
8:25:00 AM	17	0	43	3	129
8:30:00 AM	6	0	39	0	0
8:35:00 AM	26	0	57	0	0
8:40:00 AM	22	0	71	0	0
8:45:00 AM	32	3	86	3	258
8:50:00 AM	43	0	123	3	369
8:55:00 AM	44	5	141	8	1128
9:00:00 AM	18	1	137	9	683
9:05:00 AM			105	6	630
9:10:00 AM			62	6	372
9:15:00 AM			18	1	18
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM	2	0	2	0	0
2:40:00 PM	3	1	5	1	5
2:45:00 PM	7	0	12	1	12
2:50:00 PM	14	0	26	1	26
2:55:00 PM	11	0	35	1	35
3:00:00 PM	11	0	43	0	0
3:05:00 PM	12	0	48	0	0
3:10:00 PM	9	0	43	0	0
3:15:00 PM	19	0	51	0	0
3:20:00 PM	17	0	57	0	0
3:25:00 PM	30	6	75	6	450
3:30:00 PM	23	0	89	6	534
3:35:00 PM	12	0	82	6	492
3:40:00 PM			65	6	390
3:45:00 PM			35	0	0
3:50:00 PM			12	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

# Appendix B - Minor-street Stop

## Exposure Index Graph for Minor-street Stop Intersections

85 percentile threshold

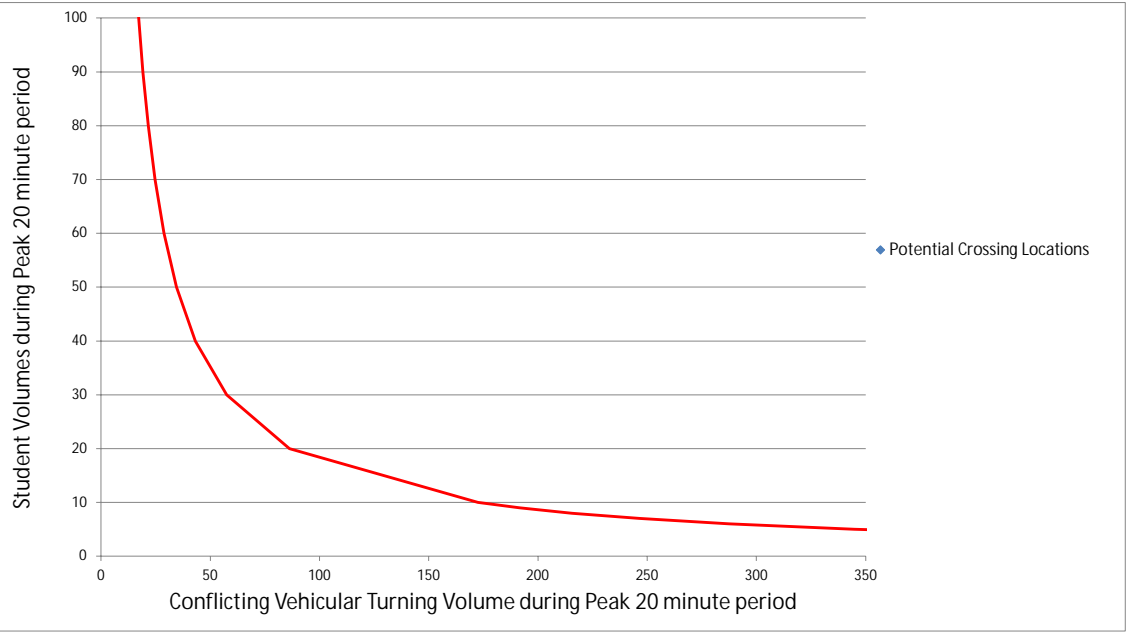
1,725

### City of Hamilton

Existing Crossing Guard Locations			
ID	Conflicting movements	Students (JK-5)+	Product
116	85	20	1,700
141			
193	450	19	8,550
236	143	107	15,301
263	32	40	1,280
269	110	37	4,070
285	111	23	2,553
300	362	18	6,516
329	120	114	13,680
348	115	31	3,565
375	120	15	1,800
396	105	28	2,940
50	55	35	1,925
52	117	117	13,689
67			
68	92	14	1,288
86	309	33	10,197
163	155	20	3,100

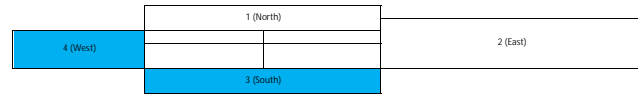
Potential Crossing Locations			
ID	Conflicting movements	Students (JK-5)+	Product

85th percentile curve



columns for data input  
\*\*School crossing period is based on the common interval of schol crossing guard supervision. Please see Part A-Step 3 of the instructions for more information.

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID	116
Intersection	Gordon Drummond Ave & Kennard St
Date of video	10/19/2022
Intersection Control	Through
Approach counted	3 & 4
Time period of school crossing guard	8:35am-9:15am and 3:35pm-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	202	0	7
Approach 4	1104	1700	20

Exposure Product Input For Graph	20 minute sum of confil auto		20 minute sum of students	
	Morning	Afternoon	Morning	Afternoon
	85	20		

Take a screen shot of the video with the SC's in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM			0	0	0
3:05:00 PM			0	0	0
3:10:00 PM			0	0	0
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM			--	--	--
2:05:00 PM			--	--	--
2:10:00 PM			--	--	--
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0

*Instruction: anything in red is to be updated*

Video or Location ID	141
Intersection	Jay St & Upper Wellington St
Date of video	10/25/2022
Intersection Control	Through
Approach counted	1 & 2
Time period of school crossing guard	8:00am-8:45am & 3:00pm-3:45pm
Common School Duration	20 minutes



Approach	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	356	351	1
Approach 2	30	27	3
Approach 3	0	0	0
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confil auto		20 minute sum of students	
	Morning	Afternoon	Morning	Afternoon
Graph	356	351	1	3

Take a screen shot of the video with the SC's in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM	71	0	71	0	0
8:05:00 AM	66	0	137	0	0
8:10:00 AM	66	0	203	0	0
8:15:00 AM	67	0	272	0	0
8:20:00 AM	77	1	278	1	278
8:25:00 AM	85	0	297	1	297
8:30:00 AM	95	0	326	1	326
8:35:00 AM	99	0	356	1	356
8:40:00 AM	112	0	391	0	0
8:45:00 AM			366	0	0
8:50:00 AM			211	0	0
8:55:00 AM			112	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Observed in the video

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM	4	0	4	0	0
8:05:00 AM	6	0	10	0	0
8:10:00 AM	8	0	18	0	0
8:15:00 AM	10	0	28	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0
3:00:00 PM	71	0	71	0	0
3:05:00 PM	70	1	141	1	141
3:10:00 PM	85	0	226	1	226
3:15:00 PM	85	0	311	1	311
3:20:00 PM	84	0	324	1	324
3:25:00 PM	90	0	344	0	0
3:30:00 PM	80	0	339	0	0
3:35:00 PM	91	1	345	1	345
3:40:00 PM	90	0	351	1	351
3:45:00 PM			261	1	261
3:50:00 PM			181	1	181

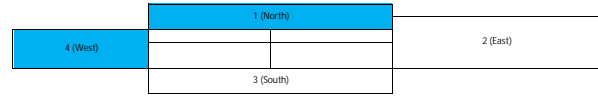
Guard start time

Guard end time

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM			0	0	0
2:20:00 PM			0	0	0
2:25:00 PM			0	0	0
2:30:00 PM			0	0	0
2:35:00 PM			0	0	0
2:40:00 PM			0	0	0
2:45:00 PM			0	0	0
2:50:00 PM			0	0	0
2:55:00 PM			0	0	0



Instruction: anything in red is to be updated	
Video or Location ID:	193
Intersection:	Upper Ottawa & tenth Ave
Date of video:	09/29/2022
Intersection Control:	Through
Approach counted:	T & 4
Time period of school crossing guard	8:10am-8:45am & 3:00pm-3:20pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	351	856	19
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	48	160	8

Exposure Product Input For Graph	20 minute sum of confi auto	20 minute sum of students
	450	19

Take a screen shot of the video with the SCC in operation here (label direction)



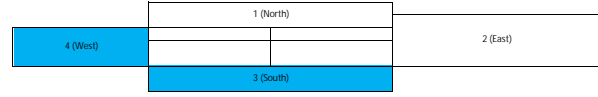
Morning Observations (Approach 1 - north)					
Time starting	# of confi auto	# of students	20 minute sum of confi auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM	87	0	87	0	0
8:15:00 AM	88	1	175	1	175
8:20:00 AM	83	0	258	1	258
8:25:00 AM	86	1	338	2	676
8:30:00 AM	88	5	339	7	2373
8:35:00 AM	76	4	327	10	3270
8:40:00 AM	77	1	321	11	3531
8:45:00 AM			241	10	2410
8:50:00 AM			153	5	765
8:55:00 AM			77	1	77
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confi auto	# of students	20 minute sum of confi auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confi auto	# of students	20 minute sum of confi auto	20 minute sum of students	20 min product
3:00:00 PM	119	0	--	--	--
3:05:00 PM	100	6	--	--	--
3:10:00 PM	126	13	--	--	--
3:15:00 PM	105	0	450	19	8550
3:20:00 PM			331	19	6289
3:25:00 PM			231	13	3003
3:30:00 PM			105	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0
4:00:00 PM			0	0	0
4:05:00 PM			0	0	0
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confi auto	# of students	20 minute sum of confi auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	236
Intersection:	Kitty Murray Ln & Bridgeport Cres
Date of video:	9/27/2022
Intersection Control:	Through
Approach covered:	3 & 4
Time period of school crossing guard	8:45am-9:25am & 3:05pm-4:05pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	10920	15301	107
Approach 4	396	168	9

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	143	107

Take a screen shot of the video with the SCG in operation here (label directions)



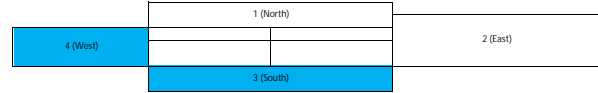
Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					
4:05:00 PM					
4:10:00 PM					
4:15:00 PM					
4:20:00 PM					
4:25:00 PM					
4:30:00 PM					
4:35:00 PM					
4:40:00 PM					
4:45:00 PM					
4:50:00 PM					

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	263
Intersection:	Bond St & Glen Rd
Date of video:	14-Sep-22
Intersection Control:	Minor Right Through
Approach counted:	3 & 4
Time period of school crossing guard	8:35am-9:15am & 3:20pm-3:50pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	188	305	5
Approach 4	1023	1280	40

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	32	40

Take a screen shot of the video with the SCG in operation here (label directions)



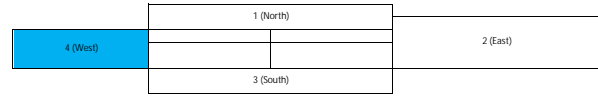
Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					
4:05:00 PM					
4:10:00 PM					
4:15:00 PM					
4:20:00 PM					
4:25:00 PM					
4:30:00 PM					
4:35:00 PM					
4:40:00 PM					
4:45:00 PM					
4:50:00 PM					

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					

Instruction: anything in red is to be updated	
Video or Location ID:	269
Intersection:	Chedoke Dr & Rice Ave
Date of video:	10/19/2022
Intersection Control:	Through
Approach counted:	4
Time period of school crossing guard	8:20am-9:00am & 3:05pm-3:30pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	1809	4070	39

Exposure Product Input For Graph	20 minute sum of confl auto	20 minute sum of students
	110	37

Take a screen shot of the video with the SCC in operation here (label direction).



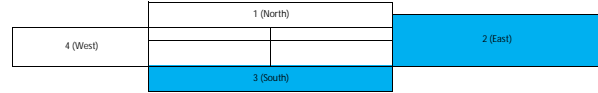
Morning Observations (Approach 1 - north)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	285
Intersection:	Glen Rd & Longwood Rd
Date of video:	2022-09-14
Intersection Control:	Minor Right Through
Approach counted:	2 & 3
Time period of school crossing guard	8:20am-9:15am & 3:05pm-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	198	242	11
Approach 3	1848	2553	23
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	111	23

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					

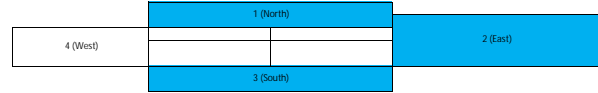
Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					
4:05:00 PM					
4:10:00 PM					
4:15:00 PM					
4:20:00 PM					
4:25:00 PM					
4:30:00 PM					
4:35:00 PM					
4:40:00 PM					
4:45:00 PM					
4:50:00 PM					

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM	4	0			
3:10:00 PM	3	0			
3:15:00 PM	6	0	13	0	0
3:20:00 PM	7	0	20	0	0
3:25:00 PM	5	0	21	0	0
3:30:00 PM	6	1	24	1	24
3:35:00 PM	5	3	23	4	92
3:40:00 PM	8	4	24	8	192
3:45:00 PM	3	3	22	11	342
3:50:00 PM	4	0	20	10	200
3:55:00 PM			15	7	105

Guard Start Time

Guard End Time

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	300
Intersection:	Cannon St E & Eign St N
Date of video:	9/28/2022
Intersection Control:	Through
Approach counted:	1 - W & E
Time period of school crossing guard	8:25am-9:00am & 3:05pm-3:30pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	16	138	6
Approach 2	8516	4296	18
Approach 3	0	4	2
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	362	18

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM	1	0	1	0	0
8:30:00 AM	1	0	2	0	0
8:35:00 AM	3	0	5	0	0
8:40:00 AM	2	0	7	0	0
8:45:00 AM	2	2	8	2	16
8:50:00 AM	1	0	8	2	16
8:55:00 AM	3	0	8	2	16
9:00:00 AM			6	2	12
9:05:00 AM			4	0	0
9:10:00 AM			3	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Guard Start Time

Guard End Time

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM	6	2			
3:10:00 PM	9	0			
3:15:00 PM	2	0	17	2	34
3:20:00 PM	6	4	23	6	138
3:25:00 PM	1	0	18	4	72
3:30:00 PM			9	4	36
3:35:00 PM			7	4	28
3:40:00 PM			1	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0
4:00:00 PM			0	0	0
4:05:00 PM			0	0	0
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Guard Start Time

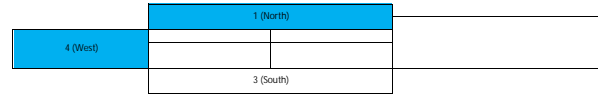
Guard End Time

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM	83	2			
3:10:00 PM	96	1			
3:15:00 PM	89	7	270	10	2700
3:20:00 PM	88	2	358	12	4296
3:25:00 PM	98	0	373	10	3730
3:30:00 PM			275	9	2475
3:35:00 PM			186	2	372
3:40:00 PM			98	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0

Guard Start Time

Guard End Time

Instruction: anything in red is to be updated	
Video or Location ID:	329
Intersection:	Pumpkin Pass & Blue Ribbon Way
Date of video:	10/19/2022
Intersection Control:	Through
Approach counted:	T & 4
Time period of school crossing guard	8:45am-9:25am & 3:30pm-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	1323	1155	63
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	13680	10701	114

Exposure Product Input For Graph	20 minute sum of confl auto		20 minute sum of students	
	120	114		

Take a screen shot of the video with the SCC in operation here (label direction)



Morning Observations (Approach 1 - north)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM	2	0	2	0	0
8:50:00 AM	5	7	7	2	14
8:55:00 AM	5	22	12	24	288
9:00:00 AM	7	13	19	37	703
9:05:00 AM	3	17	20	54	1080
9:10:00 AM	6	11	21	63	378
9:15:00 AM	5	5	21	46	966
9:20:00 AM	8	0	22	33	726
9:25:00 AM			19	16	304
9:30:00 AM			13	5	65
9:35:00 AM			8	0	0
9:40:00 AM			0	0	0

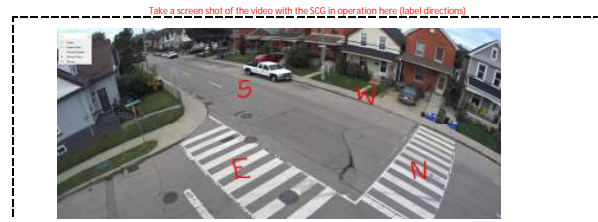
Morning Observations (Approach 2 - east)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM	7	2	7	2	14
3:35:00 PM	9	30	16	32	512
3:40:00 PM	10	21	26	53	1378
3:45:00 PM	5	7	21	55	285
3:50:00 PM	2	10	28	63	1638
3:55:00 PM			17	33	561
4:00:00 PM			7	12	84
4:05:00 PM			2	10	20
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	348
Intersection:	Beechwood Ave & Sherman Ave N
Date of video:	9/28/2022
Intersection Control:	Through
Approach counted:	1 & 2
Time period of school crossing guard	8:00am-8:45am & 3:00pm-3:25pm
Common School Duration	20 minutes

4 (West)	1 (North)		2 (East)
	3 (South)		
	Peak 20 Minute Products		
	Morning	Afternoon	Student Volume in Common School Duration
Approach 1	2546	3565	31
Approach 2	276	207	23
Approach 3	0	0	0
Approach 4	0	0	0
Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students	
	115	31	



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM	17	0	17	0	0
8:05:00 AM	22	1	39	1	39
8:10:00 AM	19	0	58	1	58
8:15:00 AM	27	0	85	1	85
8:20:00 AM	23	1	91	2	182
8:25:00 AM	34	3	103	4	412
8:30:00 AM	34	6	118	10	1180
8:35:00 AM	36	6	127	18	2032
8:40:00 AM	30	4	134	19	2546
8:45:00 AM			100	16	1600
8:50:00 AM			66	10	660
8:55:00 AM			30	4	120
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

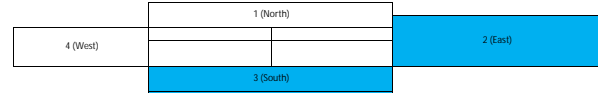
Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM	1	0	1	0	0
8:10:00 AM	2	1	3	1	3
8:15:00 AM	1	0	4	1	4
8:20:00 AM	2	1	6	2	12

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM	24	0			
3:05:00 PM	27	19			
3:10:00 PM	34	9			
3:15:00 PM	30	3	115	31	3546
3:20:00 PM	12	0	103	31	3193
3:25:00 PM			76	12	912
3:30:00 PM			42	3	126
3:35:00 PM			12	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0
4:00:00 PM			0	0	0
4:05:00 PM			0	0	0
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM	3	1			
3:05:00 PM	2	19			
3:10:00 PM	2	3			
3:15:00 PM	2	0	9	23	207
3:20:00 PM	1	0	7	22	154
3:25:00 PM			5	3	15
3:30:00 PM			3	0	0
3:35:00 PM			1	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0



<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	375
Intersection:	Burke St and Humphrey St
Date of video:	2022-09-14
Intersection Control:	Minor Slipp/Through
Approach counted:	2 & 3
Time period of school crossing guard	8:45am-9:10am & 3:30pm-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	1464	1800	166
Approach 3	176	153	11
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	120	15

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product1
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product1
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product1
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0
4:00:00 PM			0	0	0
4:05:00 PM			0	0	0
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product1
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0

Guard Start Time  
 Guard End Time

**Instruction: anything in red is to be updated**

Video or Location ID:	396
Intersection:	Elcho St & Inverness Ave
Date of video:	21-Sep-22
Intersection Control:	Minor Slip/Through
Approach counted:	1 & 2
Time period of school crossing guard:	8:15am-8:50am & 3:05pm-3:45pm
Common School Duration:	20 minutes

4 (West)	1 (North)		2 (East)
	3 (South)		
	Peak 20 Minute Products		
	Morning	Afternoon	Student Volume in Common School Duration
Approach 1	42	30	5
Approach 2	2200	2940	28
Approach 3	0	0	0
Approach 4	0	0	0
Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students	
	105	28	

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM	0	0	0	0	0
8:20:00 AM	4	0	4	0	0
8:25:00 AM	1	0	5	0	0
8:30:00 AM	6	0	11	0	0
8:35:00 AM	3	3	14	3	42
8:40:00 AM	2	0	12	3	36
8:45:00 AM	3	0	14	3	42
8:50:00 AM			8	3	24
8:55:00 AM			5	0	0
9:00:00 AM			3	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Guard Start Time

Guard End Time

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM	23	1	23	1	23

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM	1	0			
3:10:00 PM	1	1			
3:15:00 PM	1	4	3	5	15
3:20:00 PM	2	0	5	5	25
3:25:00 PM	2	0	6	5	30
3:30:00 PM	2	0	7	4	28
3:35:00 PM	2	0	8	0	0
3:40:00 PM	7	0	13	0	0
3:45:00 PM			11	0	0
3:50:00 PM			9	0	0
3:55:00 PM			7	0	0
4:00:00 PM			0	0	0
4:05:00 PM			0	0	0
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Guard Start Time

Guard End Time

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM	20	0			
3:10:00 PM	31	13			
3:15:00 PM	33	11	84	28	2352
3:20:00 PM	21	0	105	28	2940
3:25:00 PM	20	0	105	28	2940
3:30:00 PM	26	0	100	11	1100
3:35:00 PM	15	2	82	2	164
3:40:00 PM	27	1	88	3	264
3:45:00 PM			68	3	204
3:50:00 PM			42	3	126
3:55:00 PM			27	1	27

Guard Start Time

Guard End Time

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	50
Intersection:	Melvin Ave & Osborne St
Date of video:	2022-09-21
Intersection Control:	Minor Signal Through
Approach counted:	1 & 4
Time period of school crossing guard:	8:35am-9:15am & 3:20pm-3:55pm
Common School Duration:	20 minutes

	1 (North)		2 (East)
4 (West)			
		3 (South)	
Peak 20 Minute Products		Student Volume in Common School Duration	
	Morning	Afternoon	
Approach 1	96	58	6
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	1677	1925	39
Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students	
	55	35	

Take a screen shot of the video with the SCG in operation here (label directions)



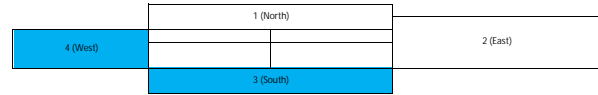
Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:30:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM	6	0	6	0	0
8:40:00 AM	3	0	9	0	0
8:45:00 AM	4	0	13	0	0
8:50:00 AM	1	0	14	0	0
8:55:00 AM	3	0	11	0	0
9:00:00 AM	3	2	11	2	22
9:05:00 AM	5	1	12	3	36
9:10:00 AM	5	3	16	6	76
9:15:00 AM			13	6	78
9:20:00 AM			10	4	40
9:25:00 AM			5	3	15
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:30:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM	4	0	4	0	0
3:35:00 PM	9	0	13	0	0
3:40:00 PM	8	2	21	2	42
3:45:00 PM	6	0	27	2	54
3:50:00 PM	6	0	29	2	58
3:55:00 PM			20	2	40
4:00:00 PM			12	0	0
4:05:00 PM			6	0	0
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	52
Intersection:	Cameron Ave & York Rd
Date of video:	2022-09-14
Intersection Control:	Minor Signal Through
Approach covered:	3 & 4
Time period of school crossing guard	7:50am-8:20am & 2:30pm-3:05pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	24	21	3
Approach 4	351	0	3

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	117	3

Take a screen shot of the video with the SCG in operation here (label directions)



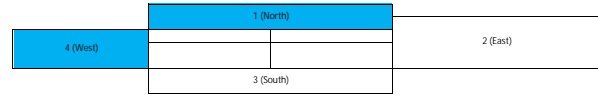
Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					
4:05:00 PM					
4:10:00 PM					
4:15:00 PM					
4:20:00 PM					
4:25:00 PM					
4:30:00 PM					
4:35:00 PM					
4:40:00 PM					
4:45:00 PM					
4:50:00 PM					

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					

Instruction: anything in red is to be updated	
Video or Location ID:	67
Intersection:	Citation Cres & Meadowslands Blvd
Date of video:	09/27/2022
Intersection Control:	Through
Approach counted:	T & 4
Time period of school crossing guard	8:45-9:15am & 3:35-4:00pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	140	0	1
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	32	7	4

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	140	1

Take a screen shot of the video with the SCC in operation here (label direction)



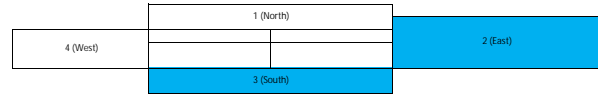
Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM	19	0	19	0	0
8:50:00 AM	15	1	37	1	37
8:55:00 AM	31	0	68	1	68
9:00:00 AM	44	0	112	1	112
9:05:00 AM	47	0	140	1	140
9:10:00 AM	46	0	148	0	0
9:15:00 AM			137	0	0
9:20:00 AM			93	0	0
9:25:00 AM			46	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM	31	0	31	0	0
3:40:00 PM	48	0	79	0	0
3:45:00 PM	45	0	124	0	0
3:50:00 PM	25	0	149	0	0
3:55:00 PM	43	0	161	0	0
4:00:00 PM			113	0	0
4:05:00 PM			66	0	0
4:10:00 PM			43	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0

Instruction: anything in red is to be updated	
Video or Location ID:	88
Intersection:	Cochrane Rd & Montrose Ave
Date of video:	09/28/2022
Intersection Control:	Through
Approach counted:	2 & 3
Time period of school crossing guard	7:55-9:15am & 2:40-3:55pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	297	308	11
Approach 3	729	1288	14
Approach 4	0	0	0

Exposure Product Input For Graph	20 minute sum of confl auto		20 minute sum of students	
	20 minute sum of confl auto	20 minute sum of students	20 minute sum of confl auto	20 minute sum of students
Graph	92	14		

Take a screen shot of the video with the SCC in operation here (label direction)



Morning Observations (Approach 1 - north)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			0	0	0
8:10:00 AM			0	0	0
8:15:00 AM			0	0	0
8:20:00 AM			0	0	0
8:25:00 AM			0	0	0
8:30:00 AM			0	0	0
8:35:00 AM			0	0	0
8:40:00 AM			0	0	0
8:45:00 AM			0	0	0
8:50:00 AM			0	0	0
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

Morning Observations (Approach 2 - east)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
7:20:00 AM			--	--	--
7:25:00 AM			--	--	--
7:30:00 AM			--	--	--
7:35:00 AM			0	0	0
7:40:00 AM			0	0	0
7:45:00 AM			0	0	0
7:50:00 AM			0	0	0
7:55:00 AM			0	0	0
8:00:00 AM			0	0	0
8:05:00 AM			8	0	0
8:10:00 AM			12	1	20
8:15:00 AM			14	3	34
8:20:00 AM			9	0	43
8:25:00 AM			5	0	40

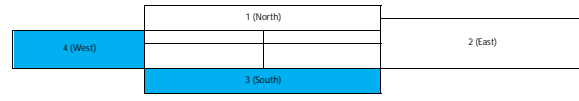
Guard Start Time

Afternoon Observations (Approach 1 - north)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
3:00:00 PM			--	--	--
3:05:00 PM			--	--	--
3:10:00 PM			--	--	--
3:15:00 PM			0	0	0
3:20:00 PM			0	0	0
3:25:00 PM			0	0	0
3:30:00 PM			0	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0
4:00:00 PM			0	0	0
4:05:00 PM			0	0	0
4:10:00 PM			0	0	0
4:15:00 PM			0	0	0
4:20:00 PM			0	0	0
4:25:00 PM			0	0	0
4:30:00 PM			0	0	0
4:35:00 PM			0	0	0
4:40:00 PM			0	0	0
4:45:00 PM			0	0	0
4:50:00 PM			0	0	0

Afternoon Observations (Approach 2 - east)					
Time starting	# of confl auto	# of students	20 minute sum of confl auto	20 minute sum of students	20 min product
2:40:00 PM			1	1	--
2:45:00 PM			5	2	--
2:50:00 PM			9	0	--
2:55:00 PM			7	6	22
3:00:00 PM			7	3	28
3:05:00 PM			8	0	31
3:10:00 PM			5	0	27
3:15:00 PM			7	0	27
3:20:00 PM			9	0	29
3:25:00 PM			5	2	26
3:30:00 PM			7	0	28
3:35:00 PM			7	0	28

Guard start time

Instruction: anything in red is to be updated	
Video or Location ID	86
Intersection	Dundana Ave & Old Ancaster Rd
Date of video	2022-09-14
Intersection Control	Minor Slip/Through
Approach counted	3 & 4
Time period of school crossing guard	8:25am-9:00am & 3:05pm-3:40pm
Common School Duration	20 minutes



	Peak 20 Minute Products		Student Volume in Common School Duration
	Morning	Afternoon	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	10197	8912	33
Approach 4	119	48	17

Exposure Product Input For Graph	20 minute sum of confil auto	20 minute sum of students
	309	33

Take a screen shot of the video with the SCC in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					

Morning Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					

Afternoon Observations (Approach 1 - north)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					
4:05:00 PM					
4:10:00 PM					
4:15:00 PM					
4:20:00 PM					
4:25:00 PM					
4:30:00 PM					
4:35:00 PM					
4:40:00 PM					
4:45:00 PM					
4:50:00 PM					

Afternoon Observations (Approach 2 - east)					
Time starting	# of confil auto	# of students	20 minute sum of confil auto	20 minute sum of students	20 min product
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					

<b>Instruction: anything in red is to be updated</b>	
Video or Location ID:	163
Intersection:	Melville St & Spylkenham St
Date of video:	01-Dec-22
Intersection Control:	Minor Signal Through
Approach counted:	1 & 4
Time period of school crossing guard	7:45am-8:40am & 2:45pm-3:20pm
Common School Duration	20 minutes

4 (West)	1 (North)	2 (East)	
	3 (South)		
	Peak 20 Minute Products		
	Morning	Afternoon	Student Volume in Common School Duration
Approach 1	1036	3100	20
Approach 2	42	0	3
Approach 3	0	0	0
Approach 4	69	0	3

Exposure Product Input For Graph	20 minute sum of confit auto	20 minute sum of students
	155	20

Take a screen shot of the video with the SCG in operation here (label directions)



Morning Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM	29	0	29	0	0
7:50:00 AM	49	0	78	0	0
7:55:00 AM	32	0	110	0	0
8:00:00 AM	44	1	154	1	154
8:05:00 AM	37	0	162	1	162
8:10:00 AM	39	0	152	1	152
8:15:00 AM	41	2	161	3	463
8:20:00 AM	35	0	152	2	304
8:25:00 AM	33	3	148	5	740
8:30:00 AM	39	2	148	7	1056
8:35:00 AM	29	2	136	7	952
8:40:00 AM			101	7	707
8:45:00 AM			68	4	272
8:50:00 AM			29	2	58
8:55:00 AM			0	0	0
9:00:00 AM			0	0	0
9:05:00 AM			0	0	0
9:10:00 AM			0	0	0
9:15:00 AM			0	0	0
9:20:00 AM			0	0	0
9:25:00 AM			0	0	0
9:30:00 AM			0	0	0
9:35:00 AM			0	0	0
9:40:00 AM			0	0	0

SCG start time

SCG end time

Morning Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM	3	0	3	0	0
7:50:00 AM	2	0	5	0	0
7:55:00 AM	0	0	5	0	0
8:00:00 AM	4	1	9	1	9
8:05:00 AM	3	0	9	1	9
8:10:00 AM	3	0	10	1	10
8:15:00 AM	4	0	14	1	14

SCG start time

Afternoon Observations (Approach 1 - north)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
2:30:00 PM					
2:35:00 PM					
2:40:00 PM					
2:45:00 PM	63	1	63	1	63
2:50:00 PM	37	0	100	1	100
2:55:00 PM	33	0	133	1	133
3:00:00 PM	46	13	179	14	2506
3:05:00 PM	31	7	147	20	2940
3:10:00 PM	45	0	155	20	3100
3:15:00 PM	30	0	152	20	3040
3:20:00 PM			106	7	742
3:25:00 PM			75	0	0
3:30:00 PM			30	0	0
3:35:00 PM			0	0	0
3:40:00 PM			0	0	0
3:45:00 PM			0	0	0
3:50:00 PM			0	0	0
3:55:00 PM			0	0	0
4:00:00 PM			0	0	0

SCG start time

SCG end time

Afternoon Observations (Approach 2 - east)					
Time starting	# of confit auto	# of students	20 minute sum of confit auto	20 minute sum of students	20 min product
2:30:00 PM					
2:35:00 PM					
2:40:00 PM					
2:45:00 PM					
2:50:00 PM					
2:55:00 PM					
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					





Location: anything listed in the legend	
Major Intersection	Y1
Minor Road	South 1st Avenue
Approach	Westbound
Approach Direction	Right
Approach Lane	1+1
Time period of observation period	8:30 AM - 9:30 AM
Observer/Interviewer	2013/03/01

1 (South)		2 (East)
1 (South)		
	2 (East)	

Study 20 Minutes Product			
Method	Count	Observation	Student Volume at Intersection School Quarter
Approach 1	0	25	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	0	15	0

Exposure Product Input for Graph		
20 minute total of count	20	21



Morning Observations (Approach 1 - north)					
Time Interval	Full count cycle	Full duration	Observations (total count)	Observations (total duration)	Observations
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM	11	0	31	0	
8:15:00 AM	11	0	32	0	
8:20:00 AM	10	0	33	0	
8:25:00 AM	11	0	34	0	
8:30:00 AM	11	0	34	0	
8:35:00 AM	12	0	35	0	
8:40:00 AM	13	0	36	0	
8:45:00 AM	13	0	37	0	
8:50:00 AM	12	0	38	0	
8:55:00 AM	12	0	39	0	
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					
9:45:00 AM					
9:50:00 AM					
9:55:00 AM					

Morning Observations (Approach 2 - east)					
Time Interval	Full count cycle	Full duration	Observations (total count)	Observations (total duration)	Observations
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					

Afternoon Observations (Approach 1 - north)					
Time Interval	Full count cycle	Full duration	Observations (total count)	Observations (total duration)	Observations
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					
4:05:00 PM					
4:10:00 PM					
4:15:00 PM	11	2	27	2	34
4:20:00 PM	11	2	27	2	34
4:25:00 PM	12	2	33	2	38
4:30:00 PM	12	2	33	2	38
4:35:00 PM	13	2	39	2	44
4:40:00 PM	13	2	39	2	44
4:45:00 PM	14	2	45	2	50
4:50:00 PM	14	2	45	2	50
4:55:00 PM	15	2	51	2	56
5:00:00 PM					
5:05:00 PM					
5:10:00 PM					
5:15:00 PM					
5:20:00 PM					
5:25:00 PM					
5:30:00 PM					
5:35:00 PM					
5:40:00 PM					
5:45:00 PM					
5:50:00 PM					
5:55:00 PM					

Afternoon Observations (Approach 2 - east)					
Time Interval	Full count cycle	Full duration	Observations (total count)	Observations (total duration)	Observations
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					
4:05:00 PM					
4:10:00 PM					
4:15:00 PM					
4:20:00 PM					
4:25:00 PM					
4:30:00 PM					
4:35:00 PM					
4:40:00 PM					
4:45:00 PM					
4:50:00 PM					
4:55:00 PM					

Location: anything needed to be updated	
Major Intersection	7th
Minor Road	W. 10th Street
Control Type	Signal
Signal Phases	4-PL
Time Period of Observation	8:00 AM - 9:00 AM
Observer's Organization	URS

4 (West)	1 (South)	2 (East)
	7 (North)	

Study 30 Minutes Periods			
Interval	Observation	Start	End
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	0	0	0

Exposure Product Input for Graph	30 minutes (all of each study)	30 minutes (all of studies)
	5	4



Morning Observations (Approach 1 - north)				
Time Interval	PL (Left)	PL (Right)	PL (Through)	PL (Through)
7:20-7:30 AM	0	0	0	0
7:30-7:40 AM	0	0	0	0
7:40-7:50 AM	0	0	0	0
7:50-8:00 AM	0	0	0	0
8:00-8:10 AM	0	0	0	0
8:10-8:20 AM	0	0	0	0
8:20-8:30 AM	0	0	0	0
8:30-8:40 AM	0	0	0	0
8:40-8:50 AM	0	0	0	0
8:50-9:00 AM	0	0	0	0
9:00-9:10 AM	0	0	0	0
9:10-9:20 AM	0	0	0	0
9:20-9:30 AM	0	0	0	0
9:30-9:40 AM	0	0	0	0
9:40-9:50 AM	0	0	0	0
9:50-10:00 AM	0	0	0	0
10:00-10:10 AM	0	0	0	0
10:10-10:20 AM	0	0	0	0
10:20-10:30 AM	0	0	0	0
10:30-10:40 AM	0	0	0	0
10:40-10:50 AM	0	0	0	0
10:50-11:00 AM	0	0	0	0
11:00-11:10 AM	0	0	0	0
11:10-11:20 AM	0	0	0	0
11:20-11:30 AM	0	0	0	0
11:30-11:40 AM	0	0	0	0
11:40-11:50 AM	0	0	0	0
11:50-12:00 PM	0	0	0	0

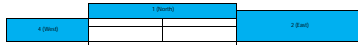
Afternoon Observations (Approach 1 - north)				
Time Interval	PL (Left)	PL (Right)	PL (Through)	PL (Through)
1:00-1:10 PM	0	0	0	0
1:10-1:20 PM	0	0	0	0
1:20-1:30 PM	0	0	0	0
1:30-1:40 PM	0	0	0	0
1:40-1:50 PM	0	0	0	0
1:50-2:00 PM	0	0	0	0
2:00-2:10 PM	0	0	0	0
2:10-2:20 PM	0	0	0	0
2:20-2:30 PM	0	0	0	0
2:30-2:40 PM	0	0	0	0
2:40-2:50 PM	0	0	0	0
2:50-3:00 PM	0	0	0	0
3:00-3:10 PM	0	0	0	0
3:10-3:20 PM	0	0	0	0
3:20-3:30 PM	0	0	0	0
3:30-3:40 PM	0	0	0	0
3:40-3:50 PM	0	0	0	0
3:50-4:00 PM	0	0	0	0
4:00-4:10 PM	0	0	0	0
4:10-4:20 PM	0	0	0	0
4:20-4:30 PM	0	0	0	0
4:30-4:40 PM	0	0	0	0
4:40-4:50 PM	0	0	0	0
4:50-5:00 PM	0	0	0	0

Morning Observations (Approach 2 - east)				
Time Interval	PL (Left)	PL (Right)	PL (Through)	PL (Through)
7:20-7:30 AM	0	0	0	0
7:30-7:40 AM	0	0	0	0
7:40-7:50 AM	0	0	0	0
7:50-8:00 AM	0	0	0	0
8:00-8:10 AM	0	0	0	0
8:10-8:20 AM	0	0	0	0
8:20-8:30 AM	0	0	0	0
8:30-8:40 AM	0	0	0	0
8:40-8:50 AM	0	0	0	0
8:50-9:00 AM	0	0	0	0
9:00-9:10 AM	0	0	0	0
9:10-9:20 AM	0	0	0	0
9:20-9:30 AM	0	0	0	0
9:30-9:40 AM	0	0	0	0
9:40-9:50 AM	0	0	0	0
9:50-10:00 AM	0	0	0	0
10:00-10:10 AM	0	0	0	0
10:10-10:20 AM	0	0	0	0
10:20-10:30 AM	0	0	0	0
10:30-10:40 AM	0	0	0	0
10:40-10:50 AM	0	0	0	0
10:50-11:00 AM	0	0	0	0
11:00-11:10 AM	0	0	0	0
11:10-11:20 AM	0	0	0	0
11:20-11:30 AM	0	0	0	0
11:30-11:40 AM	0	0	0	0
11:40-11:50 AM	0	0	0	0
11:50-12:00 PM	0	0	0	0

Afternoon Observations (Approach 2 - east)				
Time Interval	PL (Left)	PL (Right)	PL (Through)	PL (Through)
1:00-1:10 PM	0	0	0	0
1:10-1:20 PM	0	0	0	0
1:20-1:30 PM	0	0	0	0
1:30-1:40 PM	0	0	0	0
1:40-1:50 PM	0	0	0	0
1:50-2:00 PM	0	0	0	0
2:00-2:10 PM	0	0	0	0
2:10-2:20 PM	0	0	0	0
2:20-2:30 PM	0	0	0	0
2:30-2:40 PM	0	0	0	0
2:40-2:50 PM	0	0	0	0
2:50-3:00 PM	0	0	0	0
3:00-3:10 PM	0	0	0	0
3:10-3:20 PM	0	0	0	0
3:20-3:30 PM	0	0	0	0
3:30-3:40 PM	0	0	0	0
3:40-3:50 PM	0	0	0	0
3:50-4:00 PM	0	0	0	0
4:00-4:10 PM	0	0	0	0
4:10-4:20 PM	0	0	0	0
4:20-4:30 PM	0	0	0	0
4:30-4:40 PM	0	0	0	0
4:40-4:50 PM	0	0	0	0
4:50-5:00 PM	0	0	0	0

Guard Start Time

Site Information - Existing Signal & Traffic Control	
Signal ID: 312000001	Signal Name: 312000001
Signal Type: Traffic Signal	Signal Location: 312000001
Signal Status: Active	Signal Manufacturer: 312000001
Signal Capacity: 312000001	Signal Control: 312000001
Signal Timing: 312000001	Signal Settings: 312000001
Signal Operator: 312000001	Signal Notes: 312000001



Approach	Phase	Priority	Control
Approach 1	3	1	1
Approach 2	2	2	2
Approach 3	1	3	3

Phase	Vehicle	Control
Phase 1	1	1
Phase 2	2	2
Phase 3	3	3



Morning Observations (Approach 1 - north)					
Time	# of vehicles	# of trucks	# of heavy trucks	# of motorcycles	# of bicycles
6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time	# of vehicles	# of trucks	# of heavy trucks	# of motorcycles	# of bicycles
6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time	# of vehicles	# of trucks	# of heavy trucks	# of motorcycles	# of bicycles
3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time	# of vehicles	# of trucks	# of heavy trucks	# of motorcycles	# of bicycles
3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0

Location: (nothing listed is to be assumed)	
Major or Local Road	US
Highway	Interstate 405 (San Diego Blvd)
Local Road	San Diego Blvd
Direction of Observation	East
Time period of observation used	7:00am - 8:00am & 2:00pm - 3:00pm
Observer's Name	AD/Observer

1 (North)	2 (South)	7 (East)
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School: (if applicable)		Student Volume at Commencement School Opening
Approach 1	US	0
Approach 2	US	0
Approach 3	US	0
Approach 4	US	0

Exposure Product Input for Graph	10 (minutes) (min of each cycle)	1 (minutes) (min of student)
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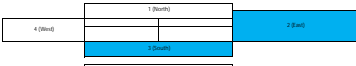
Morning Observations (Approach 1 - north)					
Time (HH:MM)	# of vehicles	# of trucks	Percentage of total cars	Percentage of trucks	# of accidents
7:00:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:10:00 AM	1	0	0	0	0
7:15:00 AM	1	0	0	0	0
7:20:00 AM	2	0	0	0	0
7:25:00 AM	1	0	0	0	0
7:30:00 AM	2	0	0	0	0
7:35:00 AM	2	0	0	0	0
7:40:00 AM	2	0	0	0	0
7:45:00 AM	3	0	0	0	0
7:50:00 AM	2	0	0	0	0
7:55:00 AM	2	0	0	0	0
8:00:00 AM	3	0	0	0	0
8:05:00 AM	2	0	0	0	0
8:10:00 AM	2	0	0	0	0
8:15:00 AM	2	0	0	0	0
8:20:00 AM	3	0	0	0	0
8:25:00 AM	3	0	0	0	0
8:30:00 AM	3	0	0	0	0
8:35:00 AM	3	0	0	0	0
8:40:00 AM	3	0	0	0	0
8:45:00 AM	3	0	0	0	0
8:50:00 AM	3	0	0	0	0
8:55:00 AM	3	0	0	0	0
9:00:00 AM	3	0	0	0	0

Morning Observations (Approach 2 - east)					
Time (HH:MM)	# of vehicles	# of trucks	Percentage of total cars	Percentage of trucks	# of accidents
7:00:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time (HH:MM)	# of vehicles	# of trucks	Percentage of total cars	Percentage of trucks	# of accidents
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time (HH:MM)	# of vehicles	# of trucks	Percentage of total cars	Percentage of trucks	# of accidents
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0

Observation location listed in the incident	
Address	101
City	Highway 101 Corridor
State	California
Zip	91301
County	San Diego
Nearest School	Y.P.S.
Nearest Police Station	1700th, 9.90th & 7.00th, 1.00th
Nearest Hospital	101 Corridor



Road 101 Major Products			
Approach	Product	Product	Product
Approach 1	20	25	20
Approach 2	20	25	20
Approach 3	20	25	20
Approach 4	20	25	20

Traffic Product Used For		
Graph	20	25
20	25	20



Morning Observations (Approach 1 - north)					
Time	# of east-west	# of north-south	# of vehicles per approach	# of vehicles per approach	# of vehicles per approach
7:00:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0
9:45:00 AM	0	0	0	0	0
9:50:00 AM	0	0	0	0	0
9:55:00 AM	0	0	0	0	0
10:00:00 AM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time	# of east-west	# of north-south	# of vehicles per approach	# of vehicles per approach	# of vehicles per approach
7:00:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0
9:45:00 AM	0	0	0	0	0
9:50:00 AM	0	0	0	0	0
9:55:00 AM	0	0	0	0	0
10:00:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time	# of east-west	# of north-south	# of vehicles per approach	# of vehicles per approach	# of vehicles per approach
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0
4:55:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time	# of east-west	# of north-south	# of vehicles per approach	# of vehicles per approach	# of vehicles per approach
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0
4:55:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0

Guard Start Time

Guard Start Time







Location: anything needed to be updated	
Map of location	Map of location
Address	Map of location
City/Town	Map of location
State	Map of location
Map point of school location	Map of location
City/Town	Map of location

1 Block	2 Block
3 Block	4 Block

Approach	Minutes	Person	Student Volume @ Crosswalk
Approach 1	10	20	4
Approach 2	10	15	3
Approach 3	5	8	2

Personnel Report for Graph	30 minutes of observations	20 minutes of students
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Time Interval	# of people	# of students	# of people on sidewalk	# of people on street	# of people on road
8:00-8:05	0	0	0	0	0
8:05-8:10	0	0	0	0	0
8:10-8:15	0	0	0	0	0
8:15-8:20	0	0	0	0	0
8:20-8:25	0	0	0	0	0
8:25-8:30	0	0	0	0	0
8:30-8:35	0	0	0	0	0
8:35-8:40	0	0	0	0	0
8:40-8:45	0	0	0	0	0
8:45-8:50	0	0	0	0	0
8:50-8:55	0	0	0	0	0
8:55-9:00	0	0	0	0	0
9:00-9:05	0	0	0	0	0
9:05-9:10	0	0	0	0	0
9:10-9:15	0	0	0	0	0
9:15-9:20	0	0	0	0	0
9:20-9:25	0	0	0	0	0
9:25-9:30	0	0	0	0	0
9:30-9:35	0	0	0	0	0
9:35-9:40	0	0	0	0	0
9:40-9:45	0	0	0	0	0
9:45-9:50	0	0	0	0	0
9:50-9:55	0	0	0	0	0
9:55-10:00	0	0	0	0	0
10:00-10:05	0	0	0	0	0
10:05-10:10	0	0	0	0	0
10:10-10:15	0	0	0	0	0
10:15-10:20	0	0	0	0	0
10:20-10:25	0	0	0	0	0
10:25-10:30	0	0	0	0	0
10:30-10:35	0	0	0	0	0
10:35-10:40	0	0	0	0	0
10:40-10:45	0	0	0	0	0
10:45-10:50	0	0	0	0	0
10:50-10:55	0	0	0	0	0
10:55-11:00	0	0	0	0	0

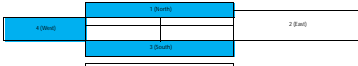
Time Interval	# of people	# of students	# of people on sidewalk	# of people on street	# of people on road
11:00-11:05	0	0	0	0	0
11:05-11:10	0	0	0	0	0
11:10-11:15	0	0	0	0	0
11:15-11:20	0	0	0	0	0
11:20-11:25	0	0	0	0	0
11:25-11:30	0	0	0	0	0
11:30-11:35	0	0	0	0	0
11:35-11:40	0	0	0	0	0
11:40-11:45	0	0	0	0	0
11:45-11:50	0	0	0	0	0
11:50-11:55	0	0	0	0	0
11:55-12:00	0	0	0	0	0
12:00-12:05	0	0	0	0	0
12:05-12:10	0	0	0	0	0
12:10-12:15	0	0	0	0	0
12:15-12:20	0	0	0	0	0
12:20-12:25	0	0	0	0	0
12:25-12:30	0	0	0	0	0
12:30-12:35	0	0	0	0	0
12:35-12:40	0	0	0	0	0
12:40-12:45	0	0	0	0	0
12:45-12:50	0	0	0	0	0
12:50-12:55	0	0	0	0	0
12:55-1:00	0	0	0	0	0

Time Interval	# of people	# of students	# of people on sidewalk	# of people on street	# of people on road
1:00-1:05	0	0	0	0	0
1:05-1:10	0	0	0	0	0
1:10-1:15	0	0	0	0	0
1:15-1:20	0	0	0	0	0
1:20-1:25	0	0	0	0	0
1:25-1:30	0	0	0	0	0
1:30-1:35	0	0	0	0	0
1:35-1:40	0	0	0	0	0
1:40-1:45	0	0	0	0	0
1:45-1:50	0	0	0	0	0
1:50-1:55	0	0	0	0	0
1:55-2:00	0	0	0	0	0
2:00-2:05	0	0	0	0	0
2:05-2:10	0	0	0	0	0
2:10-2:15	0	0	0	0	0
2:15-2:20	0	0	0	0	0
2:20-2:25	0	0	0	0	0
2:25-2:30	0	0	0	0	0
2:30-2:35	0	0	0	0	0
2:35-2:40	0	0	0	0	0
2:40-2:45	0	0	0	0	0
2:45-2:50	0	0	0	0	0
2:50-2:55	0	0	0	0	0
2:55-3:00	0	0	0	0	0
3:00-3:05	0	0	0	0	0
3:05-3:10	0	0	0	0	0
3:10-3:15	0	0	0	0	0
3:15-3:20	0	0	0	0	0
3:20-3:25	0	0	0	0	0
3:25-3:30	0	0	0	0	0
3:30-3:35	0	0	0	0	0
3:35-3:40	0	0	0	0	0
3:40-3:45	0	0	0	0	0
3:45-3:50	0	0	0	0	0
3:50-3:55	0	0	0	0	0
3:55-4:00	0	0	0	0	0

Time Interval	# of people	# of students	# of people on sidewalk	# of people on street	# of people on road
4:00-4:05	0	0	0	0	0
4:05-4:10	0	0	0	0	0
4:10-4:15	0	0	0	0	0
4:15-4:20	0	0	0	0	0
4:20-4:25	0	0	0	0	0
4:25-4:30	0	0	0	0	0
4:30-4:35	0	0	0	0	0
4:35-4:40	0	0	0	0	0
4:40-4:45	0	0	0	0	0
4:45-4:50	0	0	0	0	0
4:50-4:55	0	0	0	0	0
4:55-5:00	0	0	0	0	0
5:00-5:05	0	0	0	0	0
5:05-5:10	0	0	0	0	0
5:10-5:15	0	0	0	0	0
5:15-5:20	0	0	0	0	0
5:20-5:25	0	0	0	0	0
5:25-5:30	0	0	0	0	0
5:30-5:35	0	0	0	0	0
5:35-5:40	0	0	0	0	0
5:40-5:45	0	0	0	0	0
5:45-5:50	0	0	0	0	0
5:50-5:55	0	0	0	0	0
5:55-6:00	0	0	0	0	0



Location: anything needed to be updated	
Site	101
Major Road Name	Midway Rd & West Ave
Minor Road	West Ave
Address	1147 E
Nearest Intersection	1147 E
Time period of observation period	8:00AM - 9:00AM & 3:00PM - 4:00PM
Observer(s) Name(s)	MS/MS



Total 20 Minute Period			
Minutes	10	10	20
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	0	0	0

Exposure Period Input For Graph	10	10	20
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Morning Observations (Approach 1 - north)				
Time Period	# of east vans	# of east cars	# of east bicycles/mopeds	# of east trucks
8:00-8:05 AM	0	0	0	0
8:05-8:10 AM	0	0	0	0
8:10-8:15 AM	0	0	0	0
8:15-8:20 AM	0	0	0	0
8:20-8:25 AM	0	0	0	0
8:25-8:30 AM	0	0	0	0
8:30-8:35 AM	0	0	0	0
8:35-8:40 AM	0	0	0	0
8:40-8:45 AM	0	0	0	0
8:45-8:50 AM	0	0	0	0
8:50-8:55 AM	0	0	0	0
8:55-9:00 AM	0	0	0	0

Morning Observations (Approach 2 - east)				
Time Period	# of east vans	# of east cars	# of east bicycles/mopeds	# of east trucks
8:00-8:05 AM	0	0	0	0
8:05-8:10 AM	0	0	0	0
8:10-8:15 AM	0	0	0	0
8:15-8:20 AM	0	0	0	0
8:20-8:25 AM	0	0	0	0
8:25-8:30 AM	0	0	0	0
8:30-8:35 AM	0	0	0	0
8:35-8:40 AM	0	0	0	0
8:40-8:45 AM	0	0	0	0
8:45-8:50 AM	0	0	0	0
8:50-8:55 AM	0	0	0	0
8:55-9:00 AM	0	0	0	0

Afternoon Observations (Approach 1 - north)				
Time Period	# of east vans	# of east cars	# of east bicycles/mopeds	# of east trucks
3:00-3:05 PM	0	0	0	0
3:05-3:10 PM	0	0	0	0
3:10-3:15 PM	0	0	0	0
3:15-3:20 PM	0	0	0	0
3:20-3:25 PM	0	0	0	0
3:25-3:30 PM	0	0	0	0
3:30-3:35 PM	0	0	0	0
3:35-3:40 PM	0	0	0	0
3:40-3:45 PM	0	0	0	0
3:45-3:50 PM	0	0	0	0
3:50-3:55 PM	0	0	0	0
3:55-4:00 PM	0	0	0	0

Afternoon Observations (Approach 2 - east)				
Time Period	# of east vans	# of east cars	# of east bicycles/mopeds	# of east trucks
3:00-3:05 PM	0	0	0	0
3:05-3:10 PM	0	0	0	0
3:10-3:15 PM	0	0	0	0
3:15-3:20 PM	0	0	0	0
3:20-3:25 PM	0	0	0	0
3:25-3:30 PM	0	0	0	0
3:30-3:35 PM	0	0	0	0
3:35-3:40 PM	0	0	0	0
3:40-3:45 PM	0	0	0	0
3:45-3:50 PM	0	0	0	0
3:50-3:55 PM	0	0	0	0
3:55-4:00 PM	0	0	0	0



<b>Selection weighting needed to be updated</b>	
Mileage (miles/hr)	200
Stop Time (hr/stoppage km)	100/stoppage
Stoppage (hr)	10/stoppage
Total grade of school/total grade	10/stoppage
Cost/stoppage	10/stoppage

1 (North)	2 (East)
3 (South)	4 (West)

Build 20 Minutes Breakdown			
Minutes	10	10	Student Volume in Common School Duration
Approach 1	10	10	10
Approach 2	10	10	10
Approach 3	10	10	10

Reports Project Input for Graph	20 (miles/hr of road work)	30 (miles/hr of students)
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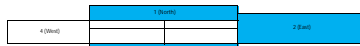
Morning Observations (Approach 1 - north)					
Time Interval	# of road work	# of students	Observations of students	Observations of vehicles	Observations
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	0	0	0	0	0
9:15-9:30 AM	0	0	0	0	0
9:30-9:45 AM	0	0	0	0	0
9:45-10:00 AM	0	0	0	0	0
10:00-10:15 AM	0	0	0	0	0
10:15-10:30 AM	0	0	0	0	0
10:30-10:45 AM	0	0	0	0	0
10:45-11:00 AM	0	0	0	0	0
11:00-11:15 AM	0	0	0	0	0
11:15-11:30 AM	0	0	0	0	0
11:30-11:45 AM	0	0	0	0	0
11:45-12:00 PM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time Interval	# of road work	# of students	Observations of students	Observations of vehicles	Observations
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	0	0	0	0	0
9:15-9:30 AM	0	0	0	0	0
9:30-9:45 AM	0	0	0	0	0
9:45-10:00 AM	0	0	0	0	0
10:00-10:15 AM	0	0	0	0	0
10:15-10:30 AM	0	0	0	0	0
10:30-10:45 AM	0	0	0	0	0
10:45-11:00 AM	0	0	0	0	0
11:00-11:15 AM	0	0	0	0	0
11:15-11:30 AM	0	0	0	0	0
11:30-11:45 AM	0	0	0	0	0
11:45-12:00 PM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time Interval	# of road work	# of students	Observations of students	Observations of vehicles	Observations
1:00-1:15 PM	0	0	0	0	0
1:15-1:30 PM	0	0	0	0	0
1:30-1:45 PM	0	0	0	0	0
1:45-2:00 PM	0	0	0	0	0
2:00-2:15 PM	0	0	0	0	0
2:15-2:30 PM	0	0	0	0	0
2:30-2:45 PM	0	0	0	0	0
2:45-3:00 PM	0	0	0	0	0
3:00-3:15 PM	0	0	0	0	0
3:15-3:30 PM	0	0	0	0	0
3:30-3:45 PM	0	0	0	0	0
3:45-4:00 PM	0	0	0	0	0
4:00-4:15 PM	0	0	0	0	0
4:15-4:30 PM	0	0	0	0	0
4:30-4:45 PM	0	0	0	0	0
4:45-5:00 PM	0	0	0	0	0
5:00-5:15 PM	0	0	0	0	0
5:15-5:30 PM	0	0	0	0	0
5:30-5:45 PM	0	0	0	0	0
5:45-6:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time Interval	# of road work	# of students	Observations of students	Observations of vehicles	Observations
1:00-1:15 PM	0	0	0	0	0
1:15-1:30 PM	0	0	0	0	0
1:30-1:45 PM	0	0	0	0	0
1:45-2:00 PM	0	0	0	0	0
2:00-2:15 PM	0	0	0	0	0
2:15-2:30 PM	0	0	0	0	0
2:30-2:45 PM	0	0	0	0	0
2:45-3:00 PM	0	0	0	0	0
3:00-3:15 PM	0	0	0	0	0
3:15-3:30 PM	0	0	0	0	0
3:30-3:45 PM	0	0	0	0	0
3:45-4:00 PM	0	0	0	0	0
4:00-4:15 PM	0	0	0	0	0
4:15-4:30 PM	0	0	0	0	0
4:30-4:45 PM	0	0	0	0	0
4:45-5:00 PM	0	0	0	0	0
5:00-5:15 PM	0	0	0	0	0
5:15-5:30 PM	0	0	0	0	0
5:30-5:45 PM	0	0	0	0	0
5:45-6:00 PM	0	0	0	0	0

Location: anything needed to be updated	
Map of location:	Site
Address:	Location & Street Name
City/State:	City/State
County/Parish:	County/Parish
Map point of school/road point:	Map Point & Street & Major Highway
County/Parish:	City/State



Total 20 Minute Duration			
Minutes	10	10	
Approach 1	10	0	
Approach 2	10	0	
Approach 3	0	0	

Report Project Input for Graph	20 Minute total of observations	20 Minute total of students
	24	4



Morning Observations (Approach 1 - north)					
Time Interval	# of guard posts	# of students	Observations of vehicles	Observations of students	# of incidents
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	0	0	0	0	0
9:15-9:30 AM	0	0	0	0	0
9:30-9:45 AM	0	0	0	0	0
9:45-10:00 AM	0	0	0	0	0
10:00-10:15 AM	0	0	0	0	0
10:15-10:30 AM	0	0	0	0	0
10:30-10:45 AM	0	0	0	0	0
10:45-11:00 AM	0	0	0	0	0
11:00-11:15 AM	0	0	0	0	0
11:15-11:30 AM	0	0	0	0	0
11:30-11:45 AM	0	0	0	0	0
11:45-12:00 PM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time Interval	# of guard posts	# of students	Observations of vehicles	Observations of students	# of incidents
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	0	0	0	0	0
9:15-9:30 AM	0	0	0	0	0
9:30-9:45 AM	0	0	0	0	0
9:45-10:00 AM	0	0	0	0	0
10:00-10:15 AM	0	0	0	0	0
10:15-10:30 AM	0	0	0	0	0
10:30-10:45 AM	0	0	0	0	0
10:45-11:00 AM	0	0	0	0	0
11:00-11:15 AM	0	0	0	0	0
11:15-11:30 AM	0	0	0	0	0
11:30-11:45 AM	0	0	0	0	0
11:45-12:00 PM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time Interval	# of guard posts	# of students	Observations of vehicles	Observations of students	# of incidents
1:00-1:15 PM	0	0	0	0	0
1:15-1:30 PM	0	0	0	0	0
1:30-1:45 PM	0	0	0	0	0
1:45-2:00 PM	0	0	0	0	0
2:00-2:15 PM	0	0	0	0	0
2:15-2:30 PM	0	0	0	0	0
2:30-2:45 PM	0	0	0	0	0
2:45-3:00 PM	0	0	0	0	0
3:00-3:15 PM	0	0	0	0	0
3:15-3:30 PM	0	0	0	0	0
3:30-3:45 PM	0	0	0	0	0
3:45-4:00 PM	0	0	0	0	0
4:00-4:15 PM	0	0	0	0	0
4:15-4:30 PM	0	0	0	0	0
4:30-4:45 PM	0	0	0	0	0
4:45-5:00 PM	0	0	0	0	0
5:00-5:15 PM	0	0	0	0	0
5:15-5:30 PM	0	0	0	0	0
5:30-5:45 PM	0	0	0	0	0
5:45-6:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time Interval	# of guard posts	# of students	Observations of vehicles	Observations of students	# of incidents
1:00-1:15 PM	0	0	0	0	0
1:15-1:30 PM	0	0	0	0	0
1:30-1:45 PM	0	0	0	0	0
1:45-2:00 PM	0	0	0	0	0
2:00-2:15 PM	0	0	0	0	0
2:15-2:30 PM	0	0	0	0	0
2:30-2:45 PM	0	0	0	0	0
2:45-3:00 PM	0	0	0	0	0
3:00-3:15 PM	0	0	0	0	0
3:15-3:30 PM	0	0	0	0	0
3:30-3:45 PM	0	0	0	0	0
3:45-4:00 PM	0	0	0	0	0
4:00-4:15 PM	0	0	0	0	0
4:15-4:30 PM	0	0	0	0	0
4:30-4:45 PM	0	0	0	0	0
4:45-5:00 PM	0	0	0	0	0
5:00-5:15 PM	0	0	0	0	0
5:15-5:30 PM	0	0	0	0	0
5:30-5:45 PM	0	0	0	0	0
5:45-6:00 PM	0	0	0	0	0

Information available to the community	
Address location	250
City or County	Frederick County & District of Columbia
Information Contact	911 (Police)
Time period of school closure	11/18/2019 - 11/19/2019
Community Description	11th Street & Jackson St NW

11th Street		
110000		23840
	110000	

Public Schools Districts			
Allegany 1	1000	2000	Student Volume in Common School District
Allegany 2	0	0	0
Allegany 3	0	0	0
Allegany 4	300	377	0

Exposure Product Input for Graph		
20 minute sum of unit area	500	Sum of sum of students
	80	76



Time (minutes)	Maximum Occupancy (Personnel 1 - 4)			
	# of personnel	# of students	# of personnel and students	# of students
1:00:00 PM				
1:05:00 PM				
1:10:00 PM				
1:15:00 PM				
1:20:00 PM				
1:25:00 PM				
1:30:00 PM				
1:35:00 PM				
1:40:00 PM				
1:45:00 PM				
1:50:00 PM				
1:55:00 PM				
2:00:00 PM				
2:05:00 PM				
2:10:00 PM				
2:15:00 PM				
2:20:00 PM				
2:25:00 PM				
2:30:00 PM				
2:35:00 PM				
2:40:00 PM				
2:45:00 PM				
2:50:00 PM				
2:55:00 PM				
3:00:00 PM				
3:05:00 PM				
3:10:00 PM				
3:15:00 PM				
3:20:00 PM				
3:25:00 PM				
3:30:00 PM				
3:35:00 PM				
3:40:00 PM				
3:45:00 PM				
3:50:00 PM				
3:55:00 PM				
4:00:00 PM				
4:05:00 PM				
4:10:00 PM				
4:15:00 PM				
4:20:00 PM				
4:25:00 PM				
4:30:00 PM				
4:35:00 PM				
4:40:00 PM				
4:45:00 PM				
4:50:00 PM				
4:55:00 PM				
5:00:00 PM				

Time (minutes)	Maximum Occupancy (Personnel 2 - 5)			
	# of unit area	# of students	# of personnel and students	# of students
1:00:00 PM				
1:05:00 PM				
1:10:00 PM				
1:15:00 PM				
1:20:00 PM				
1:25:00 PM				
1:30:00 PM				
1:35:00 PM				
1:40:00 PM				
1:45:00 PM				
1:50:00 PM				
1:55:00 PM				
2:00:00 PM				
2:05:00 PM				
2:10:00 PM				
2:15:00 PM				
2:20:00 PM				
2:25:00 PM				
2:30:00 PM				
2:35:00 PM				
2:40:00 PM				
2:45:00 PM				
2:50:00 PM				
2:55:00 PM				
3:00:00 PM				
3:05:00 PM				
3:10:00 PM				
3:15:00 PM				
3:20:00 PM				
3:25:00 PM				
3:30:00 PM				
3:35:00 PM				
3:40:00 PM				
3:45:00 PM				
3:50:00 PM				
3:55:00 PM				
4:00:00 PM				
4:05:00 PM				
4:10:00 PM				
4:15:00 PM				
4:20:00 PM				
4:25:00 PM				
4:30:00 PM				
4:35:00 PM				
4:40:00 PM				
4:45:00 PM				
4:50:00 PM				
4:55:00 PM				
5:00:00 PM				

Time (minutes)	Personnel 1 (Personnel)			
	# of personnel	# of students	# of personnel and students	# of students
1:00:00 PM				
1:05:00 PM				
1:10:00 PM				
1:15:00 PM				
1:20:00 PM				
1:25:00 PM				
1:30:00 PM				
1:35:00 PM				
1:40:00 PM				
1:45:00 PM				
1:50:00 PM				
1:55:00 PM				
2:00:00 PM				
2:05:00 PM				
2:10:00 PM				
2:15:00 PM				
2:20:00 PM				
2:25:00 PM				
2:30:00 PM				
2:35:00 PM				
2:40:00 PM				
2:45:00 PM				
2:50:00 PM				
2:55:00 PM				
3:00:00 PM				
3:05:00 PM				
3:10:00 PM				
3:15:00 PM				
3:20:00 PM				
3:25:00 PM				
3:30:00 PM				
3:35:00 PM				
3:40:00 PM				
3:45:00 PM				
3:50:00 PM				
3:55:00 PM				
4:00:00 PM				
4:05:00 PM				
4:10:00 PM				
4:15:00 PM				
4:20:00 PM				
4:25:00 PM				
4:30:00 PM				
4:35:00 PM				
4:40:00 PM				
4:45:00 PM				
4:50:00 PM				
4:55:00 PM				
5:00:00 PM				

Time (minutes)	Personnel 2 (Personnel)			
	# of unit area	# of students	# of personnel and students	# of students
1:00:00 PM				
1:05:00 PM				
1:10:00 PM				
1:15:00 PM				
1:20:00 PM				
1:25:00 PM				
1:30:00 PM				
1:35:00 PM				
1:40:00 PM				
1:45:00 PM				
1:50:00 PM				
1:55:00 PM				
2:00:00 PM				
2:05:00 PM				
2:10:00 PM				
2:15:00 PM				
2:20:00 PM				
2:25:00 PM				
2:30:00 PM				
2:35:00 PM				
2:40:00 PM				
2:45:00 PM				
2:50:00 PM				
2:55:00 PM				
3:00:00 PM				
3:05:00 PM				
3:10:00 PM				
3:15:00 PM				
3:20:00 PM				
3:25:00 PM				
3:30:00 PM				
3:35:00 PM				
3:40:00 PM				
3:45:00 PM				
3:50:00 PM				
3:55:00 PM				
4:00:00 PM				
4:05:00 PM				
4:10:00 PM				
4:15:00 PM				
4:20:00 PM				
4:25:00 PM				
4:30:00 PM				
4:35:00 PM				
4:40:00 PM				
4:45:00 PM				
4:50:00 PM				
4:55:00 PM				
5:00:00 PM				

Location: (nothing should be in this column)	
Name of Location	Site
Address	Address/Block/Project/etc.
City/Township	City/Township
State/County of school location (omit ZIP code)	F 1181 1181 1181 1181
Observer Name/Location	Observer



Study 20 Minutes Periods		Student Volume in Corridor School Crossing
Approach 1	200	141
Approach 2	175	77
Approach 3	151	75
Approach 4	129	75

Exposure Project Report For	2010/01/01 to 2010/01/01	2010/01/01 to 2010/01/01
Group	10	20



Morning Observations (Approach 1 - north)					
Time Interval	# of total cars	# of students	# of vehicles in conflict zone	# of vehicles in conflict zone	# of collisions
7:00-7:04	0	0	0	0	0
7:04-7:08	0	0	0	0	0
7:08-7:12	0	0	0	0	0
7:12-7:16	0	0	0	0	0
7:16-7:20	0	0	0	0	0
7:20-7:24	0	0	0	0	0
7:24-7:28	0	0	0	0	0
7:28-7:32	0	0	0	0	0
7:32-7:36	0	0	0	0	0
7:36-7:40	0	0	0	0	0
7:40-7:44	0	0	0	0	0
7:44-7:48	0	0	0	0	0
7:48-7:52	0	0	0	0	0
7:52-7:56	0	0	0	0	0
7:56-8:00	0	0	0	0	0
8:00-8:04	0	0	0	0	0
8:04-8:08	0	0	0	0	0
8:08-8:12	0	0	0	0	0
8:12-8:16	0	0	0	0	0
8:16-8:20	0	0	0	0	0
8:20-8:24	0	0	0	0	0
8:24-8:28	0	0	0	0	0
8:28-8:32	0	0	0	0	0
8:32-8:36	0	0	0	0	0
8:36-8:40	0	0	0	0	0
8:40-8:44	0	0	0	0	0
8:44-8:48	0	0	0	0	0
8:48-8:52	0	0	0	0	0
8:52-8:56	0	0	0	0	0
8:56-9:00	0	0	0	0	0

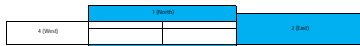
Morning Observations (Approach 2 - east)					
Time Interval	# of total cars	# of students	# of vehicles in conflict zone	# of vehicles in conflict zone	# of collisions
7:00-7:04	0	0	0	0	0
7:04-7:08	0	0	0	0	0
7:08-7:12	0	0	0	0	0
7:12-7:16	0	0	0	0	0
7:16-7:20	0	0	0	0	0
7:20-7:24	0	0	0	0	0
7:24-7:28	0	0	0	0	0
7:28-7:32	0	0	0	0	0
7:32-7:36	0	0	0	0	0
7:36-7:40	0	0	0	0	0
7:40-7:44	0	0	0	0	0
7:44-7:48	0	0	0	0	0
7:48-7:52	0	0	0	0	0
7:52-7:56	0	0	0	0	0
7:56-8:00	0	0	0	0	0
8:00-8:04	0	0	0	0	0
8:04-8:08	0	0	0	0	0
8:08-8:12	0	0	0	0	0
8:12-8:16	0	0	0	0	0
8:16-8:20	0	0	0	0	0
8:20-8:24	0	0	0	0	0
8:24-8:28	0	0	0	0	0
8:28-8:32	0	0	0	0	0
8:32-8:36	0	0	0	0	0
8:36-8:40	0	0	0	0	0
8:40-8:44	0	0	0	0	0
8:44-8:48	0	0	0	0	0
8:48-8:52	0	0	0	0	0
8:52-8:56	0	0	0	0	0
8:56-9:00	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time Interval	# of total cars	# of students	# of vehicles in conflict zone	# of vehicles in conflict zone	# of collisions
3:00-3:04	0	0	0	0	0
3:04-3:08	0	0	0	0	0
3:08-3:12	0	0	0	0	0
3:12-3:16	0	0	0	0	0
3:16-3:20	0	0	0	0	0
3:20-3:24	0	0	0	0	0
3:24-3:28	0	0	0	0	0
3:28-3:32	0	0	0	0	0
3:32-3:36	0	0	0	0	0
3:36-3:40	0	0	0	0	0
3:40-3:44	0	0	0	0	0
3:44-3:48	0	0	0	0	0
3:48-3:52	0	0	0	0	0
3:52-3:56	0	0	0	0	0
3:56-4:00	0	0	0	0	0
4:00-4:04	0	0	0	0	0
4:04-4:08	0	0	0	0	0
4:08-4:12	0	0	0	0	0
4:12-4:16	0	0	0	0	0
4:16-4:20	0	0	0	0	0
4:20-4:24	0	0	0	0	0
4:24-4:28	0	0	0	0	0
4:28-4:32	0	0	0	0	0
4:32-4:36	0	0	0	0	0
4:36-4:40	0	0	0	0	0
4:40-4:44	0	0	0	0	0
4:44-4:48	0	0	0	0	0
4:48-4:52	0	0	0	0	0
4:52-4:56	0	0	0	0	0
4:56-5:00	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time Interval	# of total cars	# of students	# of vehicles in conflict zone	# of vehicles in conflict zone	# of collisions
3:00-3:04	0	0	0	0	0
3:04-3:08	0	0	0	0	0
3:08-3:12	0	0	0	0	0
3:12-3:16	0	0	0	0	0
3:16-3:20	0	0	0	0	0
3:20-3:24	0	0	0	0	0
3:24-3:28	0	0	0	0	0
3:28-3:32	0	0	0	0	0
3:32-3:36	0	0	0	0	0
3:36-3:40	0	0	0	0	0
3:40-3:44	0	0	0	0	0
3:44-3:48	0	0	0	0	0
3:48-3:52	0	0	0	0	0
3:52-3:56	0	0	0	0	0
3:56-4:00	0	0	0	0	0
4:00-4:04	0	0	0	0	0
4:04-4:08	0	0	0	0	0
4:08-4:12	0	0	0	0	0
4:12-4:16	0	0	0	0	0
4:16-4:20	0	0	0	0	0
4:20-4:24	0	0	0	0	0
4:24-4:28	0	0	0	0	0
4:28-4:32	0	0	0	0	0
4:32-4:36	0	0	0	0	0
4:36-4:40	0	0	0	0	0
4:40-4:44	0	0	0	0	0
4:44-4:48	0	0	0	0	0
4:48-4:52	0	0	0	0	0
4:52-4:56	0	0	0	0	0
4:56-5:00	0	0	0	0	0



Observation location based on the condition:	
Major or Secondary	NY
Highway	North of Highway 101
Interchange	Interchange
Accession Point	Interchange
Side street or intersection point	Interchange
Common Access Point	Interchange



List of all observation points		
Approach	Observation Point	Student Volume in Common School Queue
Approach 1	NY	1
Approach 2	NY	2
Approach 3	NY	3
Approach 4	NY	4

Formative Product Input for Graph		
Approach 1	NY	1
Approach 2	NY	2
Approach 3	NY	3
Approach 4	NY	4



Morning Observations (Approach 1 - north)					
Time Interval	# of east vans	# of students	# of students in common school queue	Maximum van of students	Observations
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0
9:45:00 AM	0	0	0	0	0
9:50:00 AM	0	0	0	0	0
9:55:00 AM	0	0	0	0	0
10:00:00 AM	0	0	0	0	0
10:05:00 AM	0	0	0	0	0
10:10:00 AM	0	0	0	0	0
10:15:00 AM	0	0	0	0	0
10:20:00 AM	0	0	0	0	0
10:25:00 AM	0	0	0	0	0
10:30:00 AM	0	0	0	0	0
10:35:00 AM	0	0	0	0	0
10:40:00 AM	0	0	0	0	0
10:45:00 AM	0	0	0	0	0
10:50:00 AM	0	0	0	0	0
10:55:00 AM	0	0	0	0	0
11:00:00 AM	0	0	0	0	0
11:05:00 AM	0	0	0	0	0
11:10:00 AM	0	0	0	0	0
11:15:00 AM	0	0	0	0	0
11:20:00 AM	0	0	0	0	0
11:25:00 AM	0	0	0	0	0
11:30:00 AM	0	0	0	0	0
11:35:00 AM	0	0	0	0	0
11:40:00 AM	0	0	0	0	0
11:45:00 AM	0	0	0	0	0
11:50:00 AM	0	0	0	0	0
11:55:00 AM	0	0	0	0	0
12:00:00 PM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time Interval	# of east vans	# of students	# of students in common school queue	Maximum van of students	Observations
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0
9:05:00 AM	0	0	0	0	0
9:10:00 AM	0	0	0	0	0
9:15:00 AM	0	0	0	0	0
9:20:00 AM	0	0	0	0	0
9:25:00 AM	0	0	0	0	0
9:30:00 AM	0	0	0	0	0
9:35:00 AM	0	0	0	0	0
9:40:00 AM	0	0	0	0	0
9:45:00 AM	0	0	0	0	0
9:50:00 AM	0	0	0	0	0
9:55:00 AM	0	0	0	0	0
10:00:00 AM	0	0	0	0	0
10:05:00 AM	0	0	0	0	0
10:10:00 AM	0	0	0	0	0
10:15:00 AM	0	0	0	0	0
10:20:00 AM	0	0	0	0	0
10:25:00 AM	0	0	0	0	0
10:30:00 AM	0	0	0	0	0
10:35:00 AM	0	0	0	0	0
10:40:00 AM	0	0	0	0	0
10:45:00 AM	0	0	0	0	0
10:50:00 AM	0	0	0	0	0
10:55:00 AM	0	0	0	0	0
11:00:00 AM	0	0	0	0	0
11:05:00 AM	0	0	0	0	0
11:10:00 AM	0	0	0	0	0
11:15:00 AM	0	0	0	0	0
11:20:00 AM	0	0	0	0	0
11:25:00 AM	0	0	0	0	0
11:30:00 AM	0	0	0	0	0
11:35:00 AM	0	0	0	0	0
11:40:00 AM	0	0	0	0	0
11:45:00 AM	0	0	0	0	0
11:50:00 AM	0	0	0	0	0
11:55:00 AM	0	0	0	0	0
12:00:00 PM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time Interval	# of east vans	# of students	# of students in common school queue	Maximum van of students	Observations
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0
4:55:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time Interval	# of east vans	# of students	# of students in common school queue	Maximum van of students	Observations
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0
4:55:00 PM	0	0	0	0	0

Information and/or Contact Info for Incident	
Date of Incident:	04/11/2014
Time of Incident:	12:45 PM
Location of Incident:	Center of the Transportation Safety Institute
Information Contact:	908-767-7100
Time period of school closure (if any):	4:00 PM - 7:00 PM
Current School Closure:	None

4 (New)	0 (New)	0 (New)
	0 (New)	0 (New)

Peak 15 Minute Periods			
Moving	Stationary	Student Volume in Common School Queue	
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	0	0	0

Exposure Product Input for Graph	20 minutes sum of peak axis	20 minute sum of student
Graph	121	4



Time (hh:mm)	Moving Queue (Approach 3 - 1st)				
	# of peak axis	# of students	20 minute sum of peak axis	20 minute sum of students	20 minute prod
12:45:00	0	0	0	0	0
12:45:05	0	0	0	0	0
12:45:10	0	0	0	0	0
12:45:15	0	0	0	0	0
12:45:20	0	0	0	0	0
12:45:25	0	0	0	0	0
12:45:30	0	0	0	0	0
12:45:35	0	0	0	0	0
12:45:40	0	0	0	0	0
12:45:45	0	0	0	0	0
12:45:50	0	0	0	0	0
12:45:55	0	0	0	0	0
12:46:00	0	0	0	0	0
12:46:05	0	0	0	0	0
12:46:10	0	0	0	0	0
12:46:15	0	0	0	0	0
12:46:20	0	0	0	0	0
12:46:25	0	0	0	0	0
12:46:30	0	0	0	0	0
12:46:35	0	0	0	0	0
12:46:40	0	0	0	0	0
12:46:45	0	0	0	0	0
12:46:50	0	0	0	0	0
12:46:55	0	0	0	0	0
12:47:00	0	0	0	0	0
12:47:05	0	0	0	0	0
12:47:10	0	0	0	0	0
12:47:15	0	0	0	0	0
12:47:20	0	0	0	0	0
12:47:25	0	0	0	0	0
12:47:30	0	0	0	0	0
12:47:35	0	0	0	0	0
12:47:40	0	0	0	0	0
12:47:45	0	0	0	0	0
12:47:50	0	0	0	0	0
12:47:55	0	0	0	0	0
12:48:00	0	0	0	0	0
12:48:05	0	0	0	0	0
12:48:10	0	0	0	0	0
12:48:15	0	0	0	0	0
12:48:20	0	0	0	0	0
12:48:25	0	0	0	0	0
12:48:30	0	0	0	0	0
12:48:35	0	0	0	0	0
12:48:40	0	0	0	0	0
12:48:45	0	0	0	0	0
12:48:50	0	0	0	0	0
12:48:55	0	0	0	0	0
12:49:00	0	0	0	0	0
12:49:05	0	0	0	0	0
12:49:10	0	0	0	0	0
12:49:15	0	0	0	0	0
12:49:20	0	0	0	0	0
12:49:25	0	0	0	0	0
12:49:30	0	0	0	0	0
12:49:35	0	0	0	0	0
12:49:40	0	0	0	0	0
12:49:45	0	0	0	0	0
12:49:50	0	0	0	0	0
12:49:55	0	0	0	0	0
12:50:00	0	0	0	0	0

Time (hh:mm)	Moving Queue (Approach 2 - 1st)				
	# of peak axis	# of students	20 minute sum of peak axis	20 minute sum of students	20 minute prod
12:45:00	0	0	0	0	0
12:45:05	0	0	0	0	0
12:45:10	0	0	0	0	0
12:45:15	0	0	0	0	0
12:45:20	0	0	0	0	0
12:45:25	0	0	0	0	0
12:45:30	0	0	0	0	0
12:45:35	0	0	0	0	0
12:45:40	0	0	0	0	0
12:45:45	0	0	0	0	0
12:45:50	0	0	0	0	0
12:45:55	0	0	0	0	0
12:46:00	0	0	0	0	0
12:46:05	0	0	0	0	0
12:46:10	0	0	0	0	0
12:46:15	0	0	0	0	0
12:46:20	0	0	0	0	0
12:46:25	0	0	0	0	0
12:46:30	0	0	0	0	0
12:46:35	0	0	0	0	0
12:46:40	0	0	0	0	0
12:46:45	0	0	0	0	0
12:46:50	0	0	0	0	0
12:46:55	0	0	0	0	0
12:47:00	0	0	0	0	0
12:47:05	0	0	0	0	0
12:47:10	0	0	0	0	0
12:47:15	0	0	0	0	0
12:47:20	0	0	0	0	0
12:47:25	0	0	0	0	0
12:47:30	0	0	0	0	0
12:47:35	0	0	0	0	0
12:47:40	0	0	0	0	0
12:47:45	0	0	0	0	0
12:47:50	0	0	0	0	0
12:47:55	0	0	0	0	0
12:48:00	0	0	0	0	0
12:48:05	0	0	0	0	0
12:48:10	0	0	0	0	0
12:48:15	0	0	0	0	0
12:48:20	0	0	0	0	0
12:48:25	0	0	0	0	0
12:48:30	0	0	0	0	0
12:48:35	0	0	0	0	0
12:48:40	0	0	0	0	0
12:48:45	0	0	0	0	0
12:48:50	0	0	0	0	0
12:48:55	0	0	0	0	0
12:49:00	0	0	0	0	0
12:49:05	0	0	0	0	0
12:49:10	0	0	0	0	0
12:49:15	0	0	0	0	0
12:49:20	0	0	0	0	0
12:49:25	0	0	0	0	0
12:49:30	0	0	0	0	0
12:49:35	0	0	0	0	0
12:49:40	0	0	0	0	0
12:49:45	0	0	0	0	0
12:49:50	0	0	0	0	0
12:49:55	0	0	0	0	0
12:50:00	0	0	0	0	0

Time (hh:mm)	Moving Queue (Approach 1 - 1st)				
	# of peak axis	# of students	20 minute sum of peak axis	20 minute sum of students	20 minute prod
12:45:00	0	0	0	0	0
12:45:05	0	0	0	0	0
12:45:10	0	0	0	0	0
12:45:15	0	0	0	0	0
12:45:20	0	0	0	0	0
12:45:25	0	0	0	0	0
12:45:30	0	0	0	0	0
12:45:35	0	0	0	0	0
12:45:40	0	0	0	0	0
12:45:45	0	0	0	0	0
12:45:50	0	0	0	0	0
12:45:55	0	0	0	0	0
12:46:00	0	0	0	0	0
12:46:05	0	0	0	0	0
12:46:10	0	0	0	0	0
12:46:15	0	0	0	0	0
12:46:20	0	0	0	0	0
12:46:25	0	0	0	0	0
12:46:30	0	0	0	0	0
12:46:35	0	0	0	0	0
12:46:40	0	0	0	0	0
12:46:45	0	0	0	0	0
12:46:50	0	0	0	0	0
12:46:55	0	0	0	0	0
12:47:00	0	0	0	0	0
12:47:05	0	0	0	0	0
12:47:10	0	0	0	0	0
12:47:15	0	0	0	0	0
12:47:20	0	0	0	0	0
12:47:25	0	0	0	0	0
12:47:30	0	0	0	0	0
12:47:35	0	0	0	0	0
12:47:40	0	0	0	0	0
12:47:45	0	0	0	0	0
12:47:50	0	0	0	0	0
12:47:55	0	0	0	0	0
12:48:00	0	0	0	0	0
12:48:05	0	0	0	0	0
12:48:10	0	0	0	0	0
12:48:15	0	0	0	0	0
12:48:20	0	0	0	0	0
12:48:25	0	0	0	0	0
12:48:30	0	0	0	0	0
12:48:35	0	0	0	0	0
12:48:40	0	0	0	0	0
12:48:45	0	0	0	0	0
12:48:50	0	0	0	0	0
12:48:55	0	0	0	0	0
12:49:00	0	0	0	0	0
12:49:05	0	0	0	0	0
12:49:10	0	0	0	0	0
12:49:15	0	0	0	0	0
12:49:20	0	0	0	0	0
12:49:25	0	0	0	0	0
12:49:30	0	0	0	0	0
12:49:35	0	0	0	0	0
12:49:40	0	0	0	0	0
12:49:45	0	0	0	0	0
12:49:50	0	0	0	0	0
12:49:55	0	0	0	0	0
12:50:00	0	0	0	0	0

Time (hh:mm)	Moving Queue (Approach 2 - 2nd)				
	# of peak axis	# of students	20 minute sum of peak axis	20 minute sum of students	20 minute prod
12:45:00	0	0	0	0	0
12:45:05	0	0	0	0	0
12:45:10	0	0	0	0	0
12:45:15	0	0	0	0	0
12:45:20	0	0	0	0	0
12:45:25	0	0	0	0	0
12:45:30	0	0	0	0	0
12:45:35	0	0	0	0	0
12:45:40	0	0	0	0	0
12:45:45	0	0	0	0	0
12:45:50	0	0	0	0	0
12:45:55	0	0	0	0	0
12:46:00	0	0	0	0	0
12:46:05	0	0	0	0	0
12:46:10	0	0	0	0	0
12:46:15	0	0	0	0	0
12:46:20	0	0	0	0	0
12:46:25	0	0	0	0	0
12:46:30	0	0	0	0	0
12:46:35	0	0	0	0	0
12:46:40	0	0	0	0	0
12:46:45	0	0	0	0	0
12:46:50	0	0	0	0	0
12:46:55	0	0	0	0	0
12:47:00	0	0	0	0	0
12:47:05	0	0	0	0	0
12:47:10	0	0	0	0	0
12:47:15	0	0	0	0	0
12:47:20	0	0	0	0	0
12:47:25	0	0	0	0	0
12:47:30	0	0	0	0	0
12:47:35	0	0	0	0	0
12:47:40	0	0	0	0	0
12:47:45	0	0	0	0	0
12:47:50	0	0	0	0	0
12:47:55	0	0	0	0	0
12:48:00	0	0	0	0	0
12:48:05	0	0	0	0	0
12:48:10	0	0	0	0	0
12:48:15	0	0	0	0	0
12:48:20	0	0	0	0	0
12:48:25	0	0	0	0	0
12:48:30	0	0	0	0	0
12:48:35	0	0	0	0	0
12:48:40</					

Location: anything located to be updated	
Major or Secondary	Yes
Site Address	Northwest 10th Street
City/County	Portland
Map Sheet	14-1
Map Sheet of School District	10th Street & 11th Street
City/County	Portland

1 (North)	2 (East)
3 (South)	4 (West)

Study 20 Minutes Products		Student Volume at Common School Duration
Approach 1	15	75
Approach 2	20	100
Approach 3	25	125
Approach 4	30	150

Exposure Product Input for Graph	20 (minimum value of cell width)	25 (maximum value of column)
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Morning Observations (Approach 1 - north)					
Time	# of east bikes	# of west bikes	# of vehicles in intersection	# of vehicles in approach	# of vehicles in approach
7:00:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0

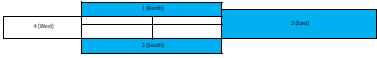
Morning Observations (Approach 2 - east)					
Time	# of east bikes	# of west bikes	# of vehicles in intersection	# of vehicles in approach	# of vehicles in approach
7:00:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time	# of east bikes	# of west bikes	# of vehicles in intersection	# of vehicles in approach	# of vehicles in approach
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time	# of east bikes	# of west bikes	# of vehicles in intersection	# of vehicles in approach	# of vehicles in approach
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0

Guard Start Time	1:30:00 PM	2:00:00 PM	15	25	150
Guard End Time	2:00:00 PM	2:30:00 PM	22	35	220

Information available to be collected	
Vehicle License ID	Yes
Vehicle Color	Yes or No (Indistinguishable)
Vehicle Make/Model	Yes/No/No
Vehicle Registration	Yes/No/No
Time of Day at Observation	Yes or No
Observer Name	Yes or No



Type of Vehicle Products		
Approach	Motorists	Observers
Approach 1	100	100
Approach 2	100	100
Approach 3	100	100
Approach 4	100	100

Exposure Product Used For Graph: 100



Morning Observations (Approach 1 - north)					
Time	1 (North)	2 (South)	3 (East)	4 (West)	Observer
7:00:00 AM					
7:05:00 AM					
7:10:00 AM					
7:15:00 AM					
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					

Morning Observations (Approach 2 - east)					
Time	1 (North)	2 (South)	3 (East)	4 (West)	Observer
7:00:00 AM					
7:05:00 AM					
7:10:00 AM					
7:15:00 AM					
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					

Afternoon Observations (Approach 1 - north)					
Time	1 (North)	2 (South)	3 (East)	4 (West)	Observer
1:00:00 PM					
1:05:00 PM					
1:10:00 PM					
1:15:00 PM					
1:20:00 PM					
1:25:00 PM					
1:30:00 PM					
1:35:00 PM					
1:40:00 PM					
1:45:00 PM					
1:50:00 PM					
1:55:00 PM					
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM					
2:20:00 PM					
2:25:00 PM					
2:30:00 PM					
2:35:00 PM					
2:40:00 PM					
2:45:00 PM					
2:50:00 PM					
2:55:00 PM					
3:00:00 PM					

Afternoon Observations (Approach 2 - east)					
Time	1 (North)	2 (South)	3 (East)	4 (West)	Observer
1:00:00 PM					
1:05:00 PM					
1:10:00 PM					
1:15:00 PM					
1:20:00 PM					
1:25:00 PM					
1:30:00 PM					
1:35:00 PM					
1:40:00 PM					
1:45:00 PM					
1:50:00 PM					
1:55:00 PM					
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM					
2:20:00 PM					
2:25:00 PM					
2:30:00 PM					
2:35:00 PM					
2:40:00 PM					
2:45:00 PM					
2:50:00 PM					
2:55:00 PM					
3:00:00 PM					

Appendix 1 - Agency Contact Information	
Name of Contact	City
Phone Number	Department or Agency
Address	City
Organization Contact	City
Time period of school closure	City
City	City

Appendix 2 - Agency Contact Information			
Agency 1	Agency 2	Agency 3	Agency 4
Agency 1	Agency 2	Agency 3	Agency 4
Agency 1	Agency 2	Agency 3	Agency 4
Agency 1	Agency 2	Agency 3	Agency 4



Appendix 3 - Agency Contact Information				
Time Period	# of staff away	# of students	# of minutes of instruction	# of minutes of student
1/20/2020	0	0	0	0
1/21/2020	0	0	0	0
1/22/2020	0	0	0	0
1/23/2020	0	0	0	0
1/24/2020	0	0	0	0
1/25/2020	0	0	0	0
1/26/2020	0	0	0	0
1/27/2020	0	0	0	0
1/28/2020	0	0	0	0
1/29/2020	0	0	0	0
1/30/2020	0	0	0	0
1/31/2020	0	0	0	0
2/1/2020	0	0	0	0
2/2/2020	0	0	0	0
2/3/2020	0	0	0	0
2/4/2020	0	0	0	0
2/5/2020	0	0	0	0
2/6/2020	0	0	0	0
2/7/2020	0	0	0	0
2/8/2020	0	0	0	0
2/9/2020	0	0	0	0
2/10/2020	0	0	0	0
2/11/2020	0	0	0	0
2/12/2020	0	0	0	0
2/13/2020	0	0	0	0
2/14/2020	0	0	0	0
2/15/2020	0	0	0	0
2/16/2020	0	0	0	0
2/17/2020	0	0	0	0
2/18/2020	0	0	0	0
2/19/2020	0	0	0	0
2/20/2020	0	0	0	0
2/21/2020	0	0	0	0
2/22/2020	0	0	0	0
2/23/2020	0	0	0	0
2/24/2020	0	0	0	0
2/25/2020	0	0	0	0
2/26/2020	0	0	0	0
2/27/2020	0	0	0	0
2/28/2020	0	0	0	0
2/29/2020	0	0	0	0
2/30/2020	0	0	0	0

Appendix 4 - Agency Contact Information				
Time Period	# of staff away	# of students	# of minutes of instruction	# of minutes of student
1/20/2020	0	0	0	0
1/21/2020	0	0	0	0
1/22/2020	0	0	0	0
1/23/2020	0	0	0	0
1/24/2020	0	0	0	0
1/25/2020	0	0	0	0
1/26/2020	0	0	0	0
1/27/2020	0	0	0	0
1/28/2020	0	0	0	0
1/29/2020	0	0	0	0
1/30/2020	0	0	0	0
1/31/2020	0	0	0	0
2/1/2020	0	0	0	0
2/2/2020	0	0	0	0
2/3/2020	0	0	0	0
2/4/2020	0	0	0	0
2/5/2020	0	0	0	0
2/6/2020	0	0	0	0
2/7/2020	0	0	0	0
2/8/2020	0	0	0	0
2/9/2020	0	0	0	0
2/10/2020	0	0	0	0
2/11/2020	0	0	0	0
2/12/2020	0	0	0	0
2/13/2020	0	0	0	0
2/14/2020	0	0	0	0
2/15/2020	0	0	0	0
2/16/2020	0	0	0	0
2/17/2020	0	0	0	0
2/18/2020	0	0	0	0
2/19/2020	0	0	0	0
2/20/2020	0	0	0	0
2/21/2020	0	0	0	0
2/22/2020	0	0	0	0
2/23/2020	0	0	0	0
2/24/2020	0	0	0	0
2/25/2020	0	0	0	0
2/26/2020	0	0	0	0
2/27/2020	0	0	0	0
2/28/2020	0	0	0	0
2/29/2020	0	0	0	0
2/30/2020	0	0	0	0

Appendix 5 - Agency Contact Information				
Time Period	# of staff away	# of students	# of minutes of instruction	# of minutes of student
1/20/2020	0	0	0	0
1/21/2020	0	0	0	0
1/22/2020	0	0	0	0
1/23/2020	0	0	0	0
1/24/2020	0	0	0	0
1/25/2020	0	0	0	0
1/26/2020	0	0	0	0
1/27/2020	0	0	0	0
1/28/2020	0	0	0	0
1/29/2020	0	0	0	0
1/30/2020	0	0	0	0
1/31/2020	0	0	0	0
2/1/2020	0	0	0	0
2/2/2020	0	0	0	0
2/3/2020	0	0	0	0
2/4/2020	0	0	0	0
2/5/2020	0	0	0	0
2/6/2020	0	0	0	0
2/7/2020	0	0	0	0
2/8/2020	0	0	0	0
2/9/2020	0	0	0	0
2/10/2020	0	0	0	0
2/11/2020	0	0	0	0
2/12/2020	0	0	0	0
2/13/2020	0	0	0	0
2/14/2020	0	0	0	0
2/15/2020	0	0	0	0
2/16/2020	0	0	0	0
2/17/2020	0	0	0	0
2/18/2020	0	0	0	0
2/19/2020	0	0	0	0
2/20/2020	0	0	0	0
2/21/2020	0	0	0	0
2/22/2020	0	0	0	0
2/23/2020	0	0	0	0
2/24/2020	0	0	0	0
2/25/2020	0	0	0	0
2/26/2020	0	0	0	0
2/27/2020	0	0	0	0
2/28/2020	0	0	0	0
2/29/2020	0	0	0	0
2/30/2020	0	0	0	0

Appendix 6 - Agency Contact Information				
Time Period	# of staff away	# of students	# of minutes of instruction	# of minutes of student
1/20/2020	0	0	0	0
1/21/2020	0	0	0	0
1/22/2020	0	0	0	0
1/23/2020	0	0	0	0
1/24/2020	0	0	0	0
1/25/2020	0	0	0	0
1/26/2020	0	0	0	0
1/27/2020	0	0	0	0
1/28/2020	0	0	0	0
1/29/2020	0	0	0	0
1/30/2020	0	0	0	0
1/31/2020	0	0	0	0
2/1/2020	0	0	0	0
2/2/2020	0	0	0	0
2/3/2020	0	0	0	0
2/4/2020	0	0	0	0
2/5/2020	0	0	0	0
2/6/2020	0	0	0	0
2/7/2020	0	0	0	0
2/8/2020	0	0	0	0
2/9/2020	0	0	0	0
2/10/2020	0	0	0	0
2/11/2020	0	0	0	0
2/12/2020	0	0	0	0
2/13/2020	0	0	0	0
2/14/2020	0	0	0	0
2/15/2020	0	0	0	0
2/16/2020	0	0	0	0
2/17/2020	0	0	0	0
2/18/2020	0	0	0	0
2/19/2020	0	0	0	0
2/20/2020	0	0	0	0
2/21/2020	0	0	0	0
2/22/2020	0	0	0	0
2/23/2020	0	0	0	0
2/24/2020	0	0	0	0
2/25/2020	0	0	0	0
2/26/2020	0	0	0	0
2/27/2020	0	0	0	0
2/28/2020	0	0	0	0
2/29/2020	0	0	0	0
2/30/2020	0	0	0	0

Location: anything needed to be specified	
Major road name	US
Minor road name & right-of-way	Main Street SW & Upper Main Street
Direction	Westbound
Approach	Right
Signalization	T-14
Time period of observation period	8:00 AM to 9:00 AM Right
Observer's Organization	UCSD/UCSD

1 (South)	1 (South)	2 (East)
	3 (South)	

Study 30 Minutes Products		
Method	Observer	Student Volume at Intersection (School Quarter)
Approach 1	10	0
Approach 2	0	0
Approach 3	0	0
Approach 4	0	0

Exposure Product Input for Graph	30 minutes (of 60 mins)	2 (of 4 lanes of traffic)
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Morning Observations (Approach 1 - north)					
Time Interval	Left Lane	Thru Lane	Right Lane (of 2 lanes)	Right Lane (of 1 lane)	Right Lane
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	27	1	0	0	28
9:15-9:30 AM	13	0	0	0	13
9:30-9:45 AM	19	0	0	0	19
9:45-10:00 AM	11	0	0	0	11
10:00-10:15 AM	7	0	0	0	7
10:15-10:30 AM	27	0	0	0	27
10:30-10:45 AM	25	0	0	0	25
10:45-11:00 AM	18	0	0	0	18
11:00-11:15 AM	0	0	0	0	0
11:15-11:30 AM	0	0	0	0	0
11:30-11:45 AM	0	0	0	0	0
11:45-12:00 PM	0	0	0	0	0
12:00-12:15 PM	0	0	0	0	0
12:15-12:30 PM	0	0	0	0	0
12:30-12:45 PM	0	0	0	0	0
12:45-1:00 PM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time Interval	Left Lane	Thru Lane	Right Lane (of 2 lanes)	Right Lane (of 1 lane)	Right Lane
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	0	0	0	0	0
9:15-9:30 AM	0	0	0	0	0
9:30-9:45 AM	0	0	0	0	0
9:45-10:00 AM	0	0	0	0	0
10:00-10:15 AM	0	0	0	0	0
10:15-10:30 AM	0	0	0	0	0
10:30-10:45 AM	0	0	0	0	0
10:45-11:00 AM	0	0	0	0	0
11:00-11:15 AM	0	0	0	0	0
11:15-11:30 AM	0	0	0	0	0
11:30-11:45 AM	0	0	0	0	0
11:45-12:00 PM	0	0	0	0	0
12:00-12:15 PM	0	0	0	0	0
12:15-12:30 PM	0	0	0	0	0
12:30-12:45 PM	0	0	0	0	0
12:45-1:00 PM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time Interval	Left Lane	Thru Lane	Right Lane (of 2 lanes)	Right Lane (of 1 lane)	Right Lane
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	0	0	0	0	0
9:15-9:30 AM	0	0	0	0	0
9:30-9:45 AM	0	0	0	0	0
9:45-10:00 AM	0	0	0	0	0
10:00-10:15 AM	28	0	0	0	28
10:15-10:30 AM	27	1	0	0	28
10:30-10:45 AM	27	0	0	0	27
10:45-11:00 AM	27	0	0	0	27
11:00-11:15 AM	27	0	0	0	27
11:15-11:30 AM	27	0	0	0	27
11:30-11:45 AM	27	0	0	0	27
11:45-12:00 PM	27	0	0	0	27
12:00-12:15 PM	27	0	0	0	27
12:15-12:30 PM	27	0	0	0	27
12:30-12:45 PM	27	0	0	0	27
12:45-1:00 PM	27	0	0	0	27
1:00-1:15 PM	0	0	0	0	0
1:15-1:30 PM	0	0	0	0	0
1:30-1:45 PM	0	0	0	0	0
1:45-2:00 PM	0	0	0	0	0
2:00-2:15 PM	0	0	0	0	0
2:15-2:30 PM	0	0	0	0	0
2:30-2:45 PM	0	0	0	0	0
2:45-3:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time Interval	Left Lane	Thru Lane	Right Lane (of 2 lanes)	Right Lane (of 1 lane)	Right Lane
7:00-7:15 AM	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0
7:30-7:45 AM	0	0	0	0	0
7:45-8:00 AM	0	0	0	0	0
8:00-8:15 AM	0	0	0	0	0
8:15-8:30 AM	0	0	0	0	0
8:30-8:45 AM	0	0	0	0	0
8:45-9:00 AM	0	0	0	0	0
9:00-9:15 AM	0	0	0	0	0
9:15-9:30 AM	0	0	0	0	0
9:30-9:45 AM	0	0	0	0	0
9:45-10:00 AM	0	0	0	0	0
10:00-10:15 AM	0	0	0	0	0
10:15-10:30 AM	0	0	0	0	0
10:30-10:45 AM	0	0	0	0	0
10:45-11:00 AM	0	0	0	0	0
11:00-11:15 AM	0	0	0	0	0
11:15-11:30 AM	0	0	0	0	0
11:30-11:45 AM	0	0	0	0	0
11:45-12:00 PM	0	0	0	0	0
12:00-12:15 PM	0	0	0	0	0
12:15-12:30 PM	0	0	0	0	0
12:30-12:45 PM	0	0	0	0	0
12:45-1:00 PM	0	0	0	0	0
1:00-1:15 PM	0	0	0	0	0
1:15-1:30 PM	0	0	0	0	0
1:30-1:45 PM	0	0	0	0	0
1:45-2:00 PM	0	0	0	0	0
2:00-2:15 PM	0	0	0	0	0
2:15-2:30 PM	0	0	0	0	0
2:30-2:45 PM	0	0	0	0	0
2:45-3:00 PM	0	0	0	0	0

Location: anything needed to be updated	
Miles at location:	0.0
City/Township/County:	Sp. Washington St. & Madison Ave.
State/Province:	PA 15214
County/Parish:	15214
Map: point of school location point:	15214
Custom Description:	15214

1-Queue	1-Queue	1-Queue
2-Queue	2-Queue	2-Queue
Step 20 Minutes Products		
Method	Step	Step
Approach 1	15	15
Approach 2	15	15
Approach 3	15	15
Approach 4	15	15

Exposure Product Input for Graph	15	15
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Time Interval	Platoon #1	Platoon #2	Platoon #3 (total)	Platoon #4 (total)	Platoon #5
7:00-7:05 AM	0	0	0	0	0
7:05-7:10 AM	0	0	0	0	0
7:10-7:15 AM	0	0	0	0	0
7:15-7:20 AM	0	0	0	0	0
7:20-7:25 AM	0	0	0	0	0
7:25-7:30 AM	0	0	0	0	0
7:30-7:35 AM	0	0	0	0	0
7:35-7:40 AM	0	0	0	0	0
7:40-7:45 AM	0	0	0	0	0
7:45-7:50 AM	0	0	0	0	0
7:50-7:55 AM	0	0	0	0	0
7:55-8:00 AM	0	0	0	0	0
8:00-8:05 AM	0	0	0	0	0
8:05-8:10 AM	0	0	0	0	0
8:10-8:15 AM	0	0	0	0	0
8:15-8:20 AM	0	0	0	0	0
8:20-8:25 AM	0	0	0	0	0
8:25-8:30 AM	0	0	0	0	0
8:30-8:35 AM	0	0	0	0	0
8:35-8:40 AM	0	0	0	0	0
8:40-8:45 AM	0	0	0	0	0
8:45-8:50 AM	0	0	0	0	0
8:50-8:55 AM	0	0	0	0	0
8:55-9:00 AM	0	0	0	0	0
9:00-9:05 AM	0	0	0	0	0
9:05-9:10 AM	0	0	0	0	0
9:10-9:15 AM	0	0	0	0	0
9:15-9:20 AM	0	0	0	0	0
9:20-9:25 AM	0	0	0	0	0
9:25-9:30 AM	0	0	0	0	0
9:30-9:35 AM	0	0	0	0	0
9:35-9:40 AM	0	0	0	0	0
9:40-9:45 AM	0	0	0	0	0
9:45-9:50 AM	0	0	0	0	0
9:50-9:55 AM	0	0	0	0	0
9:55-10:00 AM	0	0	0	0	0

Time Interval	Platoon #1	Platoon #2	Platoon #3 (total)	Platoon #4 (total)	Platoon #5
7:00-7:05 AM	0	0	0	0	0
7:05-7:10 AM	0	0	0	0	0
7:10-7:15 AM	0	0	0	0	0
7:15-7:20 AM	0	0	0	0	0
7:20-7:25 AM	0	0	0	0	0
7:25-7:30 AM	0	0	0	0	0
7:30-7:35 AM	0	0	0	0	0
7:35-7:40 AM	0	0	0	0	0
7:40-7:45 AM	0	0	0	0	0
7:45-7:50 AM	0	0	0	0	0
7:50-7:55 AM	0	0	0	0	0
7:55-8:00 AM	0	0	0	0	0
8:00-8:05 AM	0	0	0	0	0
8:05-8:10 AM	0	0	0	0	0
8:10-8:15 AM	0	0	0	0	0
8:15-8:20 AM	0	0	0	0	0
8:20-8:25 AM	0	0	0	0	0
8:25-8:30 AM	0	0	0	0	0
8:30-8:35 AM	0	0	0	0	0
8:35-8:40 AM	0	0	0	0	0
8:40-8:45 AM	0	0	0	0	0
8:45-8:50 AM	0	0	0	0	0
8:50-8:55 AM	0	0	0	0	0
8:55-9:00 AM	0	0	0	0	0
9:00-9:05 AM	0	0	0	0	0
9:05-9:10 AM	0	0	0	0	0
9:10-9:15 AM	0	0	0	0	0
9:15-9:20 AM	0	0	0	0	0
9:20-9:25 AM	0	0	0	0	0
9:25-9:30 AM	0	0	0	0	0
9:30-9:35 AM	0	0	0	0	0
9:35-9:40 AM	0	0	0	0	0
9:40-9:45 AM	0	0	0	0	0
9:45-9:50 AM	0	0	0	0	0
9:50-9:55 AM	0	0	0	0	0
9:55-10:00 AM	0	0	0	0	0

Time Interval	Platoon #1	Platoon #2	Platoon #3 (total)	Platoon #4 (total)	Platoon #5
2:00-2:05 PM	0	0	0	0	0
2:05-2:10 PM	0	0	0	0	0
2:10-2:15 PM	0	0	0	0	0
2:15-2:20 PM	0	0	0	0	0
2:20-2:25 PM	0	0	0	0	0
2:25-2:30 PM	0	0	0	0	0
2:30-2:35 PM	0	0	0	0	0
2:35-2:40 PM	0	0	0	0	0
2:40-2:45 PM	0	0	0	0	0
2:45-2:50 PM	0	0	0	0	0
2:50-2:55 PM	0	0	0	0	0
2:55-3:00 PM	0	0	0	0	0
3:00-3:05 PM	0	0	0	0	0
3:05-3:10 PM	0	0	0	0	0
3:10-3:15 PM	0	0	0	0	0
3:15-3:20 PM	0	0	0	0	0
3:20-3:25 PM	0	0	0	0	0
3:25-3:30 PM	0	0	0	0	0
3:30-3:35 PM	0	0	0	0	0
3:35-3:40 PM	0	0	0	0	0
3:40-3:45 PM	0	0	0	0	0
3:45-3:50 PM	0	0	0	0	0
3:50-3:55 PM	0	0	0	0	0
3:55-4:00 PM	0	0	0	0	0
4:00-4:05 PM	0	0	0	0	0
4:05-4:10 PM	0	0	0	0	0
4:10-4:15 PM	0	0	0	0	0
4:15-4:20 PM	0	0	0	0	0
4:20-4:25 PM	0	0	0	0	0
4:25-4:30 PM	0	0	0	0	0
4:30-4:35 PM	0	0	0	0	0
4:35-4:40 PM	0	0	0	0	0
4:40-4:45 PM	0	0	0	0	0
4:45-4:50 PM	0	0	0	0	0
4:50-4:55 PM	0	0	0	0	0
4:55-5:00 PM	0	0	0	0	0

Time Interval	Platoon #1	Platoon #2	Platoon #3 (total)	Platoon #4 (total)	Platoon #5
2:00-2:05 PM	0	0	0	0	0
2:05-2:10 PM	0	0	0	0	0
2:10-2:15 PM	0	0	0	0	0
2:15-2:20 PM	0	0	0	0	0
2:20-2:25 PM	0	0	0	0	0
2:25-2:30 PM	0	0	0	0	0
2:30-2:35 PM	0	0	0	0	0
2:35-2:40 PM	0	0	0	0	0
2:40-2:45 PM	0	0	0	0	0
2:45-2:50 PM	0	0	0	0	0
2:50-2:55 PM	0	0	0	0	0
2:55-3:00 PM	0	0	0	0	0
3:00-3:05 PM	0	0	0	0	0
3:05-3:10 PM	0	0	0	0	0
3:10-3:15 PM	0	0	0	0	0
3:15-3:20 PM	0	0	0	0	0
3:20-3:25 PM	0	0	0	0	0
3:25-3:30 PM	0	0	0	0	0
3:30-3:35 PM	0	0	0	0	0
3:35-3:40 PM	0	0	0	0	0
3:40-3:45 PM	0	0	0	0	0
3:45-3:50 PM	0	0	0	0	0
3:50-3:55 PM	0	0	0	0	0
3:55-4:00 PM	0	0	0	0	0
4:00-4:05 PM	0	0	0	0	0
4:05-4:10 PM	0	0	0	0	0
4:10-4:15 PM	0	0	0	0	0
4:15-4:20 PM	0	0	0	0	0
4:20-4:25 PM	0	0	0	0	0
4:25-4:30 PM	0	0	0	0	0
4:30-4:35 PM	0	0	0	0	0
4:35-4:40 PM	0	0	0	0	0
4:40-4:45 PM	0	0	0	0	0
4:45-4:50 PM	0	0	0	0	0
4:50-4:55 PM	0	0	0	0	0
4:55-5:00 PM	0	0	0	0	0





Location: anything needed to be updated	
Major Intersection	101
Minor Street	North St & Highway 101
Approach	Northbound
Approach Direction	Right
Approach Lane	1+1
Time period of observation period	8:00am - 9:00am & 3:00pm - 4:00pm
Observer's Organization	URS

1 (North)	1 (South)	2 (East)
	2 (West)	

Study 30 Minutes Products			
Method	Observation	Reference	Student Volume at Intersection School Quarter
Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	0	0	0

Exposure Product Input for Graph	30 minutes (left of red line)	30 minutes (right of red line)
	12	1



Morning Observations (Approach 1 - north)				
Time Period	Left Lane	Right Lane	Observed (per 30 min)	Observed (per hour)
8:00-8:15	0	0	0	0
8:15-8:30	0	0	0	0
8:30-8:45	0	0	0	0
8:45-9:00	0	0	0	0
9:00-9:15	0	0	0	0
9:15-9:30	0	0	0	0
9:30-9:45	0	0	0	0
9:45-10:00	0	0	0	0
10:00-10:15	0	0	0	0
10:15-10:30	0	0	0	0
10:30-10:45	0	0	0	0
10:45-11:00	0	0	0	0
11:00-11:15	0	0	0	0
11:15-11:30	0	0	0	0
11:30-11:45	0	0	0	0
11:45-12:00	0	0	0	0
12:00-12:15	0	0	0	0
12:15-12:30	0	0	0	0
12:30-12:45	0	0	0	0
12:45-1:00	0	0	0	0
1:00-1:15	0	0	0	0
1:15-1:30	0	0	0	0
1:30-1:45	0	0	0	0
1:45-2:00	0	0	0	0
2:00-2:15	0	0	0	0
2:15-2:30	0	0	0	0
2:30-2:45	0	0	0	0
2:45-3:00	0	0	0	0
3:00-3:15	0	0	0	0
3:15-3:30	0	0	0	0
3:30-3:45	0	0	0	0
3:45-4:00	0	0	0	0

Afternoon Observations (Approach 1 - north)				
Time Period	Left Lane	Right Lane	Observed (per 30 min)	Observed (per hour)
3:00-3:15	0	0	0	0
3:15-3:30	0	0	0	0
3:30-3:45	0	0	0	0
3:45-4:00	0	0	0	0
4:00-4:15	0	0	0	0
4:15-4:30	0	0	0	0
4:30-4:45	0	0	0	0
4:45-5:00	0	0	0	0
5:00-5:15	0	0	0	0
5:15-5:30	0	0	0	0
5:30-5:45	0	0	0	0
5:45-6:00	0	0	0	0
6:00-6:15	0	0	0	0
6:15-6:30	0	0	0	0
6:30-6:45	0	0	0	0
6:45-7:00	0	0	0	0
7:00-7:15	0	0	0	0
7:15-7:30	0	0	0	0
7:30-7:45	0	0	0	0
7:45-8:00	0	0	0	0
8:00-8:15	0	0	0	0

Morning Observations (Approach 2 - east)				
Time Period	Left Lane	Right Lane	Observed (per 30 min)	Observed (per hour)
8:00-8:15	0	0	0	0
8:15-8:30	0	0	0	0
8:30-8:45	0	0	0	0
8:45-9:00	0	0	0	0
9:00-9:15	0	0	0	0
9:15-9:30	0	0	0	0
9:30-9:45	0	0	0	0
9:45-10:00	0	0	0	0
10:00-10:15	0	0	0	0
10:15-10:30	0	0	0	0
10:30-10:45	0	0	0	0
10:45-11:00	0	0	0	0
11:00-11:15	0	0	0	0
11:15-11:30	0	0	0	0
11:30-11:45	0	0	0	0
11:45-12:00	0	0	0	0
12:00-12:15	0	0	0	0
12:15-12:30	0	0	0	0
12:30-12:45	0	0	0	0
12:45-1:00	0	0	0	0
1:00-1:15	0	0	0	0
1:15-1:30	0	0	0	0
1:30-1:45	0	0	0	0
1:45-2:00	0	0	0	0
2:00-2:15	0	0	0	0
2:15-2:30	0	0	0	0
2:30-2:45	0	0	0	0
2:45-3:00	0	0	0	0
3:00-3:15	0	0	0	0
3:15-3:30	0	0	0	0
3:30-3:45	0	0	0	0
3:45-4:00	0	0	0	0

Afternoon Observations (Approach 2 - east)				
Time Period	Left Lane	Right Lane	Observed (per 30 min)	Observed (per hour)
3:00-3:15	0	0	0	0
3:15-3:30	0	0	0	0
3:30-3:45	0	0	0	0
3:45-4:00	0	0	0	0
4:00-4:15	0	0	0	0
4:15-4:30	0	0	0	0
4:30-4:45	0	0	0	0
4:45-5:00	0	0	0	0
5:00-5:15	0	0	0	0
5:15-5:30	0	0	0	0
5:30-5:45	0	0	0	0
5:45-6:00	0	0	0	0
6:00-6:15	0	0	0	0
6:15-6:30	0	0	0	0
6:30-6:45	0	0	0	0
6:45-7:00	0	0	0	0
7:00-7:15	0	0	0	0
7:15-7:30	0	0	0	0
7:30-7:45	0	0	0	0
7:45-8:00	0	0	0	0
8:00-8:15	0	0	0	0

Location: anything needed to be updated	
Major Intersection	10
Minor Road	Washington Blvd/10th St
Approach	1/2/3
Number of Lanes	1/2/1
Year posted or school calendar start	8/2013/8/2013/8/2013
Current School Calendar	2013/2014

4 (West)	1 (South)	2 (East)
	2 (North)	

Study 30 Minutes Periods		
Minutes	Start	End
Approach 1	15	30
Approach 2	0	15
Approach 3	0	0
Approach 4	0	0

Exposure Product Input for Graph	20 (minutes) (min) (max)	20 (minutes) (min) (max)
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Morning Observations (Approach 1 - north)				
Time Interval	# of guard vans	# of vehicles	Observed guard van arrivals	Observed guard van departures
7:00-7:15 AM	0	0	0	0
7:15-7:30 AM	0	0	0	0
7:30-7:45 AM	0	0	0	0
7:45-8:00 AM	0	0	0	0
8:00-8:15 AM	0	0	0	0
8:15-8:30 AM	0	0	0	0
8:30-8:45 AM	0	0	0	0
8:45-9:00 AM	0	0	0	0
9:00-9:15 AM	0	0	0	0
9:15-9:30 AM	0	0	0	0
9:30-9:45 AM	0	0	0	0
9:45-10:00 AM	0	0	0	0
10:00-10:15 AM	0	0	0	0
10:15-10:30 AM	0	0	0	0
10:30-10:45 AM	0	0	0	0
10:45-11:00 AM	0	0	0	0
11:00-11:15 AM	0	0	0	0
11:15-11:30 AM	0	0	0	0
11:30-11:45 AM	0	0	0	0
11:45-12:00 PM	0	0	0	0

Morning Observations (Approach 2 - east)				
Time Interval	# of guard vans	# of vehicles	Observed guard van arrivals	Observed guard van departures
7:00-7:15 AM	0	0	0	0
7:15-7:30 AM	0	0	0	0
7:30-7:45 AM	0	0	0	0
7:45-8:00 AM	0	0	0	0
8:00-8:15 AM	0	0	0	0
8:15-8:30 AM	0	0	0	0
8:30-8:45 AM	0	0	0	0
8:45-9:00 AM	0	0	0	0
9:00-9:15 AM	0	0	0	0
9:15-9:30 AM	0	0	0	0
9:30-9:45 AM	0	0	0	0
9:45-10:00 AM	0	0	0	0
10:00-10:15 AM	0	0	0	0
10:15-10:30 AM	0	0	0	0
10:30-10:45 AM	0	0	0	0
10:45-11:00 AM	0	0	0	0
11:00-11:15 AM	0	0	0	0
11:15-11:30 AM	0	0	0	0
11:30-11:45 AM	0	0	0	0
11:45-12:00 PM	0	0	0	0

Afternoon Observations (Approach 1 - north)				
Time Interval	# of guard vans	# of vehicles	Observed guard van arrivals	Observed guard van departures
1:00-1:15 PM	0	0	0	0
1:15-1:30 PM	0	0	0	0
1:30-1:45 PM	0	0	0	0
1:45-2:00 PM	0	0	0	0
2:00-2:15 PM	0	0	0	0
2:15-2:30 PM	0	0	0	0
2:30-2:45 PM	0	0	0	0
2:45-3:00 PM	0	0	0	0
3:00-3:15 PM	0	0	0	0
3:15-3:30 PM	0	0	0	0
3:30-3:45 PM	0	0	0	0
3:45-4:00 PM	0	0	0	0
4:00-4:15 PM	0	0	0	0
4:15-4:30 PM	0	0	0	0
4:30-4:45 PM	0	0	0	0
4:45-5:00 PM	0	0	0	0
5:00-5:15 PM	0	0	0	0
5:15-5:30 PM	0	0	0	0
5:30-5:45 PM	0	0	0	0
5:45-6:00 PM	0	0	0	0

Afternoon Observations (Approach 2 - east)				
Time Interval	# of guard vans	# of vehicles	Observed guard van arrivals	Observed guard van departures
1:00-1:15 PM	0	0	0	0
1:15-1:30 PM	0	0	0	0
1:30-1:45 PM	0	0	0	0
1:45-2:00 PM	0	0	0	0
2:00-2:15 PM	0	0	0	0
2:15-2:30 PM	0	0	0	0
2:30-2:45 PM	0	0	0	0
2:45-3:00 PM	0	0	0	0
3:00-3:15 PM	0	0	0	0
3:15-3:30 PM	0	0	0	0
3:30-3:45 PM	0	0	0	0
3:45-4:00 PM	0	0	0	0
4:00-4:15 PM	0	0	0	0
4:15-4:30 PM	0	0	0	0
4:30-4:45 PM	0	0	0	0
4:45-5:00 PM	0	0	0	0
5:00-5:15 PM	0	0	0	0
5:15-5:30 PM	0	0	0	0
5:30-5:45 PM	0	0	0	0
5:45-6:00 PM	0	0	0	0

Guard arrival times  
 Guard exit times

Collection methods used to be completed	
Method of Collection	1
Method of Collection	2
Method of Collection	3
Method of Collection	4
Method of Collection	5
Method of Collection	6
Method of Collection	7
Method of Collection	8
Method of Collection	9
Method of Collection	10

4 (North)	1 (North)	2 (North)																		
3 (South)																				
<table border="1"> <tr> <td>Approach 1</td> <td>Approach 2</td> <td>Statistical Software or Computer Program</td> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td>Approach 3</td> <td>4</td> <td>5</td> </tr> <tr> <td>Approach 4</td> <td>6</td> <td>7</td> </tr> <tr> <td>Approach 5</td> <td>8</td> <td>9</td> </tr> <tr> <td>Approach 6</td> <td>10</td> <td>11</td> </tr> </table>			Approach 1	Approach 2	Statistical Software or Computer Program	1	2	3	Approach 3	4	5	Approach 4	6	7	Approach 5	8	9	Approach 6	10	11
Approach 1	Approach 2	Statistical Software or Computer Program																		
1	2	3																		
Approach 3	4	5																		
Approach 4	6	7																		
Approach 5	8	9																		
Approach 6	10	11																		

Exposure Product Used For Graph	1	2	3	4	5	6	7	8	9	10	11	12
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Morning Observations (Approach 1 - north)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
7:00:00 AM					
7:05:00 AM					
7:10:00 AM					
7:15:00 AM					
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					
9:45:00 AM					
9:50:00 AM					
9:55:00 AM					
10:00:00 AM					

Morning Observations (Approach 2 - east)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
7:00:00 AM					
7:05:00 AM					
7:10:00 AM					
7:15:00 AM					
7:20:00 AM					
7:25:00 AM					
7:30:00 AM					
7:35:00 AM					
7:40:00 AM					
7:45:00 AM					
7:50:00 AM					
7:55:00 AM					
8:00:00 AM					
8:05:00 AM					
8:10:00 AM					
8:15:00 AM					
8:20:00 AM					
8:25:00 AM					
8:30:00 AM					
8:35:00 AM					
8:40:00 AM					
8:45:00 AM					
8:50:00 AM					
8:55:00 AM					
9:00:00 AM					
9:05:00 AM					
9:10:00 AM					
9:15:00 AM					
9:20:00 AM					
9:25:00 AM					
9:30:00 AM					
9:35:00 AM					
9:40:00 AM					
9:45:00 AM					
9:50:00 AM					
9:55:00 AM					
10:00:00 AM					

Afternoon Observations (Approach 1 - north)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 PM					
1:05:00 PM					
1:10:00 PM					
1:15:00 PM					
1:20:00 PM					
1:25:00 PM					
1:30:00 PM					
1:35:00 PM					
1:40:00 PM					
1:45:00 PM					
1:50:00 PM					
1:55:00 PM					
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM					
2:20:00 PM					
2:25:00 PM					
2:30:00 PM					
2:35:00 PM					
2:40:00 PM					
2:45:00 PM					
2:50:00 PM					
2:55:00 PM					
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					

Afternoon Observations (Approach 2 - east)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 PM					
1:05:00 PM					
1:10:00 PM					
1:15:00 PM					
1:20:00 PM					
1:25:00 PM					
1:30:00 PM					
1:35:00 PM					
1:40:00 PM					
1:45:00 PM					
1:50:00 PM					
1:55:00 PM					
2:00:00 PM					
2:05:00 PM					
2:10:00 PM					
2:15:00 PM					
2:20:00 PM					
2:25:00 PM					
2:30:00 PM					
2:35:00 PM					
2:40:00 PM					
2:45:00 PM					
2:50:00 PM					
2:55:00 PM					
3:00:00 PM					
3:05:00 PM					
3:10:00 PM					
3:15:00 PM					
3:20:00 PM					
3:25:00 PM					
3:30:00 PM					
3:35:00 PM					
3:40:00 PM					
3:45:00 PM					
3:50:00 PM					
3:55:00 PM					
4:00:00 PM					





Information provided to the contractor	
Name of contractor	TTI
Address	10000 NE 8 <sup>th</sup> Avenue W.C.
City and State	Seattle WA
Information Contact	98198-1111
Name of school district	Washelli School District
Contract Description	Washelli School District

4 (Week)	1 (Month)	2 (Year)
	1 (Month)	

Risk Mitigation Strategy		Student Volume in Common School District
Mitigation 1	None	0
Mitigation 2	0	0
Mitigation 3	0	0
Mitigation 4	0	0

Exposure Product Input for Graph	20 (multiple units of cost units)	20 (multiple units of students)
	0	0



Time (minutes)	# of cost units	# of students	20 (multiple units of cost units)	20 (multiple units of students)	20 (multiple units)
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0

Time (minutes)	# of cost units	# of students	20 (multiple units of cost units)	20 (multiple units of students)	20 (multiple units)
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0

Time (minutes)	# of cost units	# of students	20 (multiple units of cost units)	20 (multiple units of students)	20 (multiple units)
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0
4:55:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:05:00 PM	0	0	0	0	0
5:10:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0
5:20:00 PM	0	0	0	0	0
5:25:00 PM	0	0	0	0	0
5:30:00 PM	0	0	0	0	0
5:35:00 PM	0	0	0	0	0
5:40:00 PM	0	0	0	0	0
5:45:00 PM	0	0	0	0	0
5:50:00 PM	0	0	0	0	0
5:55:00 PM	0	0	0	0	0
6:00:00 PM	0	0	0	0	0

Time (minutes)	# of cost units	# of students	20 (multiple units of cost units)	20 (multiple units of students)	20 (multiple units)
6:05:00 PM	0	0	0	0	0
6:10:00 PM	0	0	0	0	0
6:15:00 PM	0	0	0	0	0
6:20:00 PM	0	0	0	0	0
6:25:00 PM	0	0	0	0	0
6:30:00 PM	0	0	0	0	0
6:35:00 PM	0	0	0	0	0
6:40:00 PM	0	0	0	0	0
6:45:00 PM	0	0	0	0	0
6:50:00 PM	0	0	0	0	0
6:55:00 PM	0	0	0	0	0
7:00:00 PM	0	0	0	0	0

<b>Information available to be used</b>	
Vehicle Control ID:	147
Vehicle Control:	King City - 9th Street/Highway 1
Signal Control:	King City
Installation Control:	PPW
Installation Location:	
Time of Day of Observation:	7:00am - 7:00am
Control Street Direction:	Northbound

4 (West)	1 (North)		2 (East)
	1 (South)		

Type of Vehicle Product		Station	Station	Station	Station
Approach 1	Approach 2	Approach 3	Approach 4	Approach 5	Approach 6
0	0	0	0	0	0
Approach 1	Approach 2	Approach 3	Approach 4	Approach 5	Approach 6
0	0	0	0	0	0

Exposure Product Used For Graph	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5	Approach 6
	0	0	0	0	0	0



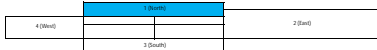
Morning Observations (Approach 1 - north)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
7:00:00 AM	0	0	0	0	0
7:01:00 AM	0	0	0	0	0
7:02:00 AM	0	0	0	0	0
7:03:00 AM	0	0	0	0	0
7:04:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:06:00 AM	0	0	0	0	0
7:07:00 AM	0	0	0	0	0
7:08:00 AM	0	0	0	0	0
7:09:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:11:00 AM	0	0	0	0	0
7:12:00 AM	0	0	0	0	0
7:13:00 AM	0	0	0	0	0
7:14:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:16:00 AM	0	0	0	0	0
7:17:00 AM	0	0	0	0	0
7:18:00 AM	0	0	0	0	0
7:19:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:21:00 AM	0	0	0	0	0
7:22:00 AM	0	0	0	0	0
7:23:00 AM	0	0	0	0	0
7:24:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:26:00 AM	0	0	0	0	0
7:27:00 AM	0	0	0	0	0
7:28:00 AM	0	0	0	0	0
7:29:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:31:00 AM	0	0	0	0	0
7:32:00 AM	0	0	0	0	0
7:33:00 AM	0	0	0	0	0
7:34:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:36:00 AM	0	0	0	0	0
7:37:00 AM	0	0	0	0	0
7:38:00 AM	0	0	0	0	0
7:39:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:41:00 AM	0	0	0	0	0
7:42:00 AM	0	0	0	0	0
7:43:00 AM	0	0	0	0	0
7:44:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:46:00 AM	0	0	0	0	0
7:47:00 AM	0	0	0	0	0
7:48:00 AM	0	0	0	0	0
7:49:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:51:00 AM	0	0	0	0	0
7:52:00 AM	0	0	0	0	0
7:53:00 AM	0	0	0	0	0
7:54:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
7:56:00 AM	0	0	0	0	0
7:57:00 AM	0	0	0	0	0
7:58:00 AM	0	0	0	0	0
7:59:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 PM	0	0	0	0	0
1:01:00 PM	0	0	0	0	0
1:02:00 PM	0	0	0	0	0
1:03:00 PM	0	0	0	0	0
1:04:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:06:00 PM	0	0	0	0	0
1:07:00 PM	0	0	0	0	0
1:08:00 PM	0	0	0	0	0
1:09:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:11:00 PM	0	0	0	0	0
1:12:00 PM	0	0	0	0	0
1:13:00 PM	0	0	0	0	0
1:14:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:16:00 PM	0	0	0	0	0
1:17:00 PM	0	0	0	0	0
1:18:00 PM	0	0	0	0	0
1:19:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:21:00 PM	0	0	0	0	0
1:22:00 PM	0	0	0	0	0
1:23:00 PM	0	0	0	0	0
1:24:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:26:00 PM	0	0	0	0	0
1:27:00 PM	0	0	0	0	0
1:28:00 PM	0	0	0	0	0
1:29:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:31:00 PM	0	0	0	0	0
1:32:00 PM	0	0	0	0	0
1:33:00 PM	0	0	0	0	0
1:34:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:36:00 PM	0	0	0	0	0
1:37:00 PM	0	0	0	0	0
1:38:00 PM	0	0	0	0	0
1:39:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:41:00 PM	0	0	0	0	0
1:42:00 PM	0	0	0	0	0
1:43:00 PM	0	0	0	0	0
1:44:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:46:00 PM	0	0	0	0	0
1:47:00 PM	0	0	0	0	0
1:48:00 PM	0	0	0	0	0
1:49:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:51:00 PM	0	0	0	0	0
1:52:00 PM	0	0	0	0	0
1:53:00 PM	0	0	0	0	0
1:54:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
1:56:00 PM	0	0	0	0	0
1:57:00 PM	0	0	0	0	0
1:58:00 PM	0	0	0	0	0
1:59:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
7:00:00 AM	0	0	0	0	0
7:01:00 AM	0	0	0	0	0
7:02:00 AM	0	0	0	0	0
7:03:00 AM	0	0	0	0	0
7:04:00 AM	0	0	0	0	0
7:05:00 AM	0	0	0	0	0
7:06:00 AM	0	0	0	0	0
7:07:00 AM	0	0	0	0	0
7:08:00 AM	0	0	0	0	0
7:09:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:11:00 AM	0	0	0	0	0
7:12:00 AM	0	0	0	0	0
7:13:00 AM	0	0	0	0	0
7:14:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:16:00 AM	0	0	0	0	0
7:17:00 AM	0	0	0	0	0
7:18:00 AM	0	0	0	0	0
7:19:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:21:00 AM	0	0	0	0	0
7:22:00 AM	0	0	0	0	0
7:23:00 AM	0	0	0	0	0
7:24:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:26:00 AM	0	0	0	0	0
7:27:00 AM	0	0	0	0	0
7:28:00 AM	0	0	0	0	0
7:29:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:31:00 AM	0	0	0	0	0
7:32:00 AM	0	0	0	0	0
7:33:00 AM	0	0	0	0	0
7:34:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:36:00 AM	0	0	0	0	0
7:37:00 AM	0	0	0	0	0
7:38:00 AM	0	0	0	0	0
7:39:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:41:00 AM	0	0	0	0	0
7:42:00 AM	0	0	0	0	0
7:43:00 AM	0	0	0	0	0
7:44:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:46:00 AM	0	0	0	0	0
7:47:00 AM	0	0	0	0	0
7:48:00 AM	0	0	0	0	0
7:49:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:51:00 AM	0	0	0	0	0
7:52:00 AM	0	0	0	0	0
7:53:00 AM	0	0	0	0	0
7:54:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
7:56:00 AM	0	0	0	0	0
7:57:00 AM	0	0	0	0	0
7:58:00 AM	0	0	0	0	0
7:59:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 PM	0	0	0	0	0
1:01:00 PM	0	0	0	0	0
1:02:00 PM	0	0	0	0	0
1:03:00 PM	0	0	0	0	0
1:04:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:06:00 PM	0	0	0	0	0
1:07:00 PM	0	0	0	0	0
1:08:00 PM	0	0	0	0	0
1:09:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:11:00 PM	0	0	0	0	0
1:12:00 PM	0	0	0	0	0
1:13:00 PM	0	0	0	0	0
1:14:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:16:00 PM	0	0	0	0	0
1:17:00 PM	0	0	0	0	0
1:18:00 PM	0	0	0	0	0
1:19:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:21:00 PM	0	0	0	0	0
1:22:00 PM	0	0	0	0	0
1:23:00 PM	0	0	0	0	0
1:24:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:26:00 PM	0	0	0	0	0
1:27:00 PM	0	0	0	0	0
1:28:00 PM	0	0	0	0	0
1:29:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:31:00 PM	0	0	0	0	0
1:32:00 PM	0	0	0	0	0
1:33:00 PM	0	0	0	0	0
1:34:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:36:00 PM	0	0	0	0	0
1:37:00 PM	0	0	0	0	0
1:38:00 PM	0	0	0	0	0
1:39:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:41:00 PM	0	0	0	0	0
1:42:00 PM	0	0	0	0	0
1:43:00 PM	0	0	0	0	0
1					

Section numbers listed in the contract	
Vehicle Control (V)	147
Police Control (P)	148
Police Control (P)	149
Police Control (P)	150
Police Control (P)	151
Police Control (P)	152
Police Control (P)	153
Police Control (P)	154
Police Control (P)	155
Police Control (P)	156
Police Control (P)	157
Police Control (P)	158
Police Control (P)	159
Police Control (P)	160
Police Control (P)	161
Police Control (P)	162
Police Control (P)	163
Police Control (P)	164
Police Control (P)	165
Police Control (P)	166
Police Control (P)	167
Police Control (P)	168
Police Control (P)	169
Police Control (P)	170
Police Control (P)	171
Police Control (P)	172
Police Control (P)	173
Police Control (P)	174
Police Control (P)	175
Police Control (P)	176
Police Control (P)	177
Police Control (P)	178
Police Control (P)	179
Police Control (P)	180
Police Control (P)	181
Police Control (P)	182
Police Control (P)	183
Police Control (P)	184
Police Control (P)	185
Police Control (P)	186
Police Control (P)	187
Police Control (P)	188
Police Control (P)	189
Police Control (P)	190
Police Control (P)	191
Police Control (P)	192
Police Control (P)	193
Police Control (P)	194
Police Control (P)	195
Police Control (P)	196
Police Control (P)	197
Police Control (P)	198
Police Control (P)	199
Police Control (P)	200



Approach 1	1	1	1	1	1
Approach 2	1	1	1	1	1
Approach 3	1	1	1	1	1
Approach 4	1	1	1	1	1

Exposure Product Used For Graph: All



Morning Observations (Approach 1 - north)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 AM	0	0	0	0	0
1:05:00 AM	0	0	0	0	0
1:10:00 AM	0	0	0	0	0
1:15:00 AM	0	0	0	0	0
1:20:00 AM	0	0	0	0	0
1:25:00 AM	0	0	0	0	0
1:30:00 AM	0	0	0	0	0
1:35:00 AM	0	0	0	0	0
1:40:00 AM	0	0	0	0	0
1:45:00 AM	0	0	0	0	0
1:50:00 AM	0	0	0	0	0
1:55:00 AM	0	0	0	0	0
2:00:00 AM	0	0	0	0	0
2:05:00 AM	0	0	0	0	0
2:10:00 AM	0	0	0	0	0
2:15:00 AM	0	0	0	0	0
2:20:00 AM	0	0	0	0	0
2:25:00 AM	0	0	0	0	0
2:30:00 AM	0	0	0	0	0
2:35:00 AM	0	0	0	0	0
2:40:00 AM	0	0	0	0	0
2:45:00 AM	0	0	0	0	0
2:50:00 AM	0	0	0	0	0
2:55:00 AM	0	0	0	0	0
3:00:00 AM	0	0	0	0	0
3:05:00 AM	0	0	0	0	0
3:10:00 AM	0	0	0	0	0
3:15:00 AM	0	0	0	0	0
3:20:00 AM	0	0	0	0	0
3:25:00 AM	0	0	0	0	0
3:30:00 AM	0	0	0	0	0
3:35:00 AM	0	0	0	0	0
3:40:00 AM	0	0	0	0	0
3:45:00 AM	0	0	0	0	0
3:50:00 AM	0	0	0	0	0
3:55:00 AM	0	0	0	0	0
4:00:00 AM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 AM	0	0	0	0	0
1:05:00 AM	0	0	0	0	0
1:10:00 AM	0	0	0	0	0
1:15:00 AM	0	0	0	0	0
1:20:00 AM	0	0	0	0	0
1:25:00 AM	0	0	0	0	0
1:30:00 AM	0	0	0	0	0
1:35:00 AM	0	0	0	0	0
1:40:00 AM	0	0	0	0	0
1:45:00 AM	0	0	0	0	0
1:50:00 AM	0	0	0	0	0
1:55:00 AM	0	0	0	0	0
2:00:00 AM	0	0	0	0	0
2:05:00 AM	0	0	0	0	0
2:10:00 AM	0	0	0	0	0
2:15:00 AM	0	0	0	0	0
2:20:00 AM	0	0	0	0	0
2:25:00 AM	0	0	0	0	0
2:30:00 AM	0	0	0	0	0
2:35:00 AM	0	0	0	0	0
2:40:00 AM	0	0	0	0	0
2:45:00 AM	0	0	0	0	0
2:50:00 AM	0	0	0	0	0
2:55:00 AM	0	0	0	0	0
3:00:00 AM	0	0	0	0	0
3:05:00 AM	0	0	0	0	0
3:10:00 AM	0	0	0	0	0
3:15:00 AM	0	0	0	0	0
3:20:00 AM	0	0	0	0	0
3:25:00 AM	0	0	0	0	0
3:30:00 AM	0	0	0	0	0
3:35:00 AM	0	0	0	0	0
3:40:00 AM	0	0	0	0	0
3:45:00 AM	0	0	0	0	0
3:50:00 AM	0	0	0	0	0
3:55:00 AM	0	0	0	0	0
4:00:00 AM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0



<b>Information provided to the contractor</b>	
Name of contractor Information Center Date period of school closure (start) Closure school location	IFC Information Center 10/26/2021 - 10/27/2021 All School Buildings & Village of High School

4 (Week)	1 (Hours)	2 (Hours)
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Date of closure (start/stop)		
Missing Absence 1 Absence 2 Absence 3 Absence 4	Absences 0 0 0 0	Student Volume in Common School District 0 0 0 0

Exposure Product Input for Graph: 20 (multiple sum of conf acts) 20 (multiple sum of students)



Date (start/stop)	# of conf acts	# of students	20 (multiple sum of conf acts)	20 (multiple sum of students)
10/26/2021	0	0	0	0
10/27/2021	0	0	0	0
10/28/2021	0	0	0	0
10/29/2021	0	0	0	0
10/30/2021	0	0	0	0
10/31/2021	0	0	0	0
11/01/2021	0	0	0	0
11/02/2021	0	0	0	0
11/03/2021	0	0	0	0
11/04/2021	0	0	0	0
11/05/2021	0	0	0	0
11/06/2021	0	0	0	0
11/07/2021	0	0	0	0
11/08/2021	0	0	0	0
11/09/2021	0	0	0	0
11/10/2021	0	0	0	0
11/11/2021	0	0	0	0
11/12/2021	0	0	0	0
11/13/2021	0	0	0	0
11/14/2021	0	0	0	0
11/15/2021	0	0	0	0
11/16/2021	0	0	0	0
11/17/2021	0	0	0	0
11/18/2021	0	0	0	0
11/19/2021	0	0	0	0
11/20/2021	0	0	0	0
11/21/2021	0	0	0	0
11/22/2021	0	0	0	0
11/23/2021	0	0	0	0
11/24/2021	0	0	0	0
11/25/2021	0	0	0	0
11/26/2021	0	0	0	0
11/27/2021	0	0	0	0
11/28/2021	0	0	0	0
11/29/2021	0	0	0	0
11/30/2021	0	0	0	0
12/01/2021	0	0	0	0

Date (start/stop)	# of conf acts	# of students	20 (multiple sum of conf acts)	20 (multiple sum of students)
12/02/2021	0	0	0	0
12/03/2021	0	0	0	0
12/04/2021	0	0	0	0
12/05/2021	0	0	0	0
12/06/2021	0	0	0	0
12/07/2021	0	0	0	0
12/08/2021	0	0	0	0
12/09/2021	0	0	0	0
12/10/2021	0	0	0	0
12/11/2021	0	0	0	0
12/12/2021	0	0	0	0
12/13/2021	0	0	0	0
12/14/2021	0	0	0	0
12/15/2021	0	0	0	0
12/16/2021	0	0	0	0
12/17/2021	0	0	0	0
12/18/2021	0	0	0	0
12/19/2021	0	0	0	0
12/20/2021	0	0	0	0
12/21/2021	0	0	0	0
12/22/2021	0	0	0	0
12/23/2021	0	0	0	0
12/24/2021	0	0	0	0
12/25/2021	0	0	0	0
12/26/2021	0	0	0	0
12/27/2021	0	0	0	0
12/28/2021	0	0	0	0
12/29/2021	0	0	0	0
12/30/2021	0	0	0	0
12/31/2021	0	0	0	0

Date (start/stop)	# of conf acts	# of students	20 (multiple sum of conf acts)	20 (multiple sum of students)
12/31/2021	0	0	0	0
01/01/2022	0	0	0	0
01/02/2022	0	0	0	0
01/03/2022	0	0	0	0
01/04/2022	0	0	0	0
01/05/2022	0	0	0	0
01/06/2022	0	0	0	0
01/07/2022	0	0	0	0
01/08/2022	0	0	0	0
01/09/2022	0	0	0	0
01/10/2022	0	0	0	0
01/11/2022	0	0	0	0
01/12/2022	0	0	0	0
01/13/2022	0	0	0	0
01/14/2022	0	0	0	0
01/15/2022	0	0	0	0
01/16/2022	0	0	0	0
01/17/2022	0	0	0	0
01/18/2022	0	0	0	0
01/19/2022	0	0	0	0
01/20/2022	0	0	0	0
01/21/2022	0	0	0	0
01/22/2022	0	0	0	0
01/23/2022	0	0	0	0
01/24/2022	0	0	0	0
01/25/2022	0	0	0	0
01/26/2022	0	0	0	0
01/27/2022	0	0	0	0
01/28/2022	0	0	0	0
01/29/2022	0	0	0	0
01/30/2022	0	0	0	0
01/31/2022	0	0	0	0

Date (start/stop)	# of conf acts	# of students	20 (multiple sum of conf acts)	20 (multiple sum of students)
02/01/2022	0	0	0	0
02/02/2022	0	0	0	0
02/03/2022	0	0	0	0
02/04/2022	0	0	0	0
02/05/2022	0	0	0	0
02/06/2022	0	0	0	0
02/07/2022	0	0	0	0
02/08/2022	0	0	0	0
02/09/2022	0	0	0	0
02/10/2022	0	0	0	0
02/11/2022	0	0	0	0
02/12/2022	0	0	0	0
02/13/2022	0	0	0	0
02/14/2022	0	0	0	0
02/15/2022	0	0	0	0
02/16/2022	0	0	0	0
02/17/2022	0	0	0	0
02/18/2022	0	0	0	0
02/19/2022	0	0	0	0
02/20/2022	0	0	0	0
02/21/2022	0	0	0	0
02/22/2022	0	0	0	0
02/23/2022	0	0	0	0
02/24/2022	0	0	0	0
02/25/2022	0	0	0	0
02/26/2022	0	0	0	0
02/27/2022	0	0	0	0
02/28/2022	0	0	0	0
02/29/2022	0	0	0	0
02/30/2022	0	0	0	0

<b>Information available to the public</b>	
Name of location:	1000 W 26th Street
City or town:	Wichita
Information Contact:	PPS
Type of school crossing guard:	At Home & Away & Highway Signs
City or school district:	PPS

4 (Week)	3 (Days)	2 (AM)
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Route 20 School Crossing	
Missing	2 (Hours)
Student Volume in Common School District	
Approach 1	150
Approach 2	0
Approach 3	0
Approach 4	0

Exposure Product Input for Graph	20 (minute span of road acts)	20 (minute span of students)
	100	100



Time (minutes)	# of road acts	# of students	20 (minute span of road acts)	20 (minute span of students)
1:00:00 PM	0	0	0	0
1:05:00 PM	0	0	0	0
1:10:00 PM	0	0	0	0
1:15:00 PM	0	0	0	0
1:20:00 PM	0	0	0	0
1:25:00 PM	0	0	0	0
1:30:00 PM	0	0	0	0
1:35:00 PM	0	0	0	0
1:40:00 PM	0	0	0	0
1:45:00 PM	0	0	0	0
1:50:00 PM	0	0	0	0
1:55:00 PM	0	0	0	0
2:00:00 PM	0	0	0	0
2:05:00 PM	0	0	0	0
2:10:00 PM	0	0	0	0
2:15:00 PM	0	0	0	0
2:20:00 PM	0	0	0	0
2:25:00 PM	0	0	0	0
2:30:00 PM	0	0	0	0
2:35:00 PM	0	0	0	0
2:40:00 PM	0	0	0	0
2:45:00 PM	0	0	0	0
2:50:00 PM	0	0	0	0
2:55:00 PM	0	0	0	0
3:00:00 PM	0	0	0	0
3:05:00 PM	0	0	0	0
3:10:00 PM	0	0	0	0
3:15:00 PM	0	0	0	0
3:20:00 PM	0	0	0	0
3:25:00 PM	0	0	0	0
3:30:00 PM	0	0	0	0
3:35:00 PM	0	0	0	0
3:40:00 PM	0	0	0	0
3:45:00 PM	0	0	0	0
3:50:00 PM	0	0	0	0
3:55:00 PM	0	0	0	0
4:00:00 PM	0	0	0	0
4:05:00 PM	0	0	0	0
4:10:00 PM	0	0	0	0
4:15:00 PM	0	0	0	0
4:20:00 PM	0	0	0	0
4:25:00 PM	0	0	0	0
4:30:00 PM	0	0	0	0
4:35:00 PM	0	0	0	0
4:40:00 PM	0	0	0	0
4:45:00 PM	0	0	0	0
4:50:00 PM	0	0	0	0
4:55:00 PM	0	0	0	0
5:00:00 PM	0	0	0	0
5:05:00 PM	0	0	0	0
5:10:00 PM	0	0	0	0
5:15:00 PM	0	0	0	0
5:20:00 PM	0	0	0	0
5:25:00 PM	0	0	0	0
5:30:00 PM	0	0	0	0
5:35:00 PM	0	0	0	0
5:40:00 PM	0	0	0	0
5:45:00 PM	0	0	0	0
5:50:00 PM	0	0	0	0
5:55:00 PM	0	0	0	0
6:00:00 PM	0	0	0	0

Time (minutes)	# of road acts	# of students	20 (minute span of road acts)	20 (minute span of students)	20 (minute span of road acts)	20 (minute span of students)
1:00:00 PM	0	0	0	0	0	0
1:05:00 PM	0	0	0	0	0	0
1:10:00 PM	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0
1:20:00 PM	0	0	0	0	0	0
1:25:00 PM	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0
1:35:00 PM	0	0	0	0	0	0
1:40:00 PM	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0
1:50:00 PM	0	0	0	0	0	0
1:55:00 PM	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0
2:05:00 PM	0	0	0	0	0	0
2:10:00 PM	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0
2:20:00 PM	0	0	0	0	0	0
2:25:00 PM	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0
2:35:00 PM	0	0	0	0	0	0
2:40:00 PM	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0
2:50:00 PM	0	0	0	0	0	0
2:55:00 PM	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0
3:05:00 PM	0	0	0	0	0	0
3:10:00 PM	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0
3:20:00 PM	0	0	0	0	0	0
3:25:00 PM	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0
3:35:00 PM	0	0	0	0	0	0
3:40:00 PM	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0
3:50:00 PM	0	0	0	0	0	0
3:55:00 PM	0	0	0	0	0	0
4:00:00 PM	0	0	0	0	0	0
4:05:00 PM	0	0	0	0	0	0
4:10:00 PM	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0
4:20:00 PM	0	0	0	0	0	0
4:25:00 PM	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0
4:35:00 PM	0	0	0	0	0	0
4:40:00 PM	0	0	0	0	0	0
4:45:00 PM	0	0	0	0	0	0
4:50:00 PM	0	0	0	0	0	0
4:55:00 PM	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0
5:05:00 PM	0	0	0	0	0	0
5:10:00 PM	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	0	0
5:20:00 PM	0	0	0	0	0	0
5:25:00 PM	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0
5:35:00 PM	0	0	0	0	0	0
5:40:00 PM	0	0	0	0	0	0
5:45:00 PM	0	0	0	0	0	0
5:50:00 PM	0	0	0	0	0	0
5:55:00 PM	0	0	0	0	0	0
6:00:00 PM	0	0	0	0	0	0

Time (minutes)	# of road acts	# of students	20 (minute span of road acts)	20 (minute span of students)	20 (minute span of road acts)	20 (minute span of students)
1:00:00 PM	0	0	0	0	0	0
1:05:00 PM	0	0	0	0	0	0
1:10:00 PM	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0
1:20:00 PM	0	0	0	0	0	0
1:25:00 PM	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0
1:35:00 PM	0	0	0	0	0	0
1:40:00 PM	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0
1:50:00 PM	0	0	0	0	0	0
1:55:00 PM	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0
2:05:00 PM	0	0	0	0	0	0
2:10:00 PM	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0
2:20:00 PM	0	0	0	0	0	0
2:25:00 PM	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0
2:35:00 PM	0	0	0	0	0	0
2:40:00 PM	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0
2:50:00 PM	0	0	0	0	0	0
2:55:00 PM	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0
3:05:00 PM	0	0	0	0	0	0
3:10:00 PM	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0
3:20:00 PM	0	0	0	0	0	0
3:25:00 PM	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0
3:35:00 PM	0	0	0	0	0	0
3:40:00 PM	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0
3:50:00 PM	0	0	0	0	0	0
3:55:00 PM	0	0	0	0	0	0
4:00:00 PM	0	0	0	0	0	0
4:05:00 PM	0	0	0	0	0	0
4:10:00 PM	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0
4:20:00 PM	0	0	0	0	0	0
4:25:00 PM	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0
4:35:00 PM	0	0	0	0	0	0
4:40:00 PM	0	0	0	0	0	0
4:45:00 PM	0	0	0	0	0	0
4:50:00 PM	0	0	0	0	0	0
4:55:00 PM	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0
5:05:00 PM	0	0	0	0	0	0
5:10:00 PM	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	0	0
5:20:00 PM	0	0	0	0	0	0
5:25:00 PM	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0
5:35:00 PM	0	0	0	0	0	0
5:40:00 PM	0	0	0	0	0	0
5:45:00 PM	0	0	0	0	0	0
5:50:00 PM	0	0	0	0	0	0
5:55:00 PM	0	0	0	0	0	0
6:00:00 PM	0	0	0	0	0	0

Time (minutes)	# of road acts	# of students	20 (minute span of road acts)	20 (minute span of students)	20 (minute span of road acts)	20 (minute span of students)
1:00:00 PM	0	0	0	0	0	0
1:05:00 PM	0	0	0	0	0	0
1:10:00 PM	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0
1:20:00 PM	0	0	0	0	0	0
1:25:00 PM	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0
1:35:00 PM	0	0	0	0	0	0
1:40:00 PM	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0
1:50:00 PM	0	0	0	0	0	0
1:55:00 PM	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0
2:05:00 PM	0	0	0	0	0	0
2:10:00 PM	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0
2:20:00 PM	0	0	0	0	0	0
2:25:00 PM	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0
2:35:00 PM	0	0	0	0	0	0
2:40:00 PM	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0
2:50:00 PM	0	0	0	0	0	0
2:55:00 PM	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0
3:05:00 PM	0	0	0	0	0	0
3:10:00 PM	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0
3:20:00 PM	0	0	0	0	0	0
3:25:00 PM	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0
3:35:00 PM	0	0	0	0	0	0
3:40:00 PM	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0
3:50:00 PM	0	0	0	0	0	0
3:55:00 PM	0	0	0	0	0	0
4:00:00 PM	0	0	0	0	0	0
4:05:00 PM	0	0	0	0		

<b>Information provided to the contractor</b> Name of contractor: TSC Address: Ministry Of Education Information Center: Ministry Telephone number: 99530000 Fax number: 99530000 Email address: info@tsc.gov.eg Website: www.tsc.gov.eg	
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4 (Week)	1 (Month)	2 (Months)
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Approach 1	0	0	0
Approach 2	0	0	0
Approach 3	0	0	0
Approach 4	0	0	0



Time (minutes)	# of staff	# of students	# of vehicles	# of accidents	# of incidents
1:00:00 AM	0	0	0	0	0
1:05:00 AM	0	0	0	0	0
1:10:00 AM	0	0	0	0	0
1:15:00 AM	0	0	0	0	0
1:20:00 AM	0	0	0	0	0
1:25:00 AM	0	0	0	0	0
1:30:00 AM	0	0	0	0	0
1:35:00 AM	0	0	0	0	0
1:40:00 AM	0	0	0	0	0
1:45:00 AM	0	0	0	0	0
1:50:00 AM	0	0	0	0	0
1:55:00 AM	0	0	0	0	0
2:00:00 AM	0	0	0	0	0
2:05:00 AM	0	0	0	0	0
2:10:00 AM	0	0	0	0	0
2:15:00 AM	0	0	0	0	0
2:20:00 AM	0	0	0	0	0
2:25:00 AM	0	0	0	0	0
2:30:00 AM	0	0	0	0	0
2:35:00 AM	0	0	0	0	0
2:40:00 AM	0	0	0	0	0
2:45:00 AM	0	0	0	0	0
2:50:00 AM	0	0	0	0	0
2:55:00 AM	0	0	0	0	0
3:00:00 AM	0	0	0	0	0

Time (minutes)	# of staff	# of students	# of vehicles	# of accidents	# of incidents
3:05:00 AM	0	0	0	0	0
3:10:00 AM	0	0	0	0	0
3:15:00 AM	0	0	0	0	0
3:20:00 AM	0	0	0	0	0
3:25:00 AM	0	0	0	0	0
3:30:00 AM	0	0	0	0	0
3:35:00 AM	0	0	0	0	0
3:40:00 AM	0	0	0	0	0
3:45:00 AM	0	0	0	0	0
3:50:00 AM	0	0	0	0	0
3:55:00 AM	0	0	0	0	0
4:00:00 AM	0	0	0	0	0
4:05:00 AM	0	0	0	0	0
4:10:00 AM	0	0	0	0	0
4:15:00 AM	0	0	0	0	0
4:20:00 AM	0	0	0	0	0
4:25:00 AM	0	0	0	0	0
4:30:00 AM	0	0	0	0	0
4:35:00 AM	0	0	0	0	0
4:40:00 AM	0	0	0	0	0
4:45:00 AM	0	0	0	0	0
4:50:00 AM	0	0	0	0	0
4:55:00 AM	0	0	0	0	0
5:00:00 AM	0	0	0	0	0

Time (minutes)	# of staff	# of students	# of vehicles	# of accidents	# of incidents
5:05:00 AM	0	0	0	0	0
5:10:00 AM	0	0	0	0	0
5:15:00 AM	0	0	0	0	0
5:20:00 AM	0	0	0	0	0
5:25:00 AM	0	0	0	0	0
5:30:00 AM	0	0	0	0	0
5:35:00 AM	0	0	0	0	0
5:40:00 AM	0	0	0	0	0
5:45:00 AM	0	0	0	0	0
5:50:00 AM	0	0	0	0	0
5:55:00 AM	0	0	0	0	0
6:00:00 AM	0	0	0	0	0
6:05:00 AM	0	0	0	0	0
6:10:00 AM	0	0	0	0	0
6:15:00 AM	0	0	0	0	0
6:20:00 AM	0	0	0	0	0
6:25:00 AM	0	0	0	0	0
6:30:00 AM	0	0	0	0	0
6:35:00 AM	0	0	0	0	0
6:40:00 AM	0	0	0	0	0
6:45:00 AM	0	0	0	0	0
6:50:00 AM	0	0	0	0	0
6:55:00 AM	0	0	0	0	0
7:00:00 AM	0	0	0	0	0

Time (minutes)	# of staff	# of students	# of vehicles	# of accidents	# of incidents
7:05:00 AM	0	0	0	0	0
7:10:00 AM	0	0	0	0	0
7:15:00 AM	0	0	0	0	0
7:20:00 AM	0	0	0	0	0
7:25:00 AM	0	0	0	0	0
7:30:00 AM	0	0	0	0	0
7:35:00 AM	0	0	0	0	0
7:40:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
7:50:00 AM	0	0	0	0	0
7:55:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	0
8:05:00 AM	0	0	0	0	0
8:10:00 AM	0	0	0	0	0
8:15:00 AM	0	0	0	0	0
8:20:00 AM	0	0	0	0	0
8:25:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0
8:35:00 AM	0	0	0	0	0
8:40:00 AM	0	0	0	0	0
8:45:00 AM	0	0	0	0	0
8:50:00 AM	0	0	0	0	0
8:55:00 AM	0	0	0	0	0
9:00:00 AM	0	0	0	0	0

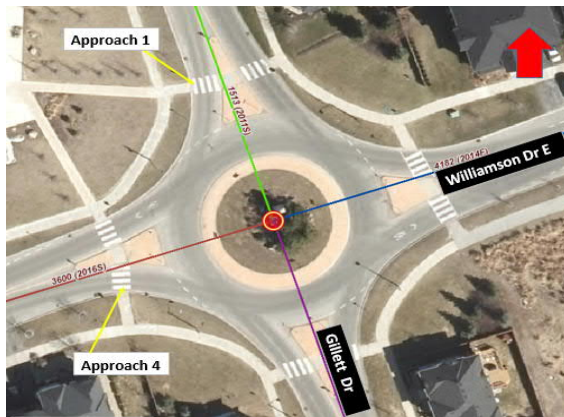


**Instruction: anything in red is to be updated**

Intersection ID:	13172
Intersection Name:	Williamson Dr E and Gillett Dr
Date of video:	27-Sep
Intersection Control:	Roundabout
Approach counted:	2

Max morning product	6400
Max afternoon product	3458

	AM	PM
Approach 1 Peds	35	28
Approach 4 Peds	16	38



**Morning Observations (Approach 1)**

Time period	# of conflicting Vehicles	# of students	20 min product
7:20:00 AM			--
7:25:00 AM			--
7:30:00 AM			--
7:35:00 AM			0
7:40:00 AM			0
7:45:00 AM			0
7:50:00 AM	26	3	78
7:55:00 AM	54	7	800
8:00:00 AM	43	14	2952
8:05:00 AM	58	11	6335
8:10:00 AM	45	0	6400
8:15:00 AM			3650
8:20:00 AM			1133
8:25:00 AM			0
8:30:00 AM			0
8:35:00 AM			0
8:40:00 AM			0
8:45:00 AM			0
8:50:00 AM			0
8:55:00 AM			0
9:00:00 AM			0
9:05:00 AM			0
9:10:00 AM			0

Start time of count: 7:45:00 AM  
 End time of count: 8:10:00 AM

**Morning Observations (Approach 4)**

Time period	# of conflicting Vehicles	# of students	20 min product
7:20:00 AM			--
7:25:00 AM			--
7:30:00 AM			--
7:35:00 AM			0
7:40:00 AM			0
7:45:00 AM			0
7:50:00 AM	23	2	46
7:55:00 AM	35	8	580
8:00:00 AM	69	3	1651
8:05:00 AM	71	2	2970
8:10:00 AM	50	1	3150
8:15:00 AM			1140
8:20:00 AM			363
8:25:00 AM			50
8:30:00 AM			0
8:35:00 AM			0
8:40:00 AM			0
8:45:00 AM			0
8:50:00 AM			0
8:55:00 AM			0
9:00:00 AM			0
9:05:00 AM			0
9:10:00 AM			0

Start time of count: 7:45:00 AM  
 End time of count: 8:10:00 AM

**Afternoon Observations (Approach 1)**

Time period	# of conflicting Vehicles	# of students	20 min product
2:30:00 PM			--
2:35:00 PM	19	11	--
2:40:00 PM	36	15	--
2:45:00 PM	39	1	2538
2:50:00 PM	23	1	3276
2:55:00 PM			1666
3:00:00 PM			124
3:05:00 PM			23
3:10:00 PM			0
3:15:00 PM			0
3:20:00 PM			0
3:25:00 PM			0
3:30:00 PM			0
3:35:00 PM			0
3:40:00 PM			0
3:45:00 PM			0
3:50:00 PM			0
3:55:00 PM			0
4:00:00 PM			0
4:05:00 PM			0
4:10:00 PM			0
4:15:00 PM			0
4:20:00 PM			0

Start time of count: 2:30:00 PM  
 End time of count: 2:50:00 PM

**Afternoon Observations (Approach 4)**

Time period	# of conflicting Vehicles	# of students	20 min product
2:30:00 PM			--
2:35:00 PM	18	6	--
2:40:00 PM	26	17	--
2:45:00 PM	27	11	2414
2:50:00 PM	20	4	3458
2:55:00 PM			2336
3:00:00 PM			705
3:05:00 PM			80
3:10:00 PM			0
3:15:00 PM			0
3:20:00 PM			0
3:25:00 PM			0
3:30:00 PM			0
3:35:00 PM			0
3:40:00 PM			0
3:45:00 PM			0
3:50:00 PM			0
3:55:00 PM			0
4:00:00 PM			0
4:05:00 PM			0
4:10:00 PM			0
4:15:00 PM			0
4:20:00 PM			0

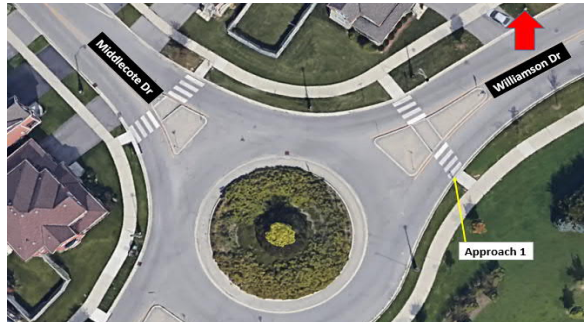
Start time of count: 2:30:00 PM  
 End time of count: 2:50:00 PM

Instruction: anything in red is to be updated

Intersection ID:	12342
Intersection Name:	Williamson Dr and Middlecote Dr
Date of video:	27-Sep
Intersection Control:	Roundabout
Approach counted:	1

Max morning product	13386
Max afternoon product	14841

Approach 1 Peds	AM	PM
	131	196



Morning Observations (Approach 1)				
Time period	# of conflicting Vehicles	# of students	20 min product	
7:20:00 AM				--
7:25:00 AM				--
7:30:00 AM				--
7:35:00 AM			0	
7:40:00 AM			0	
7:45:00 AM			0	
7:50:00 AM	21	1	21	
7:55:00 AM	31	2	156	
8:00:00 AM	36	2	440	
8:05:00 AM	35	4	1107	
8:10:00 AM	24	0	1008	
8:15:00 AM	30	2	1000	
8:20:00 AM	32	2	968	
8:25:00 AM	59	10	2030	
8:30:00 AM	49	2	2720	
8:35:00 AM	40	3	3060	
8:40:00 AM	40	12	5076	
8:45:00 AM	22	14	4681	
8:50:00 AM	46	46	11100	
8:55:00 AM	30	25	13386	
9:00:00 AM	18	6	10556	
9:05:00 AM	10	0	8008	
9:10:00 AM	9	0	2077	

Start time of count:

End time of count:

Afternoon Observations (Approach 1)				
Time period	# of conflicting Vehicles	# of students	20 min product	
2:30:00 PM				--
2:35:00 PM	17	0		--
2:40:00 PM	24	0		--
2:45:00 PM	17	2	116	
2:50:00 PM	14	1	216	
2:55:00 PM	21	0	228	
3:00:00 PM	12	6	576	
3:05:00 PM	20	8	1005	
3:10:00 PM	26	4	1422	
3:15:00 PM	30	10	2464	
3:20:00 PM	32	4	2808	
3:25:00 PM	23	2	2220	
3:30:00 PM	16	38	5454	
3:35:00 PM	26	109	14841	
3:40:00 PM	14	10	12561	
3:45:00 PM	10	0	10362	
3:50:00 PM	19	2	8349	
3:55:00 PM			516	
4:00:00 PM			58	
4:05:00 PM			38	
4:10:00 PM			0	
4:15:00 PM			0	
4:20:00 PM			0	

Start time of count:

End time of count:

Instruction: anything in red is to be updated

Intersection ID:	11448
Intersection Name:	Seggar Ave and Sabbe Cr/Westcott Cr
Date of video:	27-Sep
Intersection Control:	Roundabout
Approach counted:	1

Max morning product	9933
Max afternoon product	8904

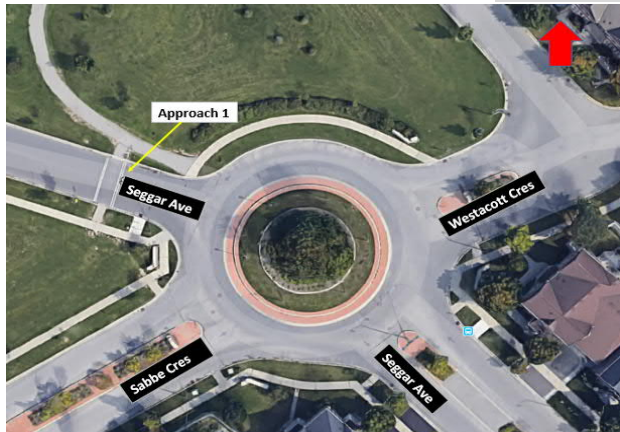
	AM	PM
Approach 1 Peds	50	61

Morning Observations (Approach 1)

Time Period	# of conflicting Vehicles	# of students	20 min product
7:20:00 AM			--
7:25:00 AM			--
7:30:00 AM			--
7:35:00 AM			0
7:40:00 AM			0
7:45:00 AM			0
7:50:00 AM			0
7:55:00 AM	18	0	0
8:00:00 AM	33	18	918
8:05:00 AM	68	9	3213
8:10:00 AM	74	14	7913
8:15:00 AM	56	2	9933
8:20:00 AM	22	5	6600
8:25:00 AM	25	1	3894
8:30:00 AM	27	0	1040
8:35:00 AM	33	1	749
8:40:00 AM	29	0	228
8:45:00 AM			89
8:50:00 AM			62
8:55:00 AM			0
9:00:00 AM			0
9:05:00 AM			0
9:10:00 AM			0

Start time of count:

End time of count:



Afternoon Observations (Approach 1)

Time Period	# of conflicting Vehicles	# of students	20 min product
2:30:00 PM			--
2:35:00 PM			--
2:40:00 PM			--
2:45:00 PM			0
2:50:00 PM			0
2:55:00 PM	27	16	432
3:00:00 PM	63	31	4230
3:05:00 PM	43	7	7182
3:10:00 PM	26	2	8904
3:15:00 PM	23	1	6355
3:20:00 PM	35	3	1651
3:25:00 PM	12	1	672
3:30:00 PM	19	0	445
3:35:00 PM			264
3:40:00 PM			31
3:45:00 PM			0
3:50:00 PM			0
3:55:00 PM			0
4:00:00 PM			0
4:05:00 PM			0
4:10:00 PM			0
4:15:00 PM			0
4:20:00 PM			0

Start time of count:

End time of count:

Information regarding traffic to be analyzed	
Vehicle Category (V)	All
Vehicle Category (C)	Commercial Vehicle/Tractor
Vehicle Category (M)	Motorcycle
Vehicle Category (P)	Personnel Vehicle
Vehicle Category (B)	Bicycle
Vehicle Category (T)	Tram/Streetcar
Vehicle Category (R)	Recreational Vehicle
Vehicle Category (O)	Other
Time period of observation (Start/End)	8:00:00 AM / 5:00:00 PM
Location (Street Name)	CR 100



Approach 1	North	Approach 2	East	Approach 3	South
Approach 1	2	Approach 2	2	Approach 3	2
Approach 1	100	Approach 2	100	Approach 3	100
Approach 1	100	Approach 2	100	Approach 3	100

Exposure Period (Start/End)	8:00:00 AM / 5:00:00 PM
Exposure Period (Start/End)	8:00:00 AM / 5:00:00 PM
Exposure Period (Start/End)	8:00:00 AM / 5:00:00 PM



Morning Observations (Approach 1 - north)						
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5	Approach 6
8:00:00 AM	0	0	0	0	0	0
8:05:00 AM	0	0	0	0	0	0
8:10:00 AM	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0
8:20:00 AM	0	0	0	0	0	0
8:25:00 AM	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0
8:35:00 AM	0	0	0	0	0	0
8:40:00 AM	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0
8:50:00 AM	0	0	0	0	0	0
8:55:00 AM	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0
9:05:00 AM	0	0	0	0	0	0
9:10:00 AM	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0
9:20:00 AM	0	0	0	0	0	0
9:25:00 AM	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0
9:35:00 AM	0	0	0	0	0	0
9:40:00 AM	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0
9:50:00 AM	0	0	0	0	0	0
9:55:00 AM	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0

Afternoon Observations (Approach 1 - north)						
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5	Approach 6
1:00:00 PM	0	0	0	0	0	0
1:05:00 PM	0	0	0	0	0	0
1:10:00 PM	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0
1:20:00 PM	0	0	0	0	0	0
1:25:00 PM	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0
1:35:00 PM	0	0	0	0	0	0
1:40:00 PM	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0
1:50:00 PM	0	0	0	0	0	0
1:55:00 PM	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0
2:05:00 PM	0	0	0	0	0	0
2:10:00 PM	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0
2:20:00 PM	0	0	0	0	0	0
2:25:00 PM	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0
2:35:00 PM	0	0	0	0	0	0
2:40:00 PM	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0
2:50:00 PM	0	0	0	0	0	0
2:55:00 PM	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0



Morning Observations (Approach 2 - east)						
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5	Approach 6
8:00:00 AM	0	0	0	0	0	0
8:05:00 AM	0	0	0	0	0	0
8:10:00 AM	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0
8:20:00 AM	0	0	0	0	0	0
8:25:00 AM	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0
8:35:00 AM	0	0	0	0	0	0
8:40:00 AM	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0
8:50:00 AM	0	0	0	0	0	0
8:55:00 AM	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0
9:05:00 AM	0	0	0	0	0	0
9:10:00 AM	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0
9:20:00 AM	0	0	0	0	0	0
9:25:00 AM	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0
9:35:00 AM	0	0	0	0	0	0
9:40:00 AM	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0
9:50:00 AM	0	0	0	0	0	0
9:55:00 AM	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0

Afternoon Observations (Approach 2 - east)						
Time	Approach 1	Approach 2	Approach 3	Approach 4	Approach 5	Approach 6
1:00:00 PM	0	0	0	0	0	0
1:05:00 PM	0	0	0	0	0	0
1:10:00 PM	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0
1:20:00 PM	0	0	0	0	0	0
1:25:00 PM	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0
1:35:00 PM	0	0	0	0	0	0
1:40:00 PM	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0
1:50:00 PM	0	0	0	0	0	0
1:55:00 PM	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0
2:05:00 PM	0	0	0	0	0	0
2:10:00 PM	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0
2:20:00 PM	0	0	0	0	0	0
2:25:00 PM	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0
2:35:00 PM	0	0	0	0	0	0
2:40:00 PM	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0
2:50:00 PM	0	0	0	0	0	0
2:55:00 PM	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0



<b>Information regarding travel is to be provided:</b> Vehicle Category: <input type="checkbox"/> <b>1</b> Vehicle Length: <input type="checkbox"/> <b>1</b> Vehicle Width: <input type="checkbox"/> <b>1</b> Vehicle Weight: <input type="checkbox"/> <b>1</b> Total weight of vehicle components: <input type="checkbox"/> <b>1</b> Complete vehicle description: <input type="checkbox"/> <b>1</b>	
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Approach 1	Through	Through	Statistical Method or Continuity (North/South)
Approach 2	Thru	Thru	100
Approach 3	Thru	Thru	100
Approach 4	Thru	Thru	100

Exposure Product Input For Graph:  **100**



Morning Observations (Approach 1 - north)					
Time	Eastbound	Westbound	Through (Left + Middle + Right)	Through (Left + Middle + Right)	Through (Left + Middle + Right)
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0
4:55:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:05:00 PM	0	0	0	0	0
5:10:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0
5:20:00 PM	0	0	0	0	0
5:25:00 PM	0	0	0	0	0
5:30:00 PM	0	0	0	0	0
5:35:00 PM	0	0	0	0	0
5:40:00 PM	0	0	0	0	0
5:45:00 PM	0	0	0	0	0
5:50:00 PM	0	0	0	0	0
5:55:00 PM	0	0	0	0	0
6:00:00 PM	0	0	0	0	0
6:05:00 PM	0	0	0	0	0
6:10:00 PM	0	0	0	0	0
6:15:00 PM	0	0	0	0	0
6:20:00 PM	0	0	0	0	0
6:25:00 PM	0	0	0	0	0
6:30:00 PM	0	0	0	0	0
6:35:00 PM	0	0	0	0	0
6:40:00 PM	0	0	0	0	0
6:45:00 PM	0	0	0	0	0
6:50:00 PM	0	0	0	0	0
6:55:00 PM	0	0	0	0	0
7:00:00 PM	0	0	0	0	0
7:05:00 PM	0	0	0	0	0
7:10:00 PM	0	0	0	0	0
7:15:00 PM	0	0	0	0	0
7:20:00 PM	0	0	0	0	0
7:25:00 PM	0	0	0	0	0
7:30:00 PM	0	0	0	0	0
7:35:00 PM	0	0	0	0	0
7:40:00 PM	0	0	0	0	0
7:45:00 PM	0	0	0	0	0
7:50:00 PM	0	0	0	0	0
7:55:00 PM	0	0	0	0	0
8:00:00 PM	0	0	0	0	0
8:05:00 PM	0	0	0	0	0
8:10:00 PM	0	0	0	0	0
8:15:00 PM	0	0	0	0	0
8:20:00 PM	0	0	0	0	0
8:25:00 PM	0	0	0	0	0
8:30:00 PM	0	0	0	0	0
8:35:00 PM	0	0	0	0	0
8:40:00 PM	0	0	0	0	0
8:45:00 PM	0	0	0	0	0
8:50:00 PM	0	0	0	0	0
8:55:00 PM	0	0	0	0	0
9:00:00 PM	0	0	0	0	0
9:05:00 PM	0	0	0	0	0
9:10:00 PM	0	0	0	0	0
9:15:00 PM	0	0	0	0	0
9:20:00 PM	0	0	0	0	0
9:25:00 PM	0	0	0	0	0
9:30:00 PM	0	0	0	0	0
9:35:00 PM	0	0	0	0	0
9:40:00 PM	0	0	0	0	0
9:45:00 PM	0	0	0	0	0
9:50:00 PM	0	0	0	0	0
9:55:00 PM	0	0	0	0	0
10:00:00 PM	0	0	0	0	0
10:05:00 PM	0	0	0	0	0
10:10:00 PM	0	0	0	0	0
10:15:00 PM	0	0	0	0	0
10:20:00 PM	0	0	0	0	0
10:25:00 PM	0	0	0	0	0
10:30:00 PM	0	0	0	0	0
10:35:00 PM	0	0	0	0	0
10:40:00 PM	0	0	0	0	0
10:45:00 PM	0	0	0	0	0
10:50:00 PM	0	0	0	0	0
10:55:00 PM	0	0	0	0	0
11:00:00 PM	0	0	0	0	0
11:05:00 PM	0	0	0	0	0
11:10:00 PM	0	0	0	0	0
11:15:00 PM	0	0	0	0	0
11:20:00 PM	0	0	0	0	0
11:25:00 PM	0	0	0	0	0
11:30:00 PM	0	0	0	0	0
11:35:00 PM	0	0	0	0	0
11:40:00 PM	0	0	0	0	0
11:45:00 PM	0	0	0	0	0
11:50:00 PM	0	0	0	0	0
11:55:00 PM	0	0	0	0	0
12:00:00 PM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time	Eastbound	Westbound	Through (Left + Middle + Right)	Through (Left + Middle + Right)	Through (Left + Middle + Right)
1:00:00 PM	0	0	0	0	0
1:05:00 PM	0	0	0	0	0
1:10:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:20:00 PM	0	0	0	0	0
1:25:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:35:00 PM	0	0	0	0	0
1:40:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
1:50:00 PM	0	0	0	0	0
1:55:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:05:00 PM	0	0	0	0	0
2:10:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:20:00 PM	0	0	0	0	0
2:25:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:35:00 PM	0	0	0	0	0
2:40:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
2:50:00 PM	0	0	0	0	0
2:55:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:05:00 PM	0	0	0	0	0
3:10:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:20:00 PM	0	0	0	0	0
3:25:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:35:00 PM	0	0	0	0	0
3:40:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
3:50:00 PM	0	0	0	0	0
3:55:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:05:00 PM	0	0	0	0	0
4:10:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:20:00 PM	0	0	0	0	0
4:25:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:35:00 PM	0	0	0	0	0
4:40:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
4:50:00 PM	0	0	0	0	0
4:55:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:05:00 PM	0	0	0	0	0
5:10:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0
5:20:00 PM	0	0	0	0	0
5:25:00 PM	0	0	0	0	0
5:30:00 PM	0	0	0	0	0
5:35:00 PM	0	0	0	0	0
5:40:00 PM	0	0	0	0	0
5:45:00 PM	0	0	0	0	0
5:50:00 PM	0	0	0	0	0
5:55:00 PM	0	0	0	0	0
6:00:00 PM	0	0	0	0	0
6:05:00 PM	0	0	0	0	0
6:10:00 PM	0	0	0	0	0
6:15:00 PM	0	0	0	0	0
6:20:00 PM	0	0	0	0	0
6:25:00 PM	0	0	0	0	0
6:30:00 PM	0	0	0	0	0
6:35:00 PM	0	0	0	0	0
6:40:00 PM	0	0	0	0	0
6:45:00 PM	0	0	0	0	0
6:50:00 PM	0	0	0	0	0
6:55:00 PM	0	0	0	0	0
7:00:00 PM	0	0	0	0	0
7:05:00 PM	0	0	0	0	0
7:10:00 PM	0	0	0	0	0
7:15:00 PM	0	0	0	0	0
7:20:00 PM	0	0	0	0	0
7:25:00 PM	0	0	0	0	0
7:30:00 PM	0	0	0	0	0
7:35:00 PM	0	0	0	0	0
7:40:00 PM	0	0	0	0	0
7:45:00 PM	0	0	0	0	0
7:50:00 PM	0	0	0	0	0
7:55:00 PM	0	0	0	0	0
8:00:00 PM	0	0	0	0	0
8:05:00 PM	0	0	0	0	0
8:10:00 PM	0	0	0	0	0
8:15:00 PM	0	0	0	0	0
8:20:00 PM	0	0	0	0	0
8:25:00 PM	0	0	0	0	0
8:30:00 PM	0	0	0	0	0
8:35:00 PM	0	0	0	0	0
8:40:00 PM	0	0	0	0	0
8:45:00 PM	0	0	0	0	0
8:50:00 PM	0	0	0	0	0
8:55:00 PM	0	0	0	0	0
9:00:00 PM	0	0	0	0	0
9:05:00 PM	0	0	0	0	0
9:10:00 PM	0	0	0	0	0
9:15:00 PM	0	0	0	0	0
9:20:00 PM	0	0	0	0	0
9:25:00 PM	0	0	0	0	0
9:30:00 PM	0	0	0	0	0
9:35:00 PM	0	0	0	0	0
9:40:00 PM	0	0	0	0	

Whether anything listed is to be updated Yes/No	
Vehicle Emission	Vehicle Emission
Stationary Source	Stationary Source
Area Source	Area Source
Other	Other



Approach 1	Approach 2	Approach 3
100	100	100
100	100	100
100	100	100

Exposure Product Used For Graph: 114



Morning Observations (Approach 1 - north)					
Time	1 (North)	2 (South)	3 (West)	4 (East)	5 (Center)
1:00:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0
5:30:00 PM	0	0	0	0	0
5:45:00 PM	0	0	0	0	0
6:00:00 PM	0	0	0	0	0
6:15:00 PM	0	0	0	0	0
6:30:00 PM	0	0	0	0	0
6:45:00 PM	0	0	0	0	0
7:00:00 PM	0	0	0	0	0

Morning Observations (Approach 2 - east)					
Time	1 (North)	2 (South)	3 (West)	4 (East)	5 (Center)
1:00:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0
5:30:00 PM	0	0	0	0	0
5:45:00 PM	0	0	0	0	0
6:00:00 PM	0	0	0	0	0
6:15:00 PM	0	0	0	0	0
6:30:00 PM	0	0	0	0	0
6:45:00 PM	0	0	0	0	0
7:00:00 PM	0	0	0	0	0

Afternoon Observations (Approach 1 - north)					
Time	1 (North)	2 (South)	3 (West)	4 (East)	5 (Center)
1:00:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0
5:30:00 PM	0	0	0	0	0
5:45:00 PM	0	0	0	0	0
6:00:00 PM	0	0	0	0	0
6:15:00 PM	0	0	0	0	0
6:30:00 PM	0	0	0	0	0
6:45:00 PM	0	0	0	0	0
7:00:00 PM	0	0	0	0	0

Afternoon Observations (Approach 2 - east)					
Time	1 (North)	2 (South)	3 (West)	4 (East)	5 (Center)
1:00:00 PM	0	0	0	0	0
1:15:00 PM	0	0	0	0	0
1:30:00 PM	0	0	0	0	0
1:45:00 PM	0	0	0	0	0
2:00:00 PM	0	0	0	0	0
2:15:00 PM	0	0	0	0	0
2:30:00 PM	0	0	0	0	0
2:45:00 PM	0	0	0	0	0
3:00:00 PM	0	0	0	0	0
3:15:00 PM	0	0	0	0	0
3:30:00 PM	0	0	0	0	0
3:45:00 PM	0	0	0	0	0
4:00:00 PM	0	0	0	0	0
4:15:00 PM	0	0	0	0	0
4:30:00 PM	0	0	0	0	0
4:45:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0
5:30:00 PM	0	0	0	0	0
5:45:00 PM	0	0	0	0	0
6:00:00 PM	0	0	0	0	0
6:15:00 PM	0	0	0	0	0
6:30:00 PM	0	0	0	0	0
6:45:00 PM	0	0	0	0	0
7:00:00 PM	0	0	0	0	0