

# **Transportation Study**

# **PROPOSED RESIDENTIAL DEVELOPMENT**

154 Wilson Street East  
Ancaster, City of Hamilton

August 16, 2018  
Project No: NT-18-058

520 Industrial Parkway South, Suite 201  
Aurora ON L4G 6W8

Phone: 905-503-2563  
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**nextrans**  
CONSULTING ENGINEERS

NextEng Consulting Group Inc.

August 16, 2018

Mr. Ted Valeri

Valery Homes c/o Ted Valeri  
2140 King Street East  
Hamilton, ON L8K 1W6

**Re: Transportation Study  
154 Wilson Street East  
Ancaster, City of Hamilton  
Our Project No. NT-18-058**

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Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Study for the above noted site in support for a proposed Official Plan and Zoning By-law Amendment applications.

The subject site is located south of Wilson Street East, in the City of Hamilton. The subject site municipally known as 154 Wilson Street East is currently occupied by a single detached house. Based on the preliminary site plan prepared by Lintack Architects Inc., dated June 2018, the development proposal is to redevelop the existing subject lands into a 32-unit apartment building. Access to the site is envisioned via a full movement driveway onto Wilson Street East. A total of 45 parking spaces are provided.

The study concludes that the development proposal can adequately be accommodated by the existing transportation network with manageable traffic impact to the adjacent public roadways. We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

**Nextrans Consulting Engineers**

A Division of NextEng Consulting Group Inc.

Prepared by:



Zara Georgis, EIT  
Engineer-in-Training

Reviewed by:



Richard Pernicky, CET, MITE  
Principal

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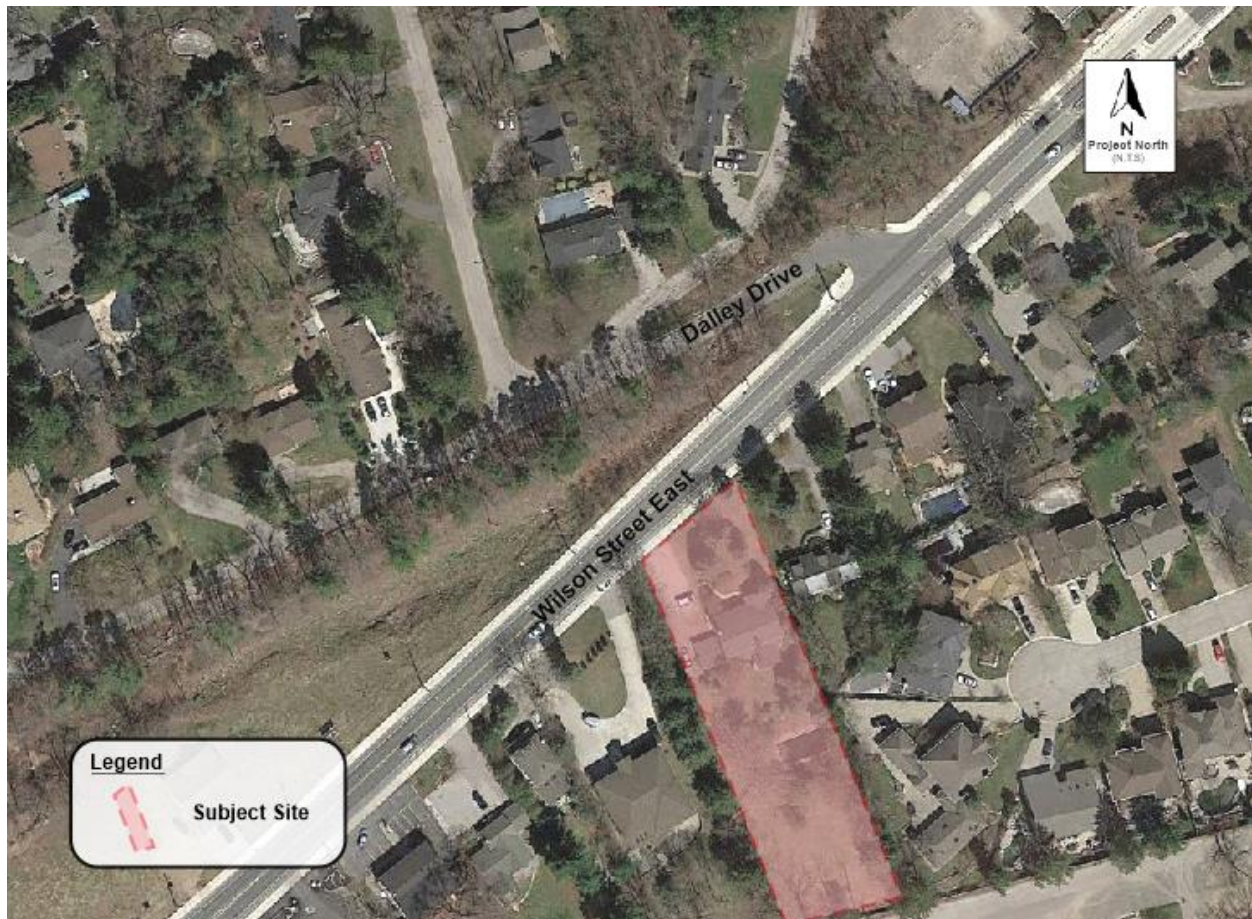
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## 1.0 INTRODUCTION

Nexttrans Consulting Engineers was retained by Valery Homes (the 'Client') to undertake a Traffic Impact Study, Parking Analysis and Transportation Demand Management for an Official Plan and Zoning By-law Amendment in support of a proposed 3-storey residential development located on Wilson Street East, in the City of Hamilton. The location of the proposed development is illustrated in **Figure 1-1**.

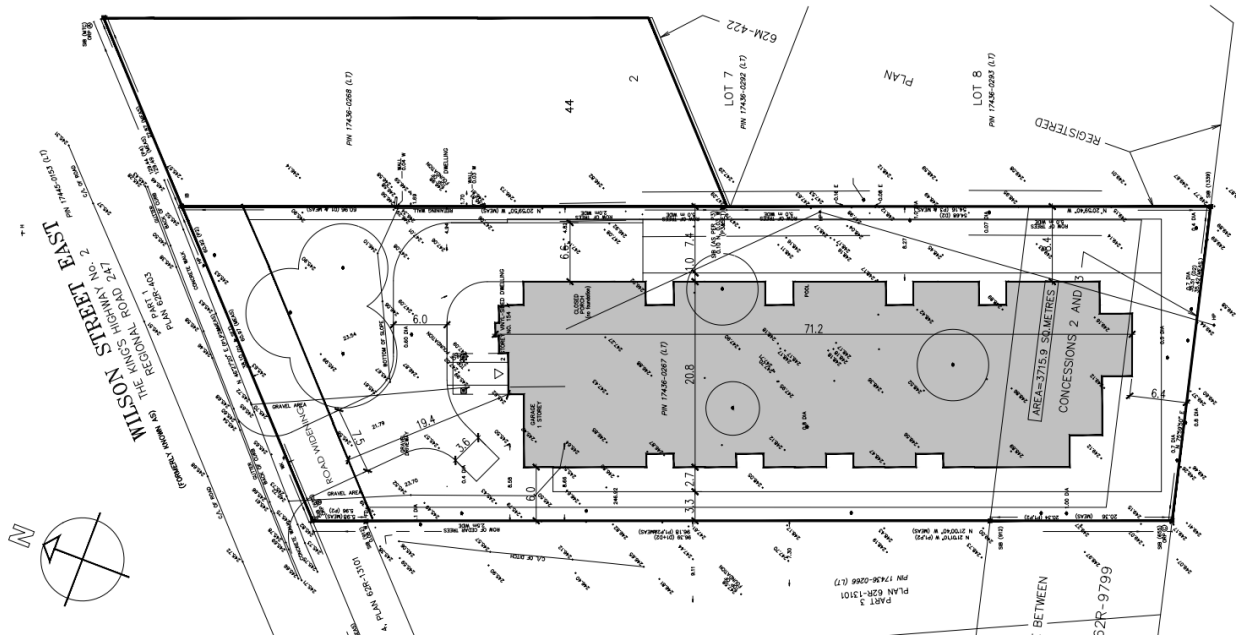
**Figure 1-1 – Site Location**



The subject site municipally known as 154 Wilson Street East, in Ancaster, is currently occupied by a single detached house. Based on the preliminary site plan prepared by Lintack Architects Inc., dated June 2018, the development proposal is to redevelop the existing subject lands into a 32-unit apartment building. A total of 45 parking spaces are provided. Access to the site is envisioned via a full movement driveway onto Wilson Street East. The preliminary site plan is provided in **Figure 1-2**; **Appendix A** also provides a larger scale version of the proposed site plan.

Given the residential based nature of the development proposal, the analysis will include the weekday morning and afternoon peak periods for assessment purposes.

Figure 1-2 – Proposed Site Plan



## 2.0 EXISTING TRAFFIC CONDITIONS

### 2.1. Existing Road Network

The existing subject lands are located south of Wilson Street East, in the City of Hamilton. The road network is described as follows:

**Wilson Street East:** is classified as a major arterial road under the jurisdiction of the City of Hamilton. It has a two-lane cross section in the vicinity of the subject site. Sidewalks are provided on both sides of the roadway. Wilson Street East maintains a posted speed limit of 50 km/h in the vicinity of the subject site.

### 2.2. Existing Active Transportation Network

#### Sidewalks

The subject study area is serviced with dedicated walkways. There are currently sidewalks available on both sides of Wilson Street East.

#### Bicycle Lanes

The subject study area is serviced with dedicated bicycle lanes. There are currently bicycle lanes on both sides of Wilson Street East.

### 2.3. Active Transportation Mode and Assessment

#### Existing Conditions

The review of the current amenities in the vicinity of the proposed development indicates there are significant retail, food and service establishments in the vicinity of the proposed development, many of which can be easily reached by non-auto options. Amenities within an 850-m radius (approximately a 10-minute walk) include Starbucks, Tim Hortons, Ancaster Farmers Market, Wilson Street Veterinary Clinic, St. Ann Catholic Elementary School, St. Ann’s Parish, Ancaster Montessori School, St. John’s Anglican Church, Hamilton Public Library – Ancaster Branch, Ancaster Orthodontics, RBC, Ancaster Little Gems Children’s Centre, Spa at Ancaster, Village Hair Design, Rexall Pharma Plus, Tim Hortons, etc.

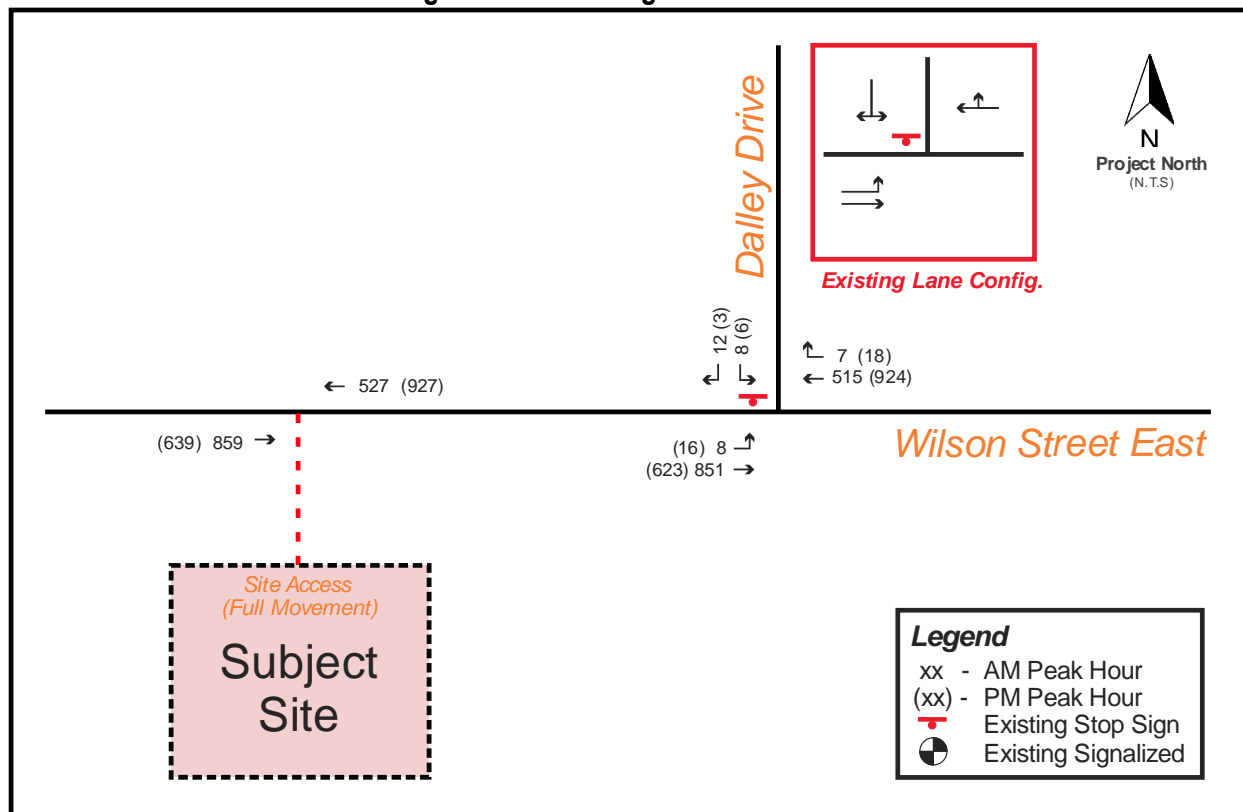
### 2.4. Existing Traffic Volumes

Existing traffic volumes at the study area intersections were undertaken by The City of Hamilton on Thursday, October 12, 2017 during the morning (7:00 a.m. to 10:00 a.m.) and afternoon (4:00 p.m. to 7:00 p.m.) peak periods. Detailed existing traffic data are provided in **Appendix B**.

### 2.5. Existing Traffic Assessment

The existing volumes are illustrated in **Figure 2-2** and were analyzed using Synchro 9 software. The methodology of the software follows the procedures described and outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board. The detailed results are provided in **Appendix C** and summarized in **Table 2.1**.

**Figure 2-2 – Existing Traffic Volumes**



**Table 2.1 – Level of Service – Existing Traffic Assessments**

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)	LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)
Wilson Street East & Dalley Drive	EBL	A (0.01)	8.6	0.2	B (0.03)	10.5	0.6
	SBLR	C (0.09)	21.8	2.3	E (0.08)	38.2	2.1

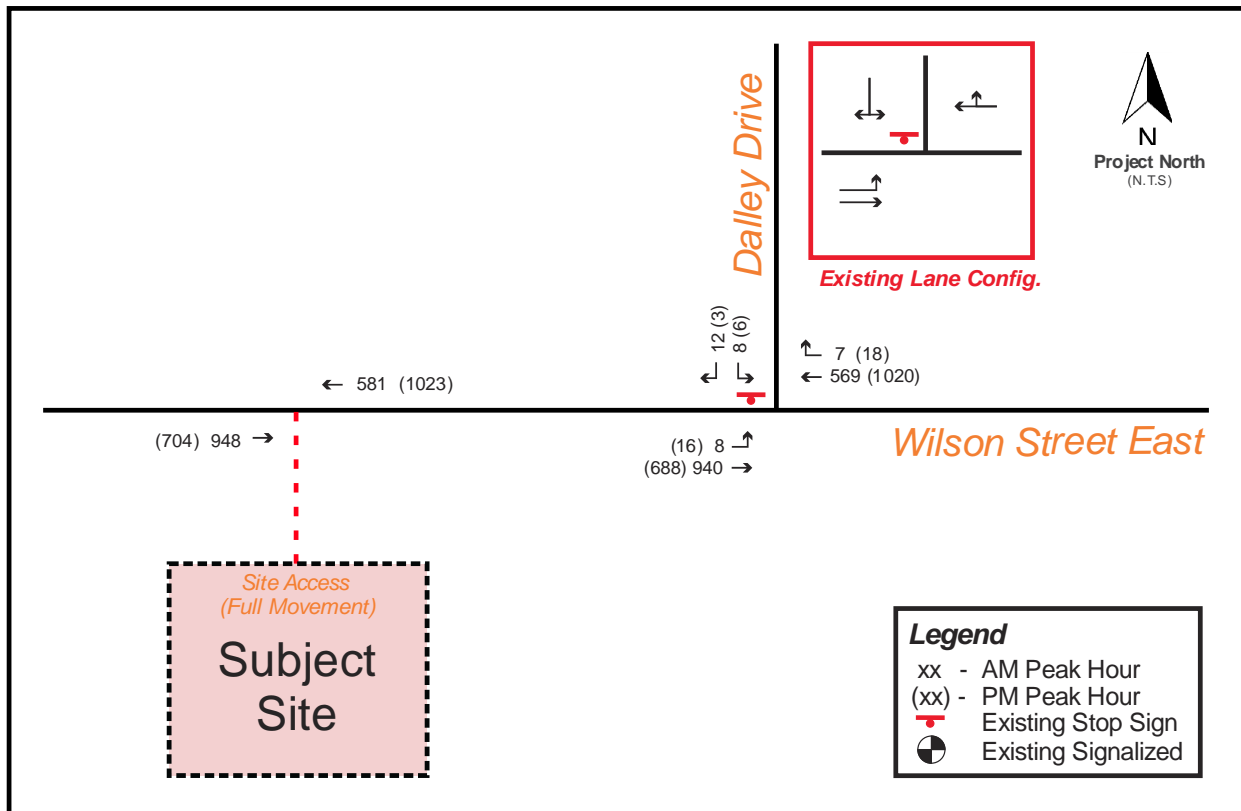
Under existing conditions, the study intersections are currently operating at good levels of service during both peak periods with no critical movements.

### 3.0 FUTURE BACKGROUND CONDITIONS

A 5-year (2023) horizon period was selected and assumed in this analysis, which generally coincides with the full build out of the proposed development. For a conservative analysis, a standard 2% growth rate per annum is assumed for the east-west through traffic on Wilson Street East.

The future (2023) background traffic volumes are provided in **Figure 3-1**. **Table 3.1** summarizes the level of service at the given intersections under future background traffic conditions. Detailed output analysis can be found in **Appendix D**.

**Figure 3-1 – Future (2023) Background Traffic Volumes**





**Table 3.1: Future (2023) Background Traffic Levels of Service**

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)	LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)
Wilson Street East & Dalley Drive	EBL	A (0.01)	8.8	0.2	B (0.03)	11.0	0.6
	SBLR	D (0.11)	25.6	2.8	E (0.11)	48.3	2.7

As summarized in **Table 3.1**, it is shown that during future background traffic conditions the subject study area intersections continue to operate at good level of services with no changes to expected operations.

**4.0 SITE TRAFFIC**

The development proposal is to redevelop the existing subject lands into a 32-unit apartment building. Trip rates and site generated trips were derived from the information contained in the *Trip Generation Manual, 10<sup>th</sup> Edition* published by the Institute of Transportation Engineers (ITE) for “Multifamily Housing (Low-Rise)” (LUC 220). The trip generation summary is shown in **Table 4.1**.

**Table 4.1 – Site Traffic Trip Generation (Based on ITE)**

ITE Land Use	Parameter	Morning Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) (32 Units)	Gross Trips	4	12	16	13	8	21
	Gross Rate	0.13	0.37	0.50	0.41	0.25	0.66
<b>Total</b>	<b>New Trips</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>21</b>

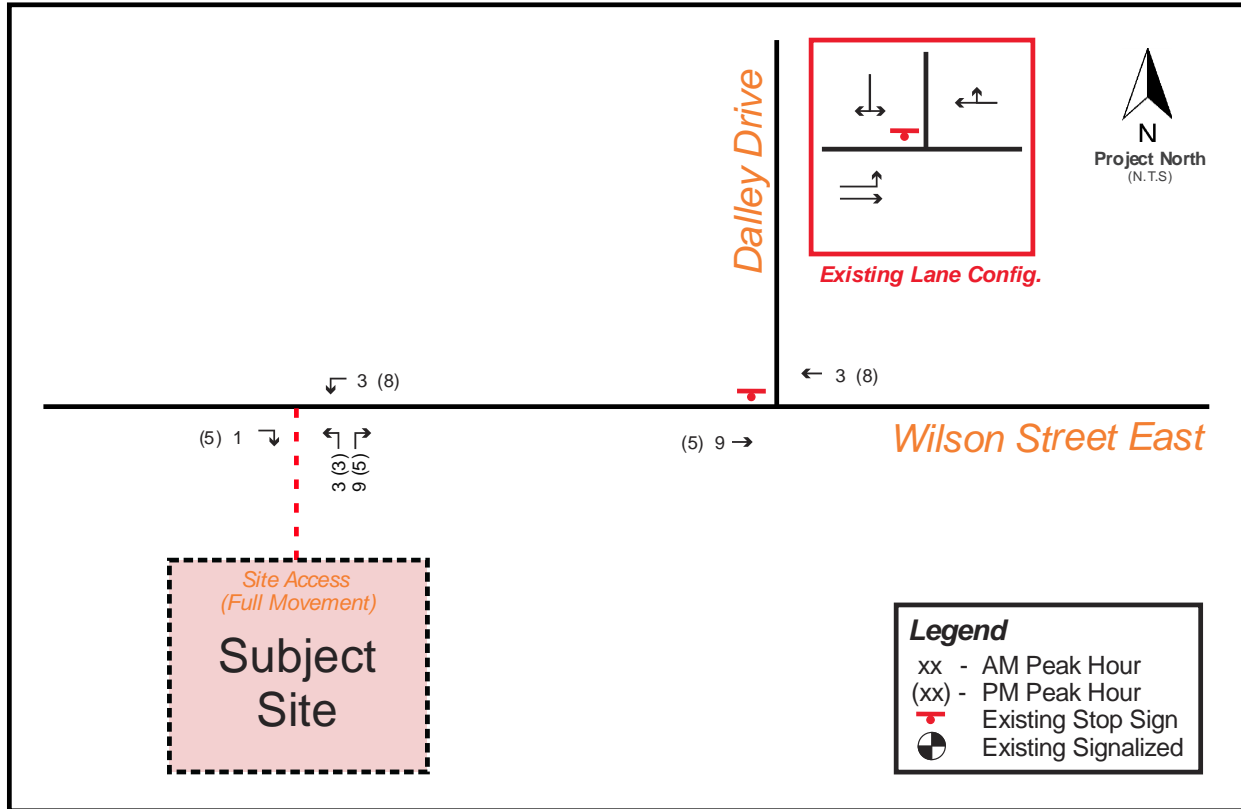
As shown in **Table 4.1**, the proposed development is anticipated to generate 16 two-way auto trips (4 inbound and 12 outbound) during the AM peak hours and 21 two-way auto trips (13 inbound and 8 outbound) during the PM peak hours.

The assumptions for the trip distribution rates are based on the information extracted from the 2016 Transportation Tomorrow Survey (TTS) and existing traffic patterns and routes that drivers would likely take to access the subject site and engineering judgement based on ease of site access. As a result, site trip distribution is summarized for the inbound and outbound site traffic movements during the morning and afternoon peak hours in **Table 4.2** with the trip assignment illustrated in **Figure 4-1**.

**Table 4.2 – Site Traffic Trip Distribution**

Direction	Via	AM Peak Hour		PM Peak Hour	
		Inbound	Outbound	Inbound	Outbound
East	Wilson Street East	75%	75%	60%	60%
West	Wilson Street East	25%	25%	40%	40%
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Figure 4-1 – Site Generated Traffic Assignments



### 5.0 FUTURE TOTAL TRAFFIC CONDITIONS

The forecasted 2023 future total traffic volumes (future background volumes plus site generated traffic volumes) are illustrated in **Figure 5-1** and were analyzed using Synchro 9 software with stopped controlled at the proposed site access. The detailed calculations are provided in **Appendix E** and summarized in **Table 5.1**.

Figure 5-1 – Future (2023) Total Traffic Volumes

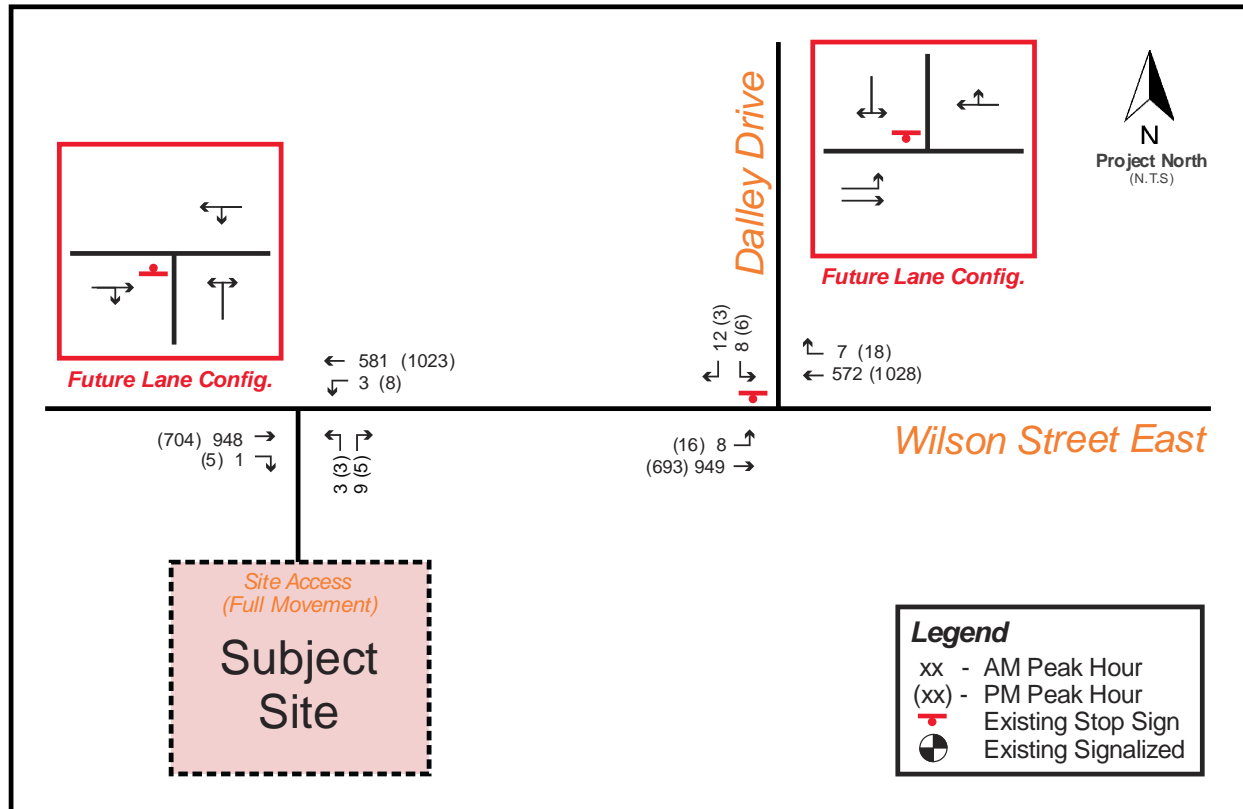


Table 5.1 – Level of Service – Future Total Traffic Assessments

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)	LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)
Wilson Street East & Dalley Drive	EBL	A (0.01)	8.8	0.2	B (0.03)	11.1	0.7
	SBLR	D (0.11)	26.0	2.9	E (0.11)	49.2	2.7
Site Access & Wilson Street East	WBTL	A (0.00)	0.1	0.1	A (0.01)	0.4	0.2
	NBLR	C (0.06)	23.9	1.5	D (0.05)	29.8	1.2

Under future total traffic conditions, the study intersection and proposed accesses are expected to continue operating with good level of service during both peak periods.

## 6.0 PARKING ASSESSMENT

The proposed development is subject to the Town of Ancaster's Zoning By-Law No. 87-57 and the City of Hamilton Zoning By-Law 05-200. The technical parking requirements for the proposed development is detailed in **Table 6.1** and **Table 6.2**.

**Table 6.1 – Vehicle Parking Requirement (Zoning By-Law 87-57)**

Use	Units	Rate	Parking Requirement
Apartment – Resident	32 units	2 spaces per unit	64
Apartment - Visitor		0.33 spaces per unit	11
<b>Total</b>			<b>75</b>

**Table 6.2 – Vehicle Parking Requirement (Zoning By-Law 05-200)**

Use	Units	Rate	Parking Requirement
Apartment – Resident	32 units	1 space per unit	32
Apartment - Visitor		0 spaces per unit	0
<b>Total</b>			<b>32</b>

Based on the Town of Ancaster Zoning By-Law No. 87-57, a minimum of 75 parking spaces will be required for the proposed development. The preliminary site plan provides for a total of 45 visitor parking spaces resulting in a technical deficiency of 30 parking spaces.

Based on the City of Hamilton Zoning By-Law 05-200, a minimum of 32 parking spaces will be required for the proposed development. The preliminary site plan provides for a total of 45 visitor parking spaces resulting in a technical surplus of 13 parking spaces.

It is Nextrans opinion that the City of Hamilton Zoning By-Law 05-200 parking rates for the proposed development are more reasonable and justified for the proposed characteristics of the proposed development and the area. It is also our opinion that current City of Ancaster By-Law 87-57 parking requirements may be excessive based on the existing travel patterns and behaviours in the area, as well as to support the City's TDM initiatives and Official Plan objectives.

## 7.0 SITE PLAN REVIEW

It is recommended that the proposed site access design be consistent with the Town of Ancaster's Site Plan Submission Guidelines.

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed parking spaces. As illustrated in **Figure 7-1**, the AutoTURN analysis demonstrates that a 5.6 m long Passenger Car (P TAC – 2017) can effectively maneuver through the development area. **Figure 7-2** demonstrates that parking stalls 18 and 19 must be labelled small car only.

## 8.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. Typically, TDM strategies are for residential and office developments where large quantities of people congregate in one origin or destination. However, TDM strategies for rental buildings can be arranged but on a lesser scale.

Based on our experience, excessive parking supply imposes environmental costs, contradicts community development objectives for more livable and walkable communities, and tends to increase driving and discourage the use of alternative mode of travel. It is anticipated that the combination of reduced parking supply and an efficient public transit system will encourage the use of alternative modes of travel.

### 8.1. Transit and Active Transportation Mode Assessment

The proposed development is situated in a transit supportive neighbourhood with bus stops located approximately 1-minute to the subject site within comfortable walking distance. The route services in the immediate area are described below and illustrated in **Appendix F**:

- **Route 16:** Route 16 operates between Meadowlands Terminal and Wilson & Garner Road. Weekday service operates approximately every 30 minutes. Saturday service operates approximately every hour. There is no Sunday or Holiday service provided. Accessible service and bike racks are provided on the route.

Based on the study prepared by the Ministry of Transportation Ontario entitled: 'Transit Supportive Guidelines', dated January 2012, transit users are generally willing to walk 400 meters to a local stop or 800 meters to a rapid transit station. The Wilson Street at Dalley Drive bus stop is located approximately 80 meters from the subject site (about a 1-minute walk).

### 8.2. TDM Implementation

The owner is committed to promote sustainable transportation systems. It actively encourages its tenants to explore and take advantage of the alternative modes of travelling available within their neighbourhood. The *City of Hamilton* webpage can provide a comprehensive list of items including materials, e-resources, links and PDF brochures on the following categories: Public Transit, Smart Commute, Cycling Information, and Active Transportation.

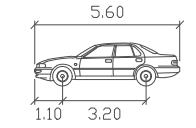
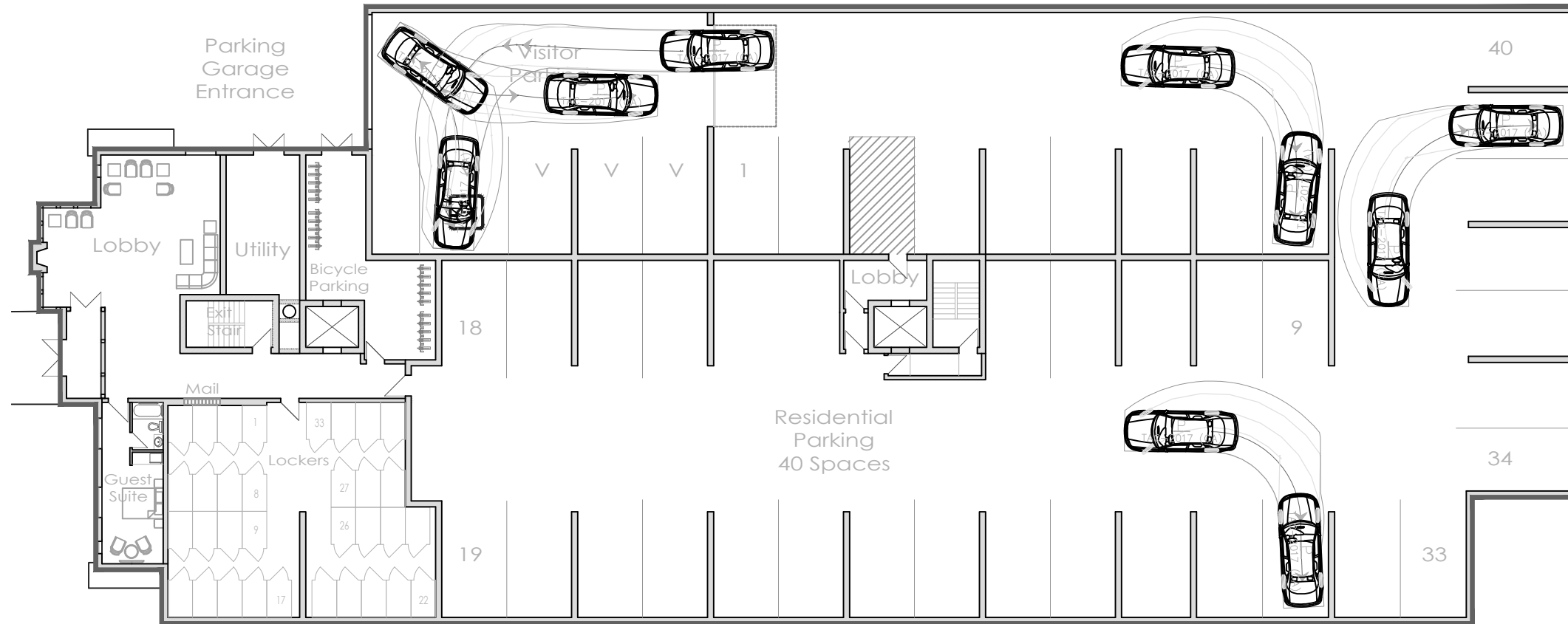
## 9.0 CONCLUSION

The findings and conclusions of our analysis are as follows:

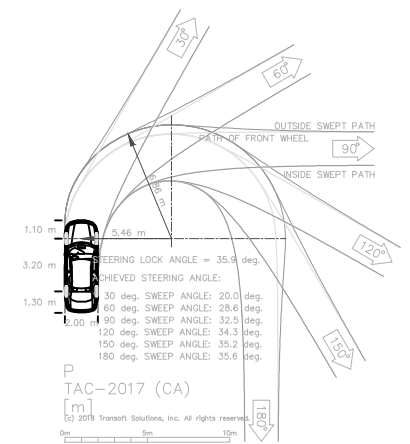
- The development proposal is to redevelop the existing subject lands into a 32-unit apartment building. A total of 45 parking spaces are provided. Access to the site is envisioned via a full movement driveway onto Wilson Street East.
- The proposed development is anticipated to generate 16 two-way auto trips (4 inbound and 12 outbound) during the AM peak hours and 21 two-way auto trips (13 inbound and 8 outbound) during the PM peak hours.
- The intersection capacity analysis results (based on the methodology and procedures outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board) indicate that the study intersections and existing accesses are expected to operate with good levels of service.
- Based on the City of Hamilton Zoning By-Law 05-200, a minimum of 32 parking spaces will be required for the proposed development. The preliminary site plan provides for a total of 45 visitor parking spaces resulting in a technical surplus of 13 parking spaces.
- The proposed site plan is accessible from a circulation perspective. Parking stalls 18 and 19 must be labelled small car only.



BENCHMARK



P  
Width : 2.00 meters  
Track : 2.00  
Lock to Lock Time : 6.0  
Steering Angle : 35.9



REVISIONS

NO	REVISION	DATE	BY

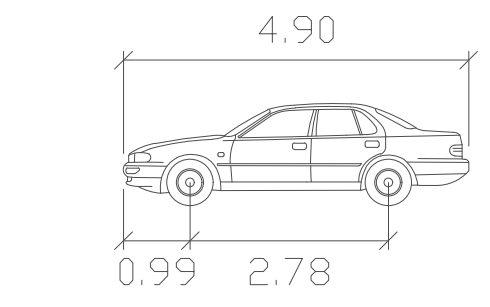
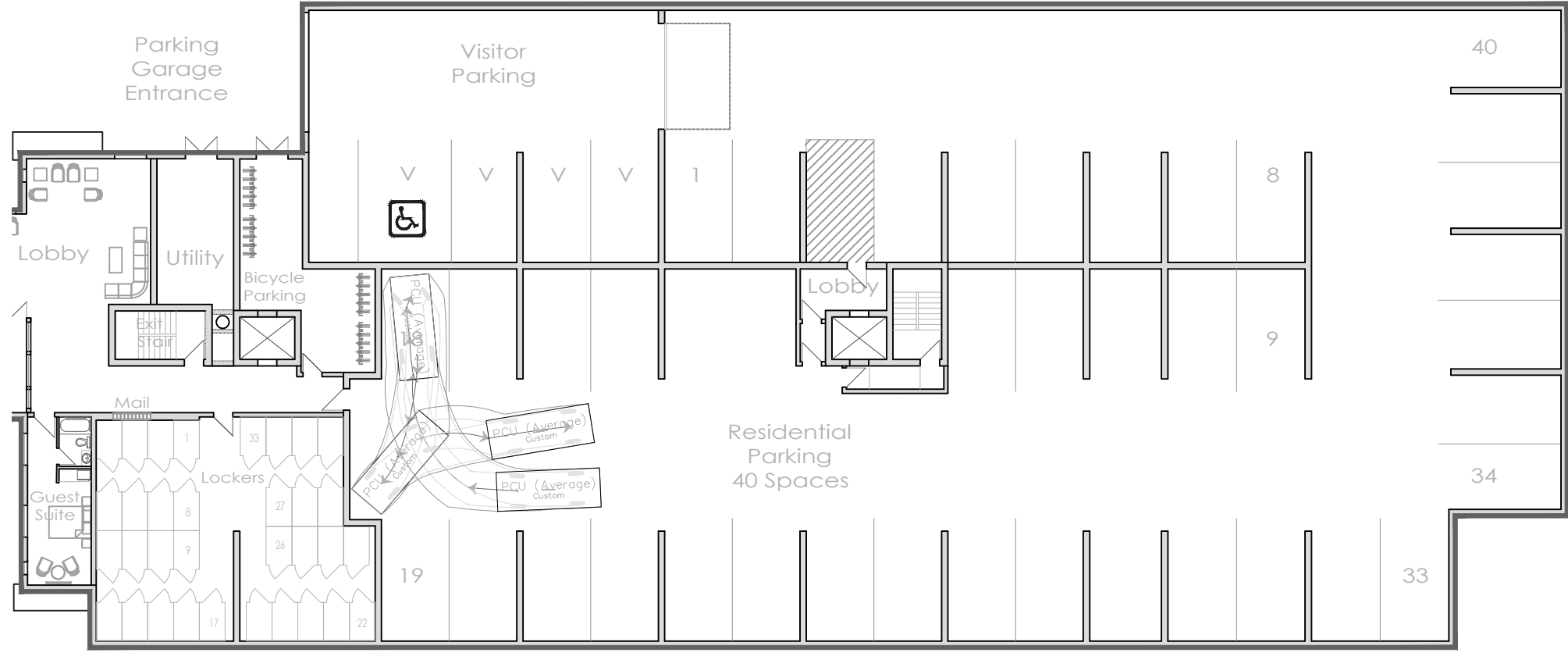
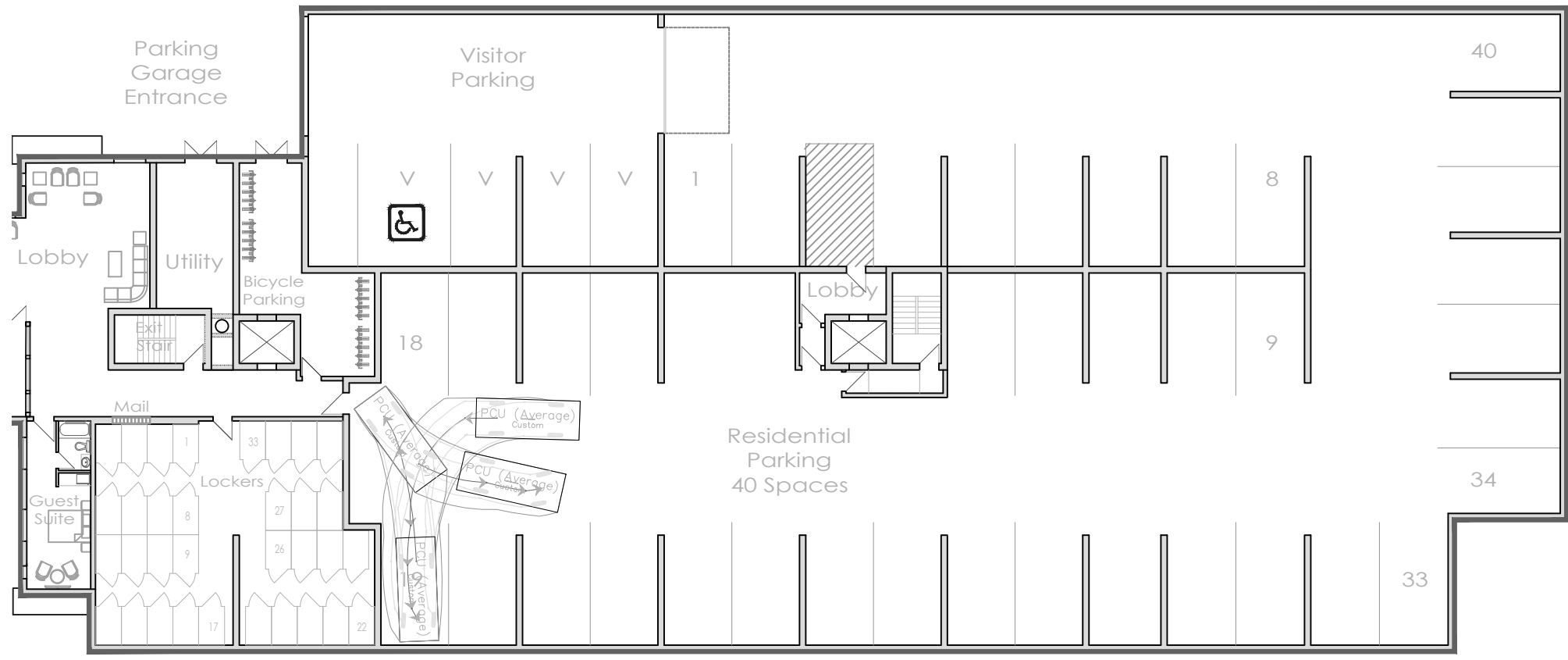
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PROJECT NAME:  
RESIDENTIAL DEVELOPMENT  
154 Wilson Street E  
(TOWN OF ANCASTER)

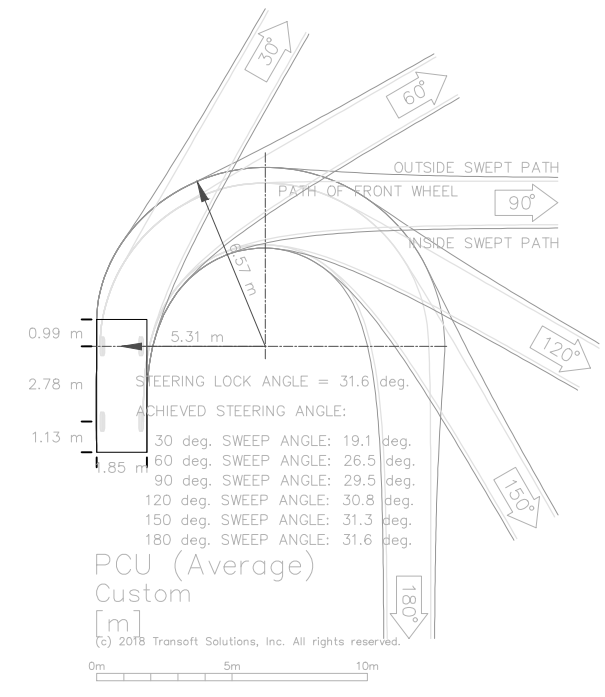
DRAWING TITLE:  
AutoTURN Analysis  
(P TAC-2017)

DESIGN BY: A.S.	DATE: July 11, 2018
CHECKED BY: R.P.	PROJECT NO.
DRAWN BY: A.S.	NT-18-058
SCALE: NTS	DRAWING NO. Figure 7-1



PCU (Average)

Width : 1.85 meters  
 Track : 1.60  
 Lock to Lock Time: 3.0  
 Steering Angle : 31.6



KEY PLAN

BENCHMARK

REVISIONS

NO	REVISION	DATE	BY

STAMP



PROJECT NAME:  
RESIDENTIAL DEVELOPMENT

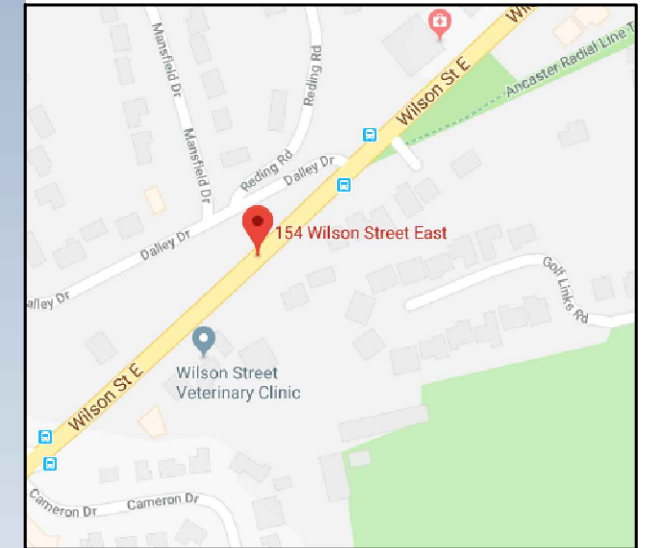
154 Wilson Street E  
(TOWN OF ANCASTER)

DRAWING TITLE:  
AutoTURN Analysis  
(4.9m Small Car)

DESIGN BY: A.S.	DATE: July 11, 2018
CHECKED BY: R.P.	PROJECT NO.
DRAWN BY: A.S.	NT-18-058
SCALE: NTS	DRAWING NO. Figure 7-2

## **Appendix A - Proposed Site Plan**





SITE STATISTICS:				
LOT AREA	3713.76m <sup>2</sup>			
LOT FRONTAGE	38.1m			
LOT COVERAGE	1325m <sup>2</sup> (36%)			
LANDSCAPED AREA	1974.5m <sup>2</sup> (53%)			
ZONE - TO BE DETERMINED				
	REQUIRED	PROVIDED		
SETBACKS				
Front Yard		19.4m		
East Side Yard		8.4m		
West Side Yard	TBD	6.0m		
Rear Yard	TBD	6.4m		
BUILDING HEIGHT				
Height	TBD	15.1m To be confirmed with grading plan		
SUITES				
	Under 50m <sup>2</sup> (per floor)	Over 50m <sup>2</sup> (per floor)	Total number of suites per floor	Total
1st & 2nd Floors	n/a	11	11	12 x 2 floors = 22 suites
3rd Floor	n/a	10	10	10 x 1 floors = 10 suites
PARKING				
	REQUIRED	PROVIDED		
Residential Suites	Suites over 50m <sup>2</sup> 1 space/suite  32suites/1 =32 spaces  Total Required = 32 spaces	40 underground parking spaces plus 5 visitor spaces		

Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
N.T.S.

DATE:  
NOV 2017

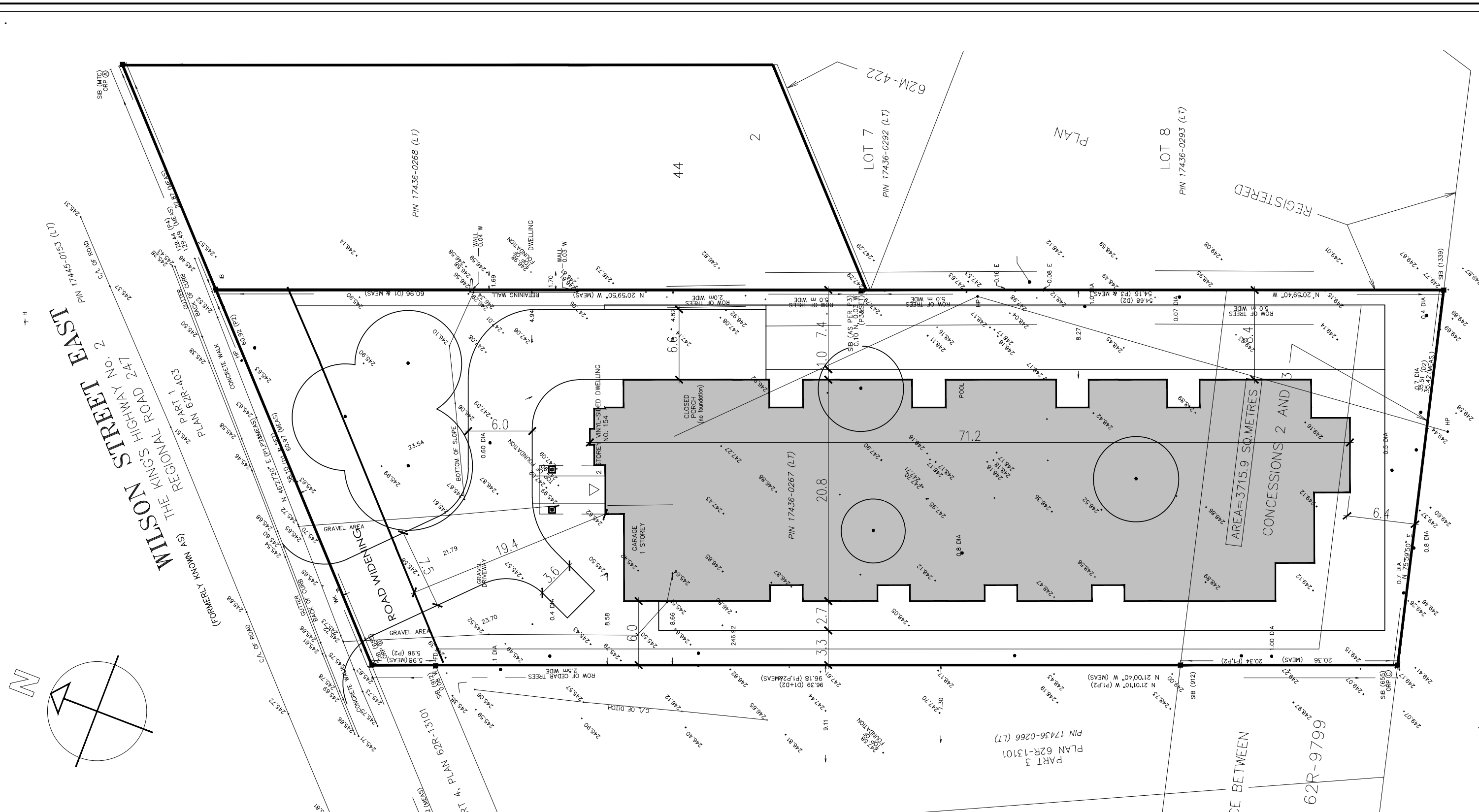
**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
T: 905.522.6165 • F: 905.522.2209 • E: information@lintack.com  
www.lintack.com

**COVER  
SITE  
STATISTICS**

JOB No. 17.079	DWG. No. A1.0
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Proposed:  
**RESIDENTIAL CONCEPT  
 VALERY HOMES**

154 WILSON STREET EAST  
 ANCASTER, ON

SCALE:  
 N.T.S.

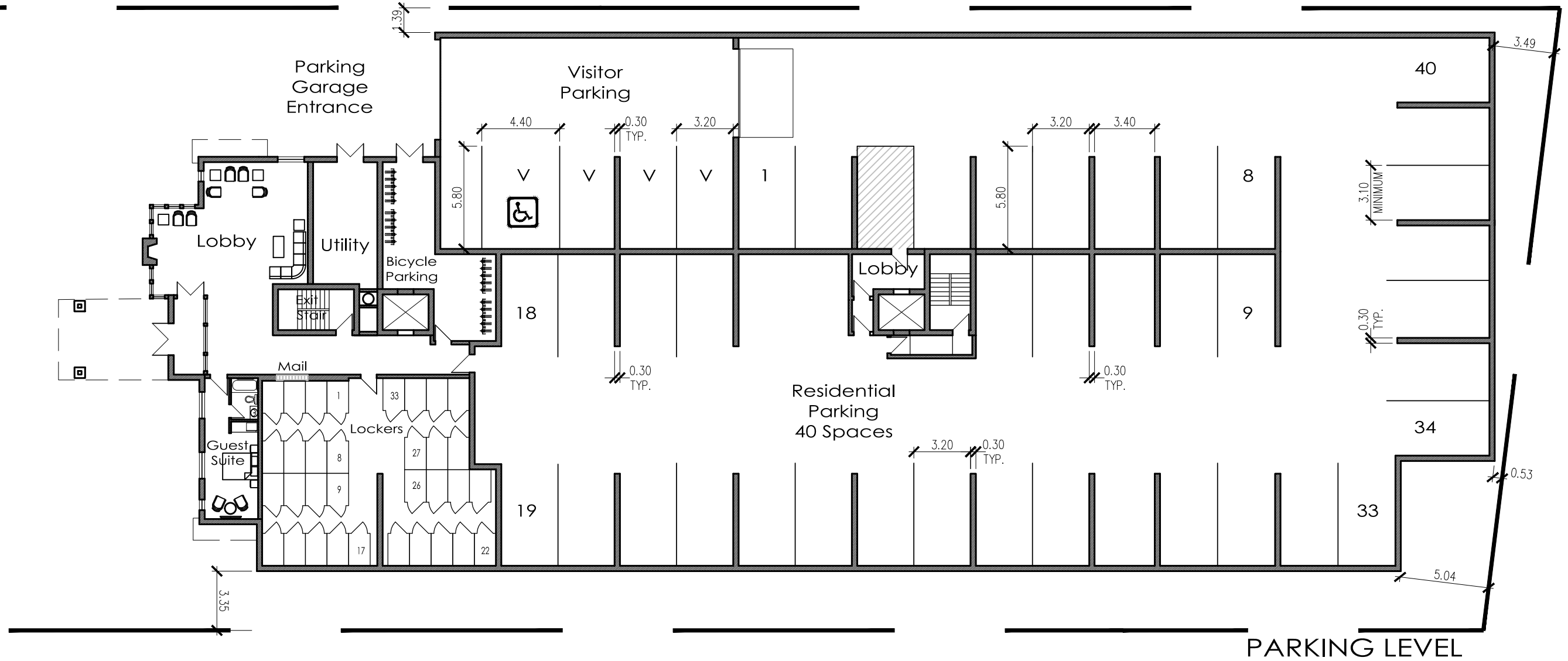
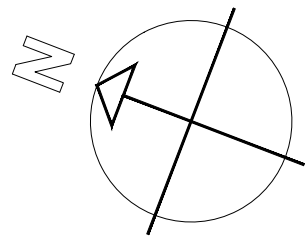
DATE:  
 NOV 2017

**LINTACK ARCHITECTS**  
 INCORPORATED

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**SITE PLAN**

JOB No. 17.079	DWG. No. A1.0
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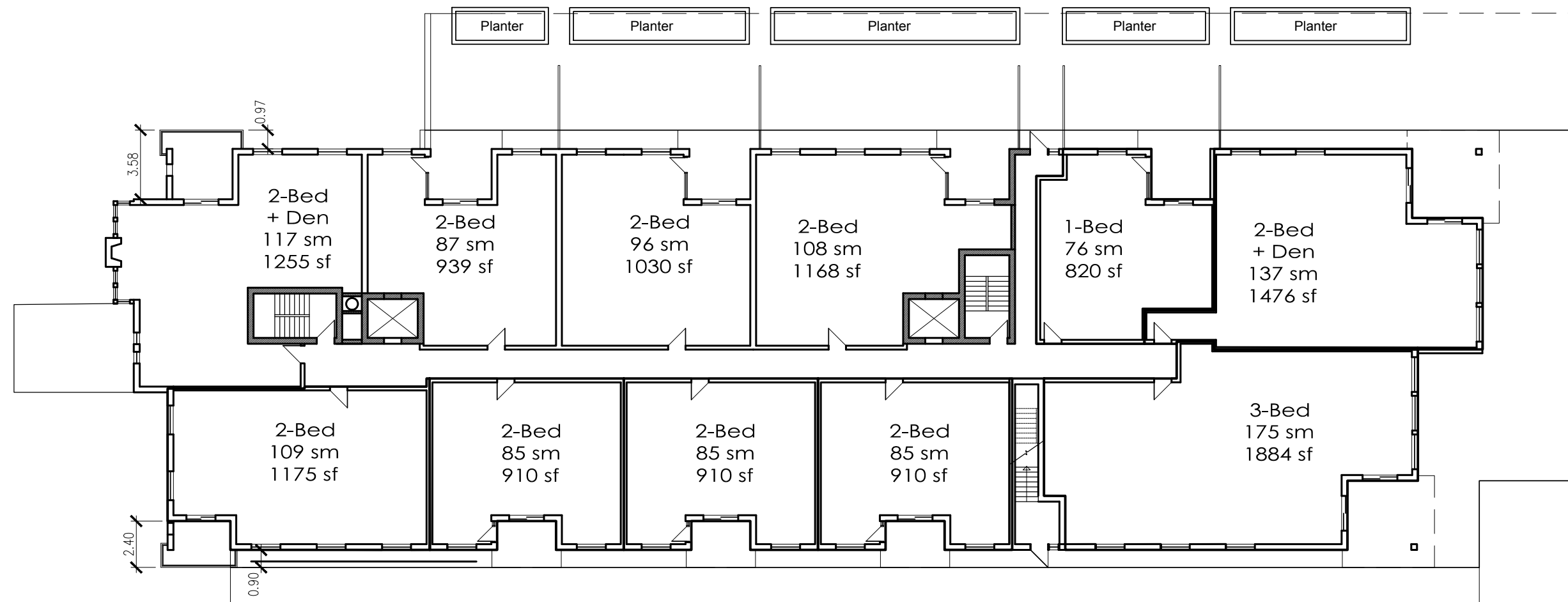
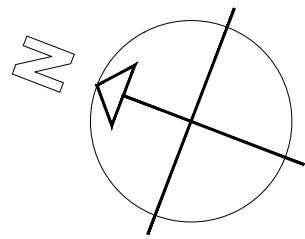


Proposed:  
**RESIDENTIAL CONCEPT  
 VALERY HOMES**  
 154 WILSON STREET EAST  
 ANCASTER, ON

SCALE:  
 1:250  
 DATE:  
 NOV 2017

**LINTACK ARCHITECTS**  
**INCORPORATED**  
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**PARKING LEVEL**  
 JOB No.  
 17.079  
 DWG. No.  
**A2.01**



FIRST LEVEL  
 11 SUITES

Proposed:  
**RESIDENTIAL CONCEPT  
 VALERY HOMES**

154 WILSON STREET EAST  
 ANCASTER, ON

SCALE:  
 1:250

DATE:  
 NOV 2017

**LINTACK ARCHITECTS**

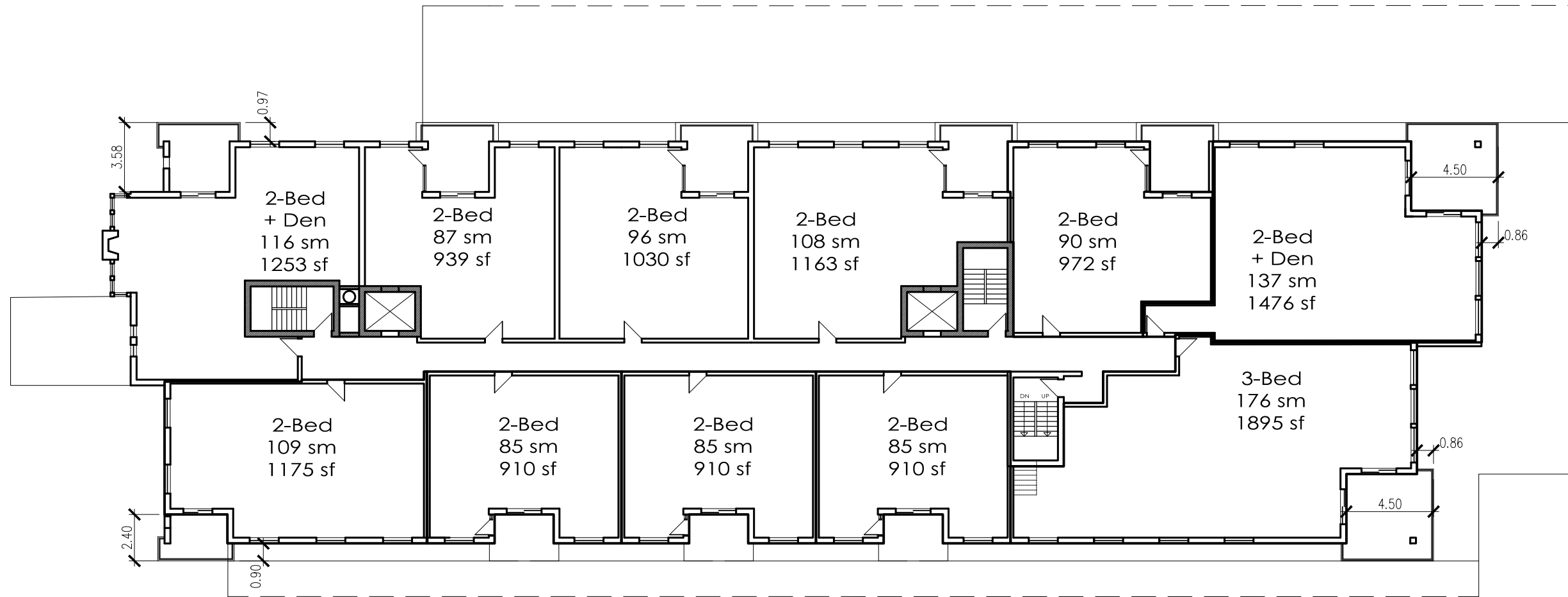
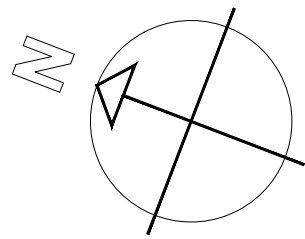
**I N C O R P O R A T E D**

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FIRST  
 LEVEL

JOB No.  
 17.079

DWG. No.  
 2.1



SECOND LEVEL  
 11 SUITES

Proposed:  
**RESIDENTIAL CONCEPT  
 VALERY HOMES**  
 154 WILSON STREET EAST  
 ANCASTER, ON

SCALE:  
 1:250

DATE:  
 NOV 2017

**LINTACK ARCHITECTS**

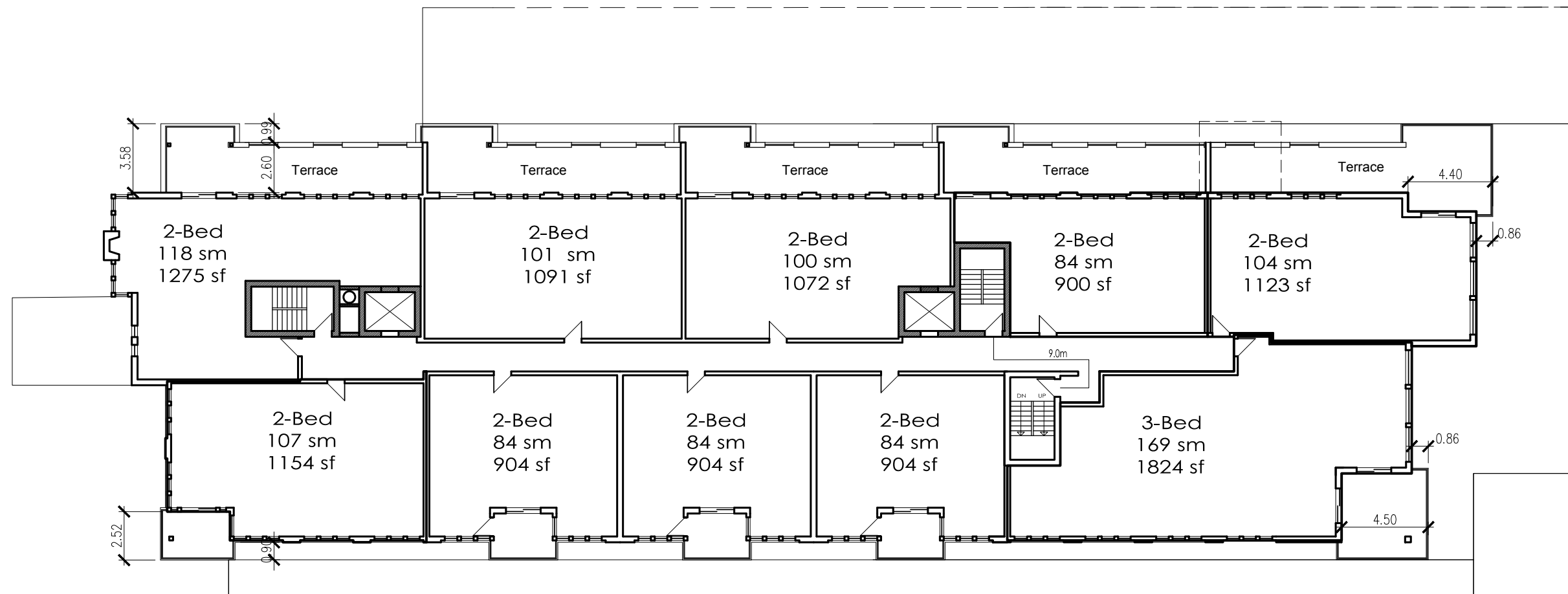
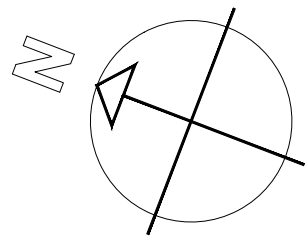
**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
 T: 905.522.6165 • F: 905.522.2209 • E: information@lintack.com  
 www.lintack.com

SECOND  
 LEVEL

JOB No.  
 17.079

DWG. No.  
 A2.2



THIRD LEVEL  
 10 SUITES

Proposed:  
**RESIDENTIAL CONCEPT  
 VALERY HOMES**  
 154 WILSON STREET EAST  
 ANCASTER, ON

SCALE:  
 1:250

DATE:  
 NOV 2017

**LINTACK ARCHITECTS**

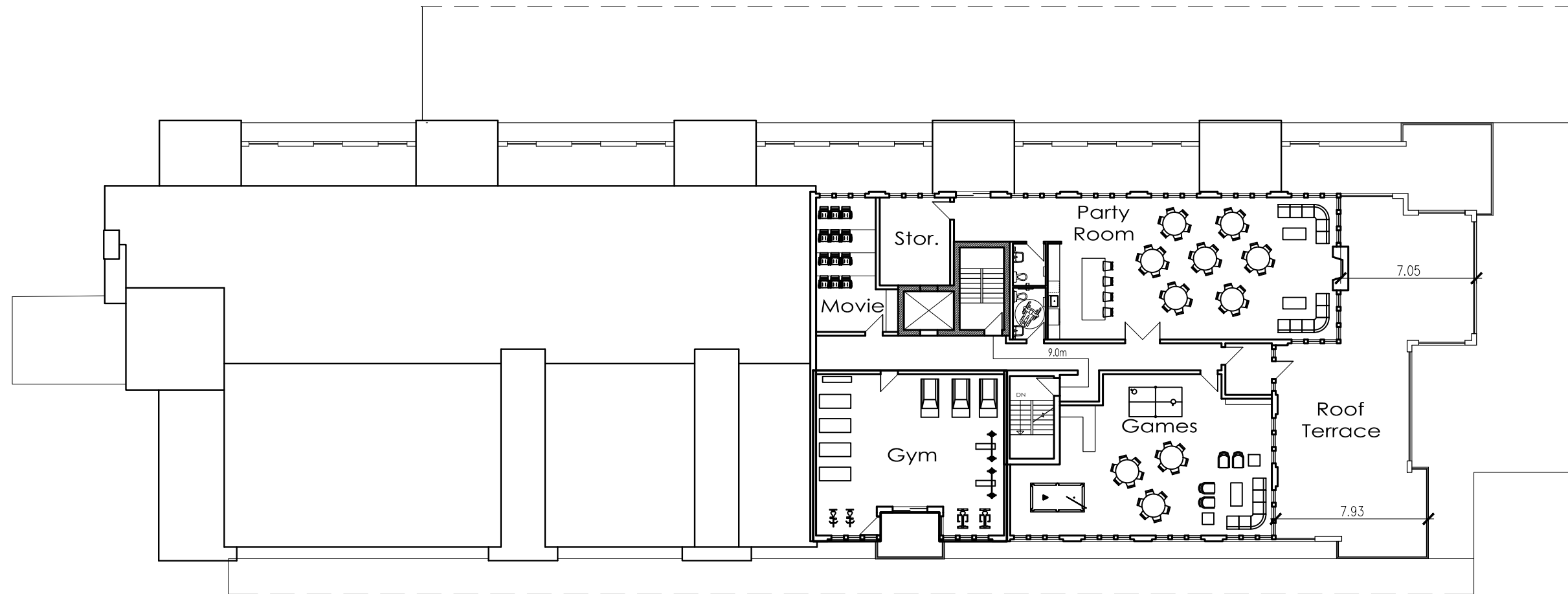
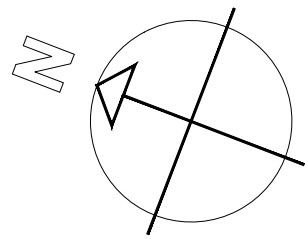
**I N C O R P O R A T E D**

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 www.lintack.com

**THIRD  
 LEVEL**

JOB No.  
 17.079

DWG. No.  
**A2.2**



FOURTH LEVEL  
AMENITIES

Proposed:  
RESIDENTIAL CONCEPT  
VALERY HOMES

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
1:250

DATE:  
NOV 2017

**LINTACK ARCHITECTS**

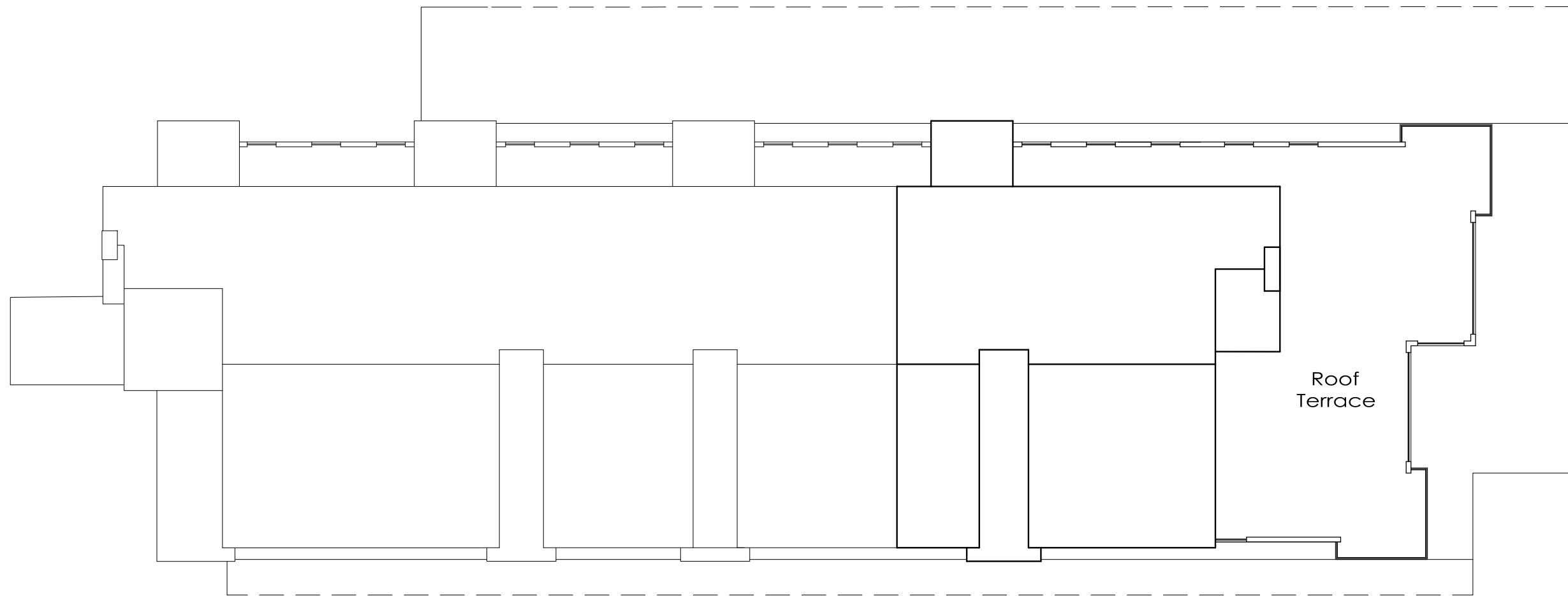
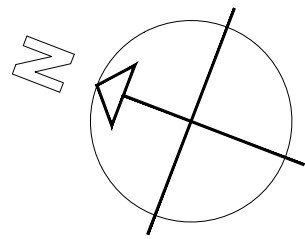
**I N C O R P O R A T E D**

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FOURTH  
LEVEL

JOB No.  
17.079

DWG. No.  
A2.3



Roof  
Terrace

ROOF PLAN

Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:

1:250

DATE:

NOV 2017

**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

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ROOF PLAN

JOB No.

17.079

DWG. No.

**A2.3**





Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
N.T.S

DATE:  
NOV 2017

**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
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www.lintack.com

**NORTH  
ELEVATION**

JOB No.  
17.079

DWG. No.  
A3.1



Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
N.T.S

DATE:  
NOV 2017

**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
T: 905.522.6165 • F: 905.522.2209 • E: information@lintack.com  
www.lintack.com

**EAST  
ELEVATION**

JOB No.  
17.079

DWG. No.  
**A3.2**



Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
N.T.S

DATE:  
NOV 2017

**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
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www.lintack.com

**SOUTH  
ELEVATION**

JOB No.  
17.079

DWG. No.  
**A3.3**



Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
N.T.S

DATE:  
NOV 2017

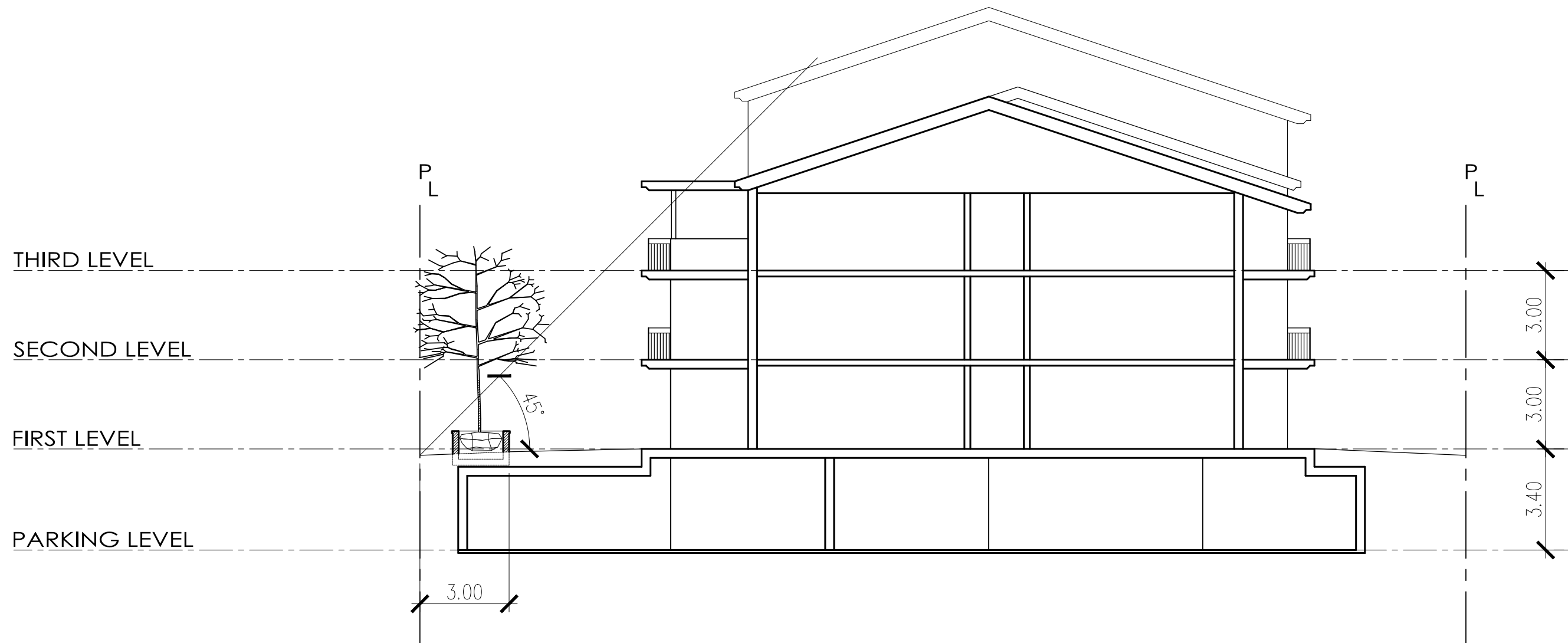
**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
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www.lintack.com

**WEST  
ELEVATION**

JOB No. 17.079	DWG. No. A3.4
-------------------	------------------



Proposed:  
**RESIDENTIAL CONCEPT  
 VALERY HOMES**  
 154 WILSON STREET EAST  
 ANCASTER, ON

SCALE:  
 1:150  
 DATE:  
 NOV 2017

**LINTACK ARCHITECTS**  
**I N C O R P O R A T E D**  
 244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
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 www.lintack.com

**SECTION**  
 JOB No. 17.079  
 DWG. No. A3.5



Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
NTS

DATE:  
NOV 2017

**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
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VIEW FROM  
WILSON STREET

JOB No.  
17.079

DWG. No.  
A4.1



Proposed:  
**RESIDENTIAL CONCEPT  
VALERY HOMES**

154 WILSON STREET EAST  
ANCASTER, ON

SCALE:  
NTS

DATE:  
NOV 2017

**LINTACK ARCHITECTS**

**I N C O R P O R A T E D**

244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3  
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**VIEW FROM  
GOLF COURSE**

JOB No.  
17.079

DWG. No.  
**A4.2**

## **Appendix B - Existing Traffic Data**

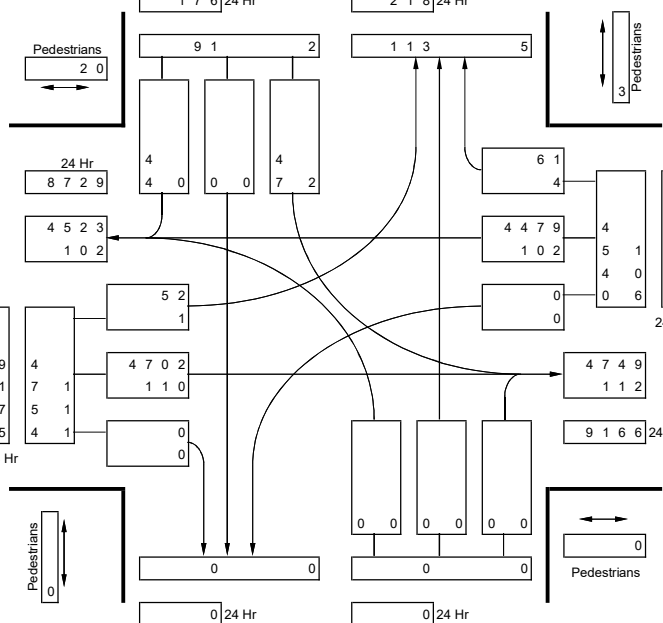
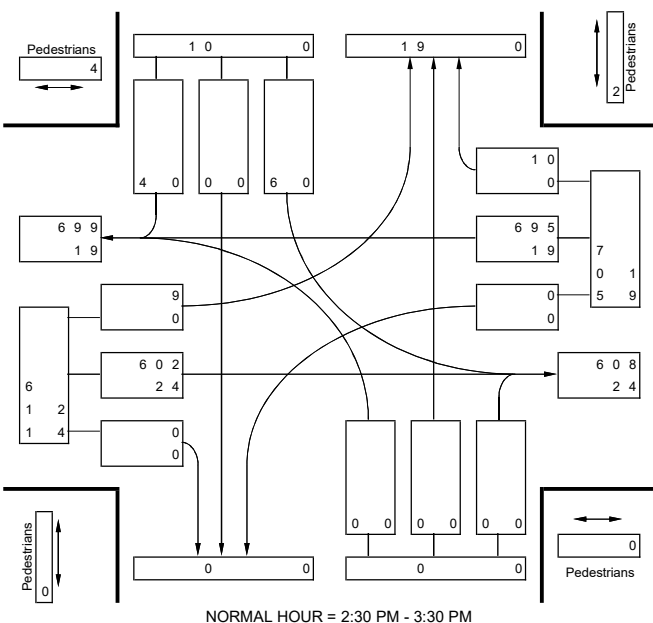
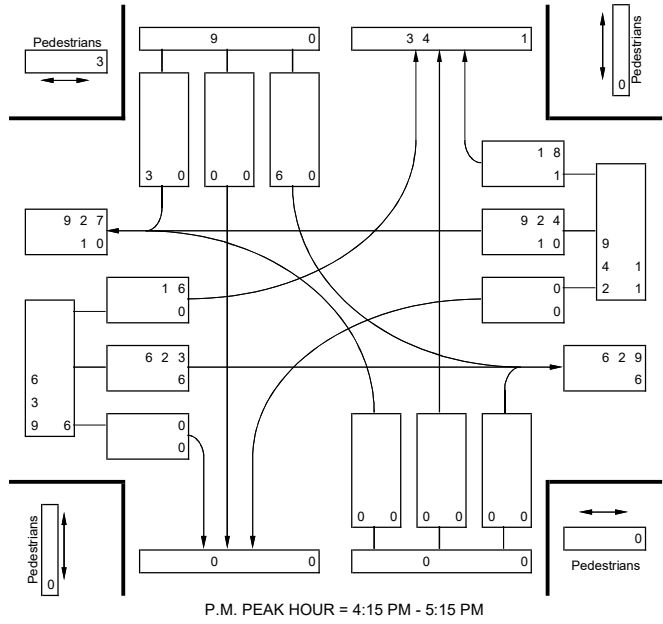
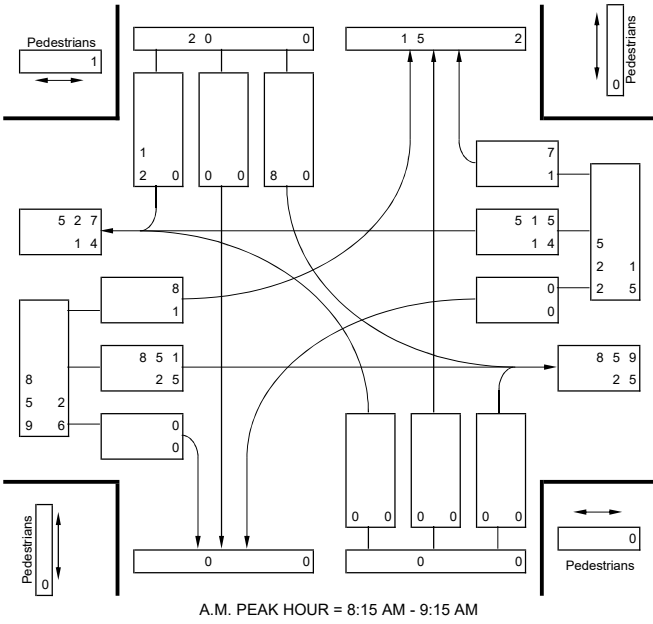


Intersection: **Wilson St**  
 Direction: (East/West)  
 Road Condition: Dry  
 Comments:

at **Dalley Dr**  
 (North/South)  
 Weather: Cloudy

Total Vehicles: 9,385  
 M.V.E./Year: 6.158  
 AWDT Factor: 1.93

Date: Thursday  
 Oct 12, 2017  
 Period: 7 hours



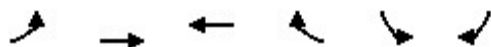
7 Hr & 24 Hr TOTAL VOLUMES

## **Appendix C - Existing Traffic Level of Service Calculations**

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wilson Street East & Dalley Drive

7/10/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↙	↘
Traffic Volume (veh/h)	8	851	515	7	8	12
Future Volume (Veh/h)	8	851	515	7	8	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	925	560	8	9	13
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	569				1508	565
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	569				1508	565
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	98
cM capacity (veh/h)	1002				132	524
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	9	925	568	22		
Volume Left	9	0	0	9		
Volume Right	0	0	8	13		
cSH	1002	1700	1700	236		
Volume to Capacity	0.01	0.54	0.33	0.09		
Queue Length 95th (m)	0.2	0.0	0.0	2.3		
Control Delay (s)	8.6	0.0	0.0	21.8		
Lane LOS	A			C		
Approach Delay (s)	0.1		0.0	21.8		
Approach LOS				C		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			54.8%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wilson Street East & Dalley Drive

7/10/2018



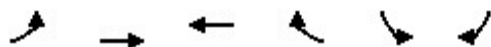
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	623	924	18	6	3
Future Volume (Veh/h)	16	623	924	18	6	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	677	1004	20	7	3
Pedestrians					3	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1027				1728	1017
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1027				1728	1017
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				93	99
cM capacity (veh/h)	674				95	288
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	17	677	1024	10		
Volume Left	17	0	0	7		
Volume Right	0	0	20	3		
cSH	674	1700	1700	118		
Volume to Capacity	0.03	0.40	0.60	0.08		
Queue Length 95th (m)	0.6	0.0	0.0	2.1		
Control Delay (s)	10.5	0.0	0.0	38.2		
Lane LOS	B			E		
Approach Delay (s)	0.3		0.0	38.2		
Approach LOS				E		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			59.7%		ICU Level of Service	B
Analysis Period (min)			15			

## **Appendix D – Future Background Level of Service Calculations**

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wilson Street East & Dalley Drive

7/10/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↘	↘
Traffic Volume (veh/h)	8	940	569	7	8	12
Future Volume (Veh/h)	8	940	569	7	8	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	1022	618	8	9	13
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	627				1663	623
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	627				1663	623
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	97
cM capacity (veh/h)	954				106	486
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	9	1022	626	22		
Volume Left	9	0	0	9		
Volume Right	0	0	8	13		
cSH	954	1700	1700	196		
Volume to Capacity	0.01	0.60	0.37	0.11		
Queue Length 95th (m)	0.2	0.0	0.0	2.8		
Control Delay (s)	8.8	0.0	0.0	25.6		
Lane LOS	A			D		
Approach Delay (s)	0.1		0.0	25.6		
Approach LOS				D		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			59.5%		ICU Level of Service	B
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wilson Street East & Dalley Drive

7/10/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	688	1020	18	6	3
Future Volume (Veh/h)	16	688	1020	18	6	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	748	1109	20	7	3
Pedestrians					3	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1132				1904	1122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1132				1904	1122
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				90	99
cM capacity (veh/h)	615				73	250
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	17	748	1129	10		
Volume Left	17	0	0	7		
Volume Right	0	0	20	3		
cSH	615	1700	1700	93		
Volume to Capacity	0.03	0.44	0.66	0.11		
Queue Length 95th (m)	0.6	0.0	0.0	2.7		
Control Delay (s)	11.0	0.0	0.0	48.3		
Lane LOS	B			E		
Approach Delay (s)	0.2		0.0	48.3		
Approach LOS				E		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			64.8%		ICU Level of Service	C
Analysis Period (min)			15			

## **Appendix E – Future Total Level of Service Calculations**



# HCM Unsignalized Intersection Capacity Analysis

## 3: Wilson Street East & Dalley Drive

7/10/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶		↶	↷
Traffic Volume (veh/h)	8	949	572	7	8	12
Future Volume (Veh/h)	8	949	572	7	8	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	1032	622	8	9	13
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	631				1677	627
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	631				1677	627
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	97
cM capacity (veh/h)	951				104	483
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	9	1032	630	22		
Volume Left	9	0	0	9		
Volume Right	0	0	8	13		
cSH	951	1700	1700	193		
Volume to Capacity	0.01	0.61	0.37	0.11		
Queue Length 95th (m)	0.2	0.0	0.0	2.9		
Control Delay (s)	8.8	0.0	0.0	26.0		
Lane LOS	A			D		
Approach Delay (s)	0.1		0.0	26.0		
Approach LOS				D		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			59.9%		ICU Level of Service	B
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Site Access & Wilson Street East

7/10/2018

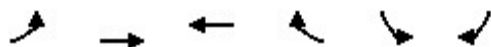


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	948	1	3	581	3	9
Future Volume (Veh/h)	948	1	3	581	3	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1030	1	3	632	3	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			1031	1668	1030	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1031	1668	1030	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	97	96	
cM capacity (veh/h)			674	105	283	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	1031	635	13			
Volume Left	0	3	3			
Volume Right	1	0	10			
cSH	1700	674	204			
Volume to Capacity	0.61	0.00	0.06			
Queue Length 95th (m)	0.0	0.1	1.5			
Control Delay (s)	0.0	0.1	23.9			
Lane LOS			A	C		
Approach Delay (s)	0.0	0.1	23.9			
Approach LOS			C			
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			60.0%	ICU Level of Service		B
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wilson Street East & Dalley Drive

7/10/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	693	1028	18	6	3
Future Volume (Veh/h)	16	693	1028	18	6	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	753	1117	20	7	3
Pedestrians					3	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1140				1917	1130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1140				1917	1130
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				90	99
cM capacity (veh/h)	611				72	247
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	17	753	1137	10		
Volume Left	17	0	0	7		
Volume Right	0	0	20	3		
cSH	611	1700	1700	91		
Volume to Capacity	0.03	0.44	0.67	0.11		
Queue Length 95th (m)	0.7	0.0	0.0	2.7		
Control Delay (s)	11.1	0.0	0.0	49.2		
Lane LOS	B			E		
Approach Delay (s)	0.2		0.0	49.2		
Approach LOS				E		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			65.2%		ICU Level of Service	C
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Site Access & Wilson Street East

7/10/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	704	5	8	1023	3	5
Future Volume (Veh/h)	704	5	8	1023	3	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	765	5	9	1112	3	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			770		1898	768
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			770		1898	768
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	99
cM capacity (veh/h)			844		75	402
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	770	1121	8			
Volume Left	0	9	3			
Volume Right	5	0	5			
cSH	1700	844	153			
Volume to Capacity	0.45	0.01	0.05			
Queue Length 95th (m)	0.0	0.2	1.2			
Control Delay (s)	0.0	0.4	29.8			
Lane LOS			A	D		
Approach Delay (s)	0.0	0.4	29.8			
Approach LOS			D			
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			70.2%	ICU Level of Service		C
Analysis Period (min)			15			

## **Appendix F - Transit**

## SATURDAY SCHEDULE - Westbound

TIMEPOINTS	A	B	C	D	E	F	G
	Meadowlands Terminal	Wilson & Rousseaux	Wilson & Fiddler's Green	Fiddler's Green & Garden	Wilson & Amberly	Jerseyville & Shaver	Wilson & Garner
9 am	9:08	9:15	9:19	----	9:21	----	9:25
10 am	10:08	10:15	10:19	----	10:21	----	10:25
11 am	11:08	11:15	11:19	----	11:21	----	11:25
12 pm	12:08	12:15	12:19	12:24	12:28	12:32	12:37
1 pm	1:10	1:17	1:21	1:26	1:30	1:34	1:39
2 pm	2:10	2:17	2:21	2:26	2:30	2:34	2:39
3 pm	3:10	3:17	3:21	3:26	3:30	3:34	3:39
4 pm	4:10	4:17	4:21	4:26	4:30	4:34	4:39
5 pm	5:10	5:17	5:21	5:26	5:30	5:34	5:39
6 pm	6:10	6:17	6:21	6:26	6:30	6:34	6:39
7 pm	7:10	7:17	7:21	7:26	7:30	7:34	7:39
8 pm	8:10	8:17	8:21	8:26	8:30	8:34	8:39
9 pm	9:10	9:17	9:21	9:26	9:30	9:34	9:39

All trips interlined with 43-Stone Church route.

## SATURDAY SCHEDULE - Eastbound

TIMEPOINTS	G	F	E	D	C	B	A
	Wilson & Garner	Jerseyville & Shaver	Wilson & Amberly	Fiddler's Green & Garden	Wilson & Fiddler's Green	Wilson & Rousseaux	Meadowlands Terminal
8 am	8:25	8:30	8:35	8:40	8:42	8:47	8:56
9 am	9:25	9:30	9:35	9:40	9:42	9:47	9:56
10 am	10:25	10:30	10:35	10:40	10:42	10:47	10:56
11 am	11:25	11:30	11:35	11:40	11:42	11:47	11:56
12 pm	12:39	----	12:43	----	12:45	12:49	12:58
1 pm	1:39	----	1:43	----	1:45	1:49	1:58
2 pm	2:39	----	2:43	----	2:45	2:49	2:58
3 pm	3:39	----	3:43	----	3:45	3:49	3:58
4 pm	4:39	----	4:43	----	4:45	4:49	4:58
5 pm	5:39	----	5:43	----	5:45	5:49	5:58
6 pm	6:39	----	6:43	----	6:45	6:49	6:58
7 pm	7:39	----	7:43	----	7:45	7:49	7:58
8 pm	8:39	----	8:43	----	8:45	8:49	8:58
9 pm	9:39	----	9:43	----	9:45	9:49	9:58

## ROUTE 16 - ANCASTER ROUTING

### AM ROUTE - From Meadowlands to Garner/Wilson

The bus leaves Martindale Cr. and travels south to Golflinks Rd., west on Golflinks Rd., north on McNiven Rd., north-west on Rousseaux St., south-west on Wilson St, south on Shaver Rd. and west on Garner Rd. The recovery point will be north side of Garner Rd. just east of Wilson St.

### AM ROUTE - From Garner/Wilson to Meadowlands

The bus leaves Garner Rd. and Wilson St., travels north-east on Wilson St., north on Shaver Rd., east on Jerseyville Rd., south on Meadowbrook Dr., north-east on Wilson St., south-east on Amberly Blvd., south on Fiddler's Green, east on Garden Ave., south on Anson Dr., west on Garner Rd., north on Fiddler's Green, north-east on Wilson St., south-east on Rousseaux St., south on McNiven Rd., east on Golflinks Rd., north on Neville Dr., west on Martindale Cr. The recovery point will be on Martindale Cr. north of Golflinks Rd.

### PM ROUTE - From Meadowlands to Garner/Wilson

The bus leaves Martindale Cr. and travels south to Golflinks Rd., west on Golflinks Rd., north on McNiven Rd., north-west on Rousseaux St., south-west on Wilson St., south on Fiddler's Green, east on Garden Ave., south on Anson Dr., west on Garner Rd., north on Fiddler's Green, north-west on Amberly Blvd., south-west on Wilson St., north on Meadowbrook Dr., west on Jerseyville Rd., south on Shaver Rd. and west on Garner Rd. The recovery point will be north side of Garner Rd. just east of Wilson St.

### PM ROUTE - From Garner/Wilson to Meadowlands

The bus leaves Garner Rd. and Wilson St. and travels north-east on Wilson St., south-east on Rousseaux St., south on McNiven Rd., east on Golflinks Rd., north on Neville Dr., west on Martindale Cr. The recovery point will be on Martindale Cr. north of Golflinks Rd.

Most Weekday and all Saturday trips are interlined with the 43-Stone Church route leaving Meadowlands.



Sept. 4,  
2016

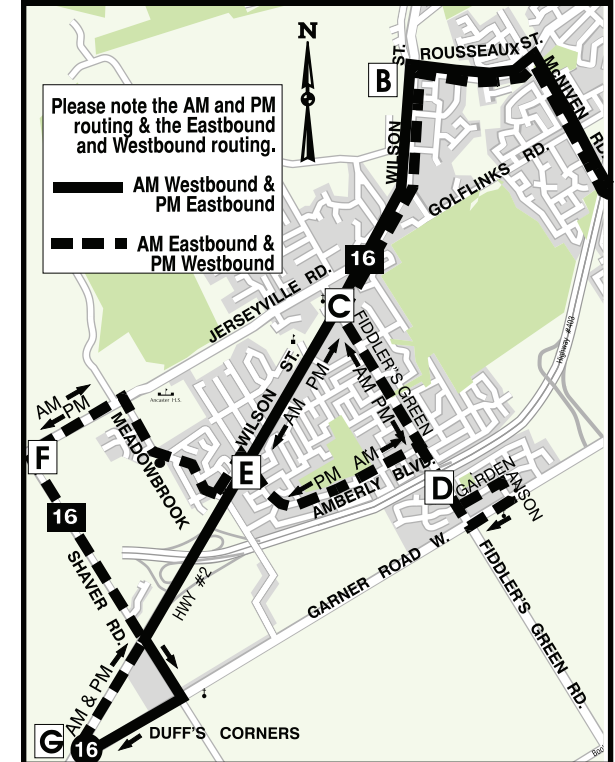
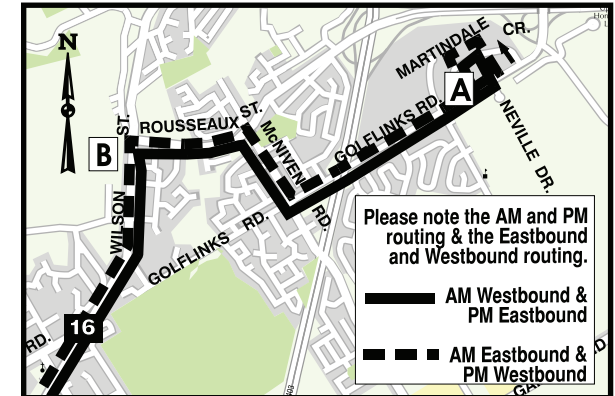
# 16

# ANCASTER




Full  
Service

No Sunday or Holiday Service



For more information, call  
**Bus Check at 905.527.4441**  
 or click onto  
**Bus Web [www.hamilton.ca/hsr](http://www.hamilton.ca/hsr)**



**Hamilton**

WEEKDAY SCHEDULE - Westbound							
TIMEPOINTS	A	B	C	D	E	F	G
	Meadowlands Terminal	Wilson & Rousseaux	Wilson & Fiddler's Green	Fiddler's Green & Garden	Wilson & Amberly	Jerseyville & Shaver	Wilson & Garner
5 am	5:57	6:04	6:08	----	6:10	----	6:14
6 am	6:27	6:34	6:38	----	6:40	----	6:44
	6:57	7:04	7:08	----	7:10	----	7:14
7 am	7:27	7:34	7:38	----	7:40	----	7:44
	7:57	8:04	8:08	----	8:10	----	8:14
8 am	8:27	8:34	8:38	----	8:40	----	8:44
	9:00	9:07	9:11	----	9:13	----	9:17
9 am	9:32	9:39	9:43	----	9:45	----	9:49
10 am	10:02	10:09	10:13	----	10:15	----	10:19
	10:32	10:39	10:43	----	10:45	----	10:49
11 am	11:32	11:39	11:43	----	11:45	----	11:49
12 pm	12:32	12:39	12:43	12:48	12:52	12:56	1:01
1 pm	1:32	1:39	1:43	1:48	1:52	1:56	2:01
2 pm	2:33	2:40	2:44	2:49	2:53	2:57	3:02
3 pm	3:03	3:10	3:14	3:19	3:23	3:27	3:32
	3:33	3:40	3:44	3:49	3:53	3:57	4:02
4 pm	4:03	4:10	4:14	4:19	4:23	4:27	4:32
	4:33	4:40	4:44	4:49	4:53	4:57	5:02
5 pm	5:03	5:10	5:14	5:19	5:23	5:27	5:32
	5:33	5:40	5:44	5:49	5:53	5:57	6:02
6 pm	6:03	6:10	6:14	6:19	6:23	6:27	6:32
	* 6:33	6:40	6:44	6:49	6:53	6:57	7:02
7 pm	7:03	7:10	7:14	7:19	7:23	7:27	7:32
	7:55	8:02	8:06	8:11	8:15	8:19	8:24
8 pm	8:55	9:02	9:06	9:11	9:15	9:19	9:24

**HSR INFORMATION**

**Important Telephone Numbers**

HSR Information 905.527.4441  
 HSR Administration 905.528.4200  
 Accessible Transportation 905.528.4200  
 HSR website www.hamilton.ca/hsr

The H.S.R does not take responsibility for errors in this document, for damages or inconveniences caused by delayed schedules or failures to make connections.

WEEKDAY SCHEDULE - Eastbound							
TIMEPOINTS	G	F	E	D	C	B	A
	Wilson & Garner	Jerseyville & Shaver	Wilson & Amberly	Fiddler's Green & Garden	Wilson & Fiddler's Green	Wilson & Rousseaux	Meadowlands Terminal
5 am	5:03	5:08	5:13	5:18	5:20	5:25	5:34
	5:33	5:38	5:43	5:48	5:50	5:55	6:04
6 am	6:03	6:08	6:13	6:18	6:20	6:25	6:34
	6:28	6:33	6:38	6:43	6:45	6:50	6:59
	6:58	7:03	7:08	7:13	7:15	7:20	7:29
7 am	7:28	7:33	7:38	7:43	7:45	7:50	7:59
	7:58	8:03	8:08	8:13	8:15	8:20	8:29
8 am	8:28	8:33	8:38	8:43	8:45	8:50	8:59
	8:58	9:03	9:08	9:13	9:15	9:20	9:29
9 am	9:20	9:25	9:30	9:35	9:37	9:42	9:51
	9:50	9:55	10:00	10:05	10:07	10:12	10:21
10 am	10:50	10:55	11:00	11:05	11:07	11:12	11:21
11 am	11:50	11:55	12:00	12:05	12:07	12:12	12:21
1 pm	1:02	----	1:06	----	1:08	1:12	1:21
2 pm	2:02	----	2:06	----	2:08	2:12	2:21
3 pm	3:02	----	3:06	----	3:08	3:12	3:21
	3:32	----	3:36	----	3:38	3:42	3:51
4 pm	4:02	----	4:06	----	4:08	4:12	4:21
	4:32	----	4:36	----	4:38	4:42	4:51
5 pm	5:02	----	5:06	----	5:08	5:12	5:21
	5:32	----	5:36	----	5:38	5:42	5:51
6 pm	6:05	----	6:09	----	6:11	6:15	6:24*
	6:35	----	6:39	----	6:41	6:45	6:54*
7 pm	7:35	----	7:39	----	7:41	7:45	7:53
8 pm	8:35	----	8:39	----	8:41	8:45	8:53
9 pm	9:30	----	9:34	----	9:36	9:40	9:48

**CHRISTMAS SERVICE**

During the period between Christmas Day and New Year's Day, the HSR usually operates on a modified schedule on selected days. Some routes do not operate at all. Check with our Information Clerks at 905.527.4441 or our website www.hamilton.ca/hsr.

BUS STOP NUMBERS		
EASTBOUND		WESTBOUND
Garner At Duff's Corners	1427	Meadowlands Terminal
Wilson At McClure	1638	Platform 3 2470
At 1060 Wilson	2655	Golf Links At Legend 2471
Shaver At Westview	1440	Golf Links Opp. Kitty Murray 2471
Shaver Opposite Sumac	1441	Golf Links At Onondaga 2458
Shaver At Jerseyville	1441	Golf Links At McNiven 2458
Jerseyville At Stevenson	1442	McNiven At Tomahawk 2668
Jerseyville At Meadowbrook	1442	McNiven At Mohawk 2668
Meadowbrook At Morwick	1443	Rousseaux Opp. Academy 2669
Meadowbrook At Tranquility	1443	Wilson At Old Dundas 2610
Meadowbrook At Galley	1444	Wilson Opposite Academy 2610
Meadowbrook At Speers	1444	Wilson At Sulphur Spring 2611
Wilson At Hamilton	2656	Wilson Opposite Halson 2611
Wilson At Amberly	2656	Wilson At Dalley 2612
Wilson Opposite Central	2633	Wilson At Jerseyville 2613
Wilson At Seminole	2633	Wilson At Fiddlers Green (NE) 2615
Wilson At Todd	2634	Wilson At Fiddlers Green (NW) 2617
At 54 Wilson	2634	At 35 Wilson 2617
Amberly At Sunnymead	2621	Wilson At Dunham 2618
Amberly At Melanie	2621	Wilson Opposite Seminole 2618
Amberly At Cottingham	2622	Wilson At Central 2618
Amberly At Fiddlers Green	2622	Fiddler's Green At Gilbert 2616
Fiddler's Green Op. Enmore	2623	Fiddler's Green At Oakley 2616
Anson At Garner	2624	Fiddler's Green Opp. Enmore 2623
Garner At Fiddler's Green	4484	Anson At Garner 2624
Fiddler's Green At Garden	2626	Garner At Fiddler's Green 4484
Fiddler's Green At Enmore	2627	Fiddler's Green At Garden 2626
Fiddler's Green Opp. Oakley	2628	Fiddler's Green At Enmore 2627
Fiddler's Green Opp. Gilbert	2628	Amberly Opp. Bloomsbury 2630
Fiddler's Green At Wilson	2628	Amberly At Leith Court 2631
Wilson At Fiddlers Green	2635	Amberly Opp. Melanie 2631
Wilson At St Margaret	2636	Amberly Opp. Chippendale 2632
Wilson At Cameron	2636	Amberly At Wilson Street 2632
Wilson Opposite Dalley	2637	Wilson At Valleyview 2619
Wilson At Halson	2637	Wilson At Meadowbrook 2629
Wilson At Church	2639	Meadowbrook Opp. Speers 1426
Wilson At Academy	2638	Meadowbrook Opp. Galley 1426
Wilson At Rousseaux	2638	Meadowbrook Opp. Tranquility 1426
Rousseaux At Wilson	2658	Meadowbrook Opp. Morwick 1425
Rousseaux At Academy	2658	Jerseyville At Martin 1424
Mohawk At McNiven	2659	Jerseyville Opp. Stevenson 1424
McNiven At Orton	2660	Jerseyville Opposite Shaver 1424
McNiven At Golf Links	2660	Shaver Opposite Morwick 1423
Golf Links Opp. Onondaga	2461	Shaver At Wilson 1422
Golf Links At Kitty Murray	2461	Shaver At Wilson 1428
Golf Links At Meadowlands	2461	Shaver Opposite Liddycoat 1428
Golf Links Opp. Martindale	2474	Shaver At Garner 1428
Neville At Martindale	2474	Garner At Walmart 1429
At 122 Martindale	2452	Garner Opp. Royal Farms 1427
Meadowlands Terminal		
Platform 3	2470	