

South East Norfolk Elementary Accommodation Review

Additional information requested – from March 22, 2016 meeting.

1. Scope of work planned for Elgin School.

The proposal for the redevelopment of Elgin School includes the removal of the current library, addition of four classrooms and a gymnasium and a redesign of the main entrance, stair wells and office suite to include an elevator and make the school entrance more inviting and fully accessible.

All electrical/mechanical building systems would be upgraded during the renovation work. Site access and parking would also be addressed.

Schematic floor plans showing the proposed changes are attached. The total estimated cost of the redevelopment project is \$5,663,052.

2. Analysis of transportation route changes for new school attendance areas.

Current Transportation Information

School	Average Distance to school (KM)	Transportation Eligibility (%)		Ride Times (AM and PM) (minutes)		
		Eligible	Non-Eligible	Longest	Shortest	Average
Elgin	0.94	1%	99%	32	15	23.5
Lynndale	2.09	17%	83%	43	2	18.7
West Lynn	2.5	47%	53%	60	2	17
Walsh	7.6	83%	17%	55	1	17.6
Walsh (FI)	13.29	99%	1%	80	10	32.9
Lakewood	2.84	56%	44%	43	1	12

Transportation information with proposed boundary changes and West Lynn closure.

School	Average Distance to school (KM)	Transportation Eligibility (%)		Ride Times (AM) (minutes)		
		Eligible	Non-Eligible	Longest	Shortest	Avg
Elgin	2.06	37%	63%	55	3	16.0
Lynndale	2.38	17%	83%	43	0	17.5
West Lynn						
Walsh	8.09	77%	23%	59	0	18.6
Walsh (FI)	13.34	99%	1%	70	1	31.0
Lakewood	3.59	62%	38%	55	1	15.4

Grandfather Scenario for Walsh PS Students as of Apr 11, 2016

School	Average Distance to school (KM)	Transportation Eligibility (%)		Ride Times (AM) (minutes)		
		Eligible	Non-Eligible	Longest	Shortest	Avg
Elgin						
Lynndale						
West Lynn						
Walsh	7.4	85%	15%	48	0	16.8
Walsh (FI)						
Lakewood						

Proposed Boundary Changes – Transportation Analysis

- **Walsh PS to Lakewood ES:**

As all students in this area are currently eligible to received services to Walsh PS, and will continue to be in the proposed boundary change to Lakewood ES, the total number of routes needed to service this area will not change. One (1) new route will be required to move the students into Lakewood while the four (4) currently servicing Walsh will be consolidated into three (3). Two (2) existing routes which service Lakewood ES will also need to be extended to service the students in this area.

- **Walsh PS to Elgin Avenue PS:**

Similar to the scenario in the south east, all of the students in this region are currently eligible and will continue to be eligible for transportation to their newly assigned school. No new route will be needed as we will re-assign school buses currently providing services to Walsh PS and West Lynn PS to provide services to Elgin Avenue PS.

- **West Lynn PS to Elgin Avenue PS:**

The students in the rural areas of West Lynn PS's current catchment would be accommodated in the same fashion to Elgin Avenue PS. To accommodate a number of students who were previously not eligible for transportation services to West Lynn PS, but who are eligible to receive services to Elgin Avenue PS, it is proposed that the second loop of an existing route be used to service the newly eligible students to Elgin Avenue PS. This solution would not add any additional transportation costs to GEDSB (as the bus currently is used to pick up eligible West Lynn PS students), but it would require a bell time change to Elgin PS; the required bell time to make this solution would work be 9:00 am – 3:20 pm (from 8:40 am – 3:00 pm).

- **West Lynn PS to Lakewood ES:**

To accommodate the rural students in the south east end of West Lynn PS's catchment, it is suggested that a second loop be added to an existing town route. Ideally routes currently servicing Lakewood ES, who are travelling in the rural Woodhouse concessions, would be able to collect the of families in this area, however, our analysis indicated that there may be load issues once the vehicles get into town. The additional loop is estimated to cost GEDSB approximately \$6,100 annually.

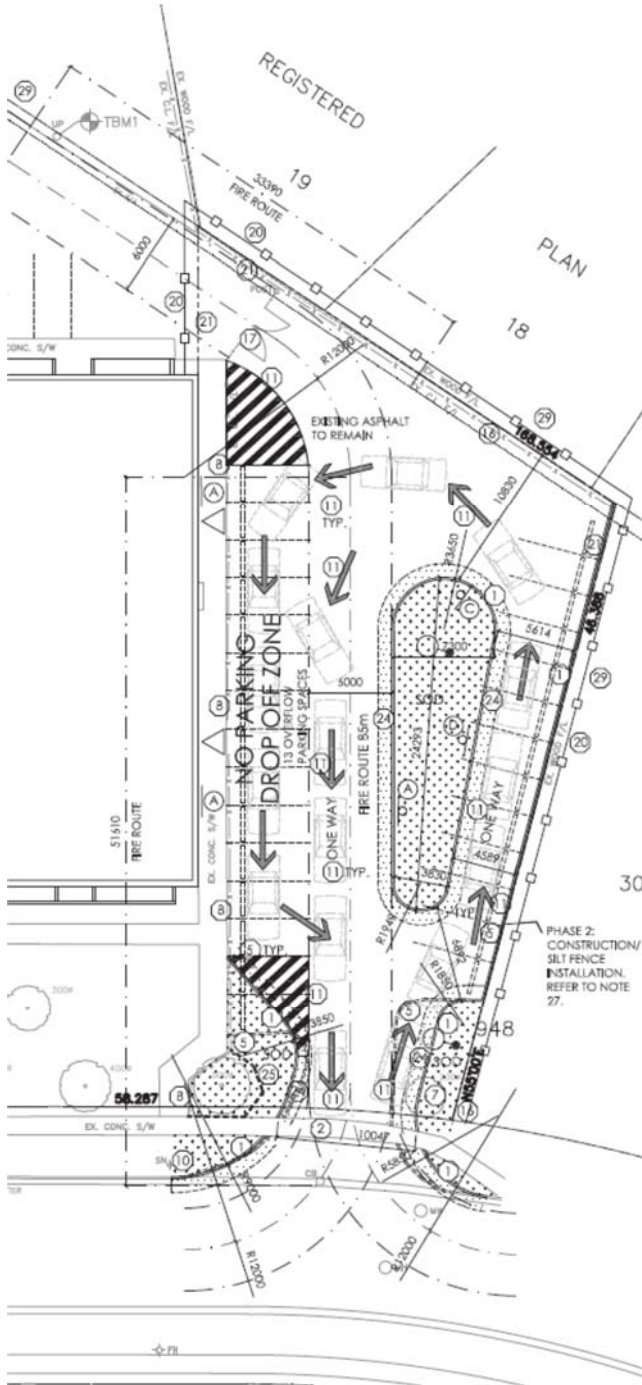
Grandfathering students to Walsh PS

- Ride time information is based on figures taken from the transportation database on April 11, 2016.
- Assumes all students who currently attend Walsh PS would be grandfathered and continue to do so going forward.
- No route changes are expected immediately as the current transportation solution would be used to service the families of Walsh PS. Services would be reviewed to determine what course of action is required to service new families who move into the area and new kindergarten registrations who will be sent to their new "home school" – Elgin Avenue PS or Lakewood ES depending on their home address.
- Rules and services to be provided to the grandfathered students would need to be reviewed at a later date by the GEDSB as the student population flow changes to the new "home school" in the areas under review.

3. Staff parking and bus drop off information.

Our schools are experiencing an increasing number of parents that drive their children to school and pick them up daily and as a result, we have been providing for a parent drop off loop, separate from the bus loop and staff parking space when designing or retrofitting schools and school sites. The final design details for the school(s) affected by the final recommendation will be worked out following the final determination of this review process.

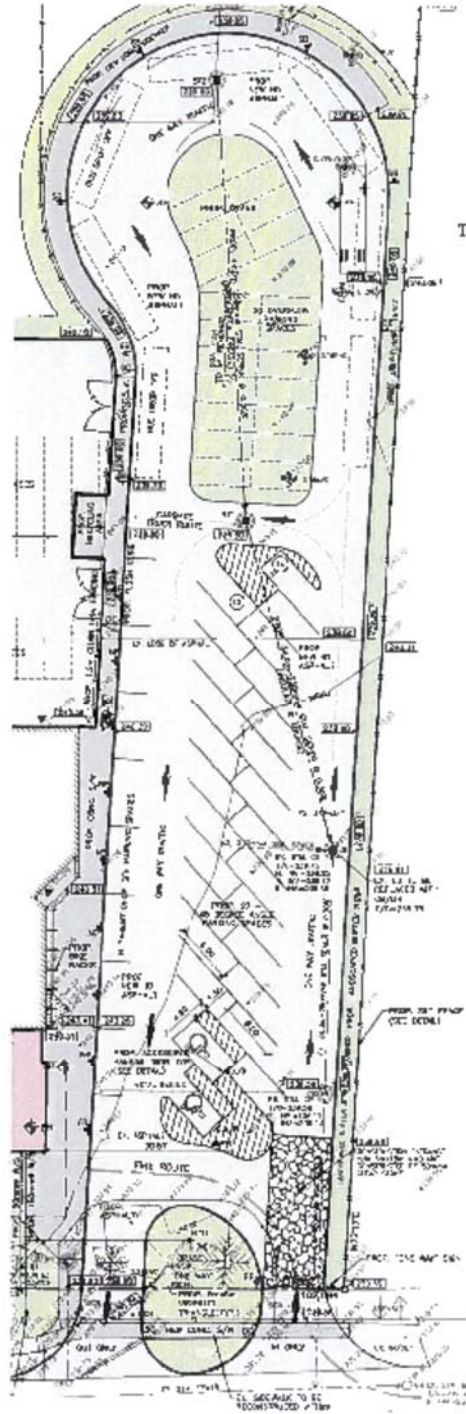
Attached are two examples of drop off loops designed into recent school retrofits. Individual site conditions and local traffic flows require unique solutions.



Example 1. Parent Drop Off and Pick up.

At the school in this plan, the drop off is separate from the staff and visitor parking areas and the bus drop off (they are on the other side of the school property). This separates the two streams of traffic at peak times of congestion and gets the parent traffic off the street.

Example 2. – At this school the frontage is narrow and requires a combined entrance for school bus and parent traffic, but separates the two streams of traffic so that buses and parent drop off can be completed safely and effectively.



4. Land title search for vacant parcel of land behind West Lynn

The land in question is privately owned and not currently listed for sale. If adjacent property could be acquired from the current owner, a severance, rezoning and site plan approval would be required. Ministry of Education funding approval for the cost of purchase would also be required.

5. Could we consider not directing the Lynn Valley area students to Lakewood?

There are only 14 students from West Lynn in this area. The option of moving the proposed boundary could be presented to Trustees in the final recommendation for consideration or, alternatively, those families could apply for Out of Attendance Area status at a Simcoe school.

6. Could we consider closing Elgin and leaving West Lynn open?

216 Elgin students would be assigned to West Lynn which would require a 5-6 classroom addition at West Lynn. Additional land would be required to make this feasible to accommodate the addition, added parking and drop off areas and additional playground space for the increased number of students enrolled. While there would be renewal issues to address at West Lynn, they would be less extensive than the redevelopment costs to overhaul Elgin.

Walsh’s over capacity issue would still need attention. The French Immersion program could be split to direct 79 of the current FI students to a new program at Lakewood and leave 85 of the current FI students at Walsh. Once fully implemented, both schools would offer JK to Grade 8 FI programming. The regular program and attendance boundaries at Walsh would remain intact and its future population would be accommodated within existing capacity (no portables). The table below shows the resulting enrolments and utilization numbers.

South East Norfolk Elementary

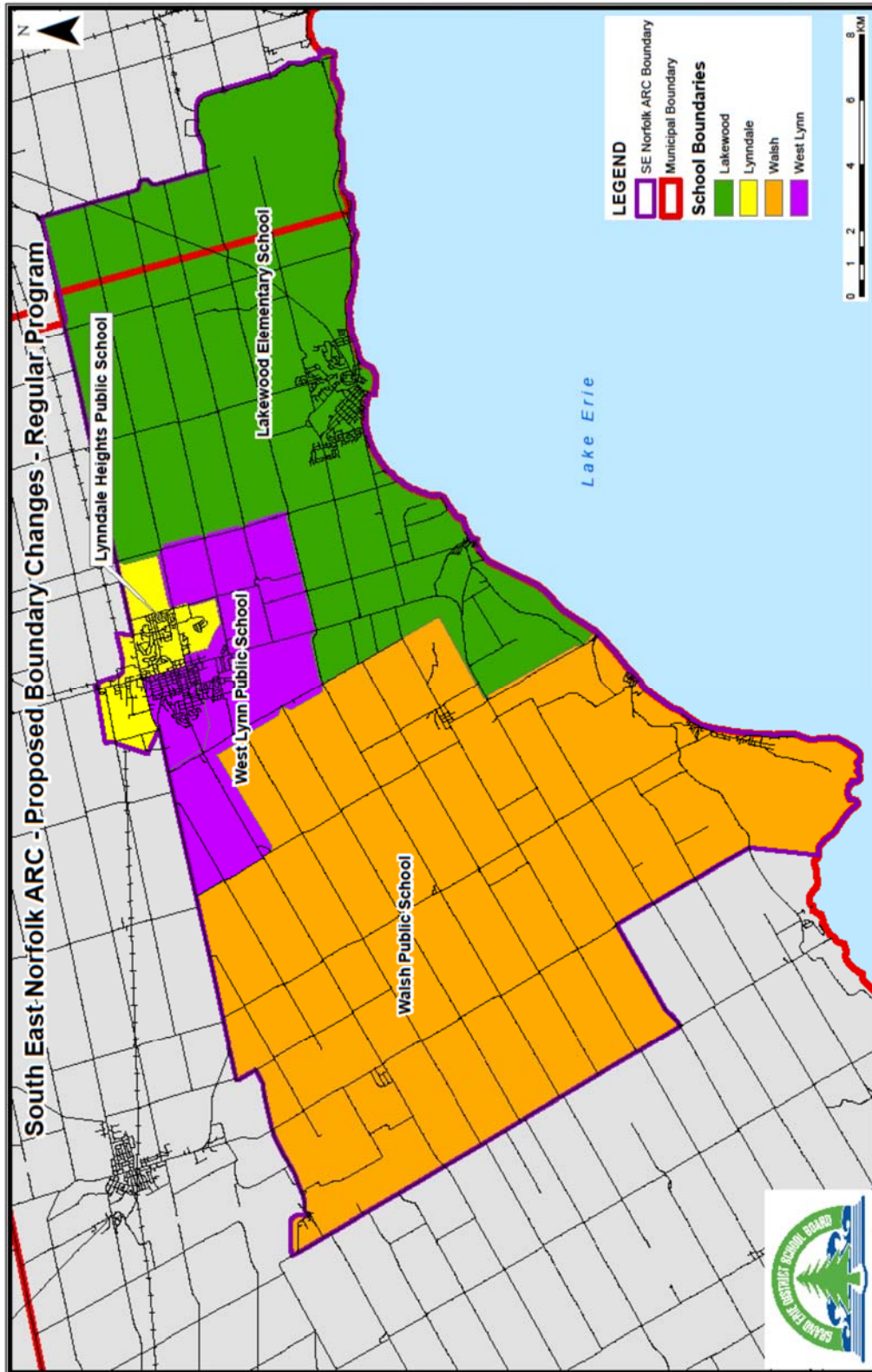
Summary of Enrolment and Capacity with Option to Close Elgin

School	Capacity	Addition	Total Capacity	5 Year Projection		10 Year Projection	
				Enrolment	Utilization	Enrolment	Utilization
Elgin Avenue	530		0	0	0.0%	0	0.0%
Lakewood	561		561	509	90.7%	560	99.8%
Lynndale	442		442	355	80.3%	348	78.7%
Walsh	404		404	391	96.8%	359	88.9%
West Lynn	351	138	489	484	99.0%	446	91.2%
Total	1758	138	1896	1739		1713	
Surplus Pupil Spaces				19		45	
Utilization				91.7%		90.4%	

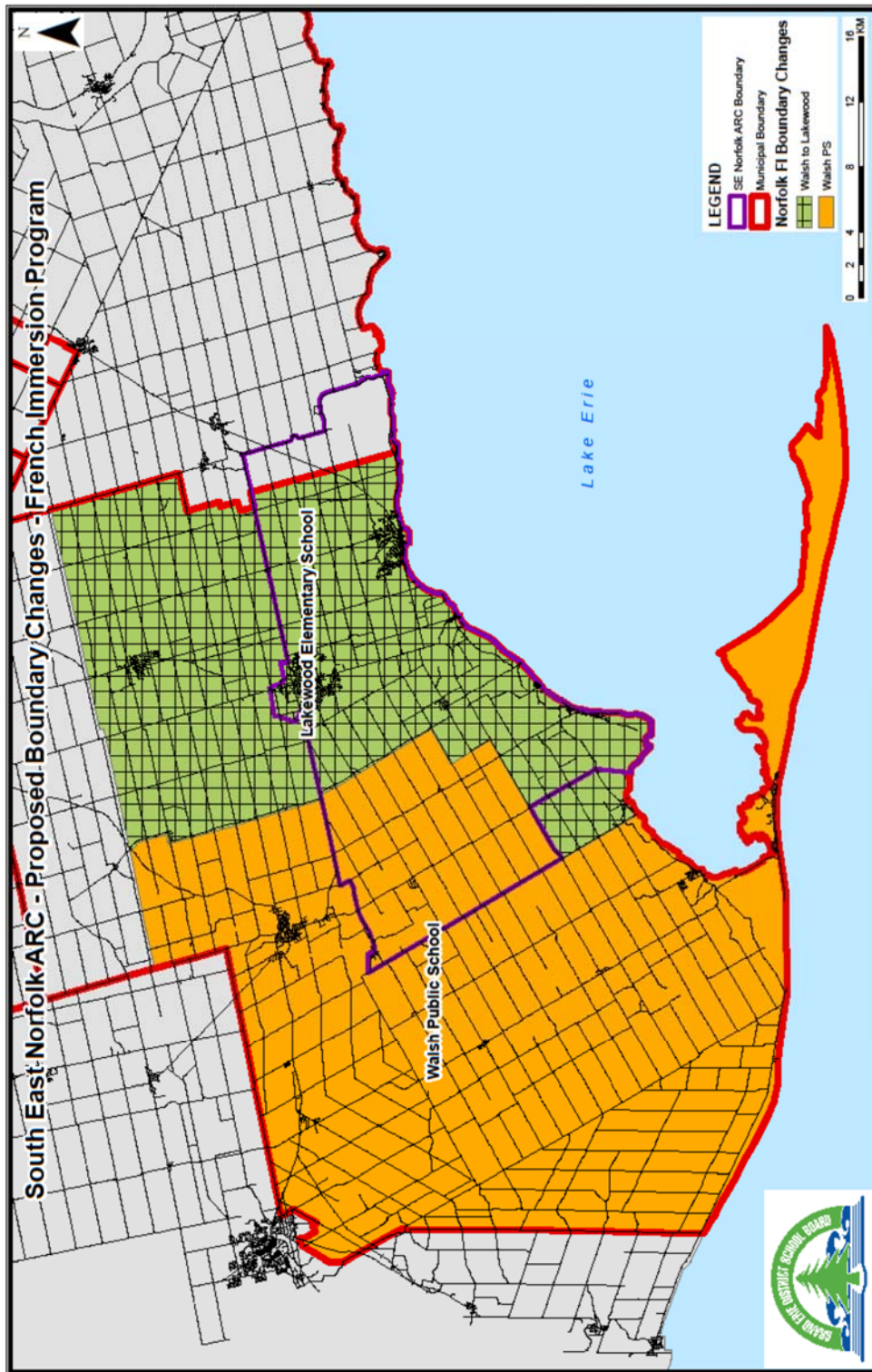
a) Elgin would close and its full catchment area would attend West Lynn

b) The French Immersion Program at Walsh would be split with Lakewood and both schools would offer JK-Grade 8 French Immersion (Dual Track)

The proposed boundaries for regular program under this option are shown below.



And the proposed French Immersion catchment areas for Lakewood and Walsh are shown below.



7. Can you provide the location of current French Immersion Students attending Walsh?

The table below shows the home areas for the current FI students attending Walsh PS by grade. The map below shows the total number of Walsh FI students in each area of residence.

Location of Walsh FI Students							
School / Area	Grade						Total
	JK	SK	1	2	3	4	
Elgin	4	8	2	2	1	1	18
Lakewood	8	3	3	5	1	4	24
Lynndale	6	2	2	2	2	0	14
Walsh	6	11	5	11	9	3	45
West Lynn	5	1	0	1	2	0	9
Forestry Farm Rd & West	3	4	1	4	2	1	15
North of Hwy 3 & Delhi	9	9	4	13	2	2	39
Out of FI Bounds	1	2	0	1	0	0	4
Total	42	40	12	21	15	8	168

