



New School Openings St. Patrick Catholic Elementary School

Version: 1.0
Revision Date: May 28, 2025

Version	Date	Author	Comment / Change
1.0	May 28, 2025	SH	Final

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School Profile

St. Patrick Catholic Elementary School (the School) is a new elementary school, under construction at 1201 River Road. The School is bound by River Road East to the east, Kinzie Avenue to the south, and Burgetz Avenue to the southwest. A newly constructed park is located on the west of the site. The School is operated by the Waterloo Catholic District School Board (WCDSB).

A one-way southbound school bus drop off is proposed on the west side of the site with access to River Road East. Access to and from the parking area and student drop-off area on the south side of the site is by a one-way inbound access from Kinzie Avenue and a one-way outbound access to Burgetz Avenue.

Bell times are 9:10 a.m. and 3:40 p.m.

A Transportation Impact Study (TIS) was prepared for the school in November 2023. The TIS did not recommend any off-site road improvements to accommodate future traffic volumes.

Site Plan Status

The Site Plan has been approved. **Appendix A** includes the approved Site Plan provided to City staff.

Road Status and Characteristics

All roads fronting the site are assumed by the City of Kitchener.

Table 1 summarizes the characteristics of the adjacent roadways within 50 metres of the School property.

Table 1: Adjacent Roadway Characteristics

Road	Sidewalks	AADT (VPD) ¹	Intersection Control ²	Posted Speed	Collision History ³
River Rd	Both sides	8800	TS at Kinzie Ave	60 km/h	1
Kinzie Ave	Both sides	3500	TWSC on Burgetz Ave AWSC at Thaler Ave	40 km/h	0
Thaler Ave	Both sides	1200	TWSC on Burgetz Ave	40 km/h	1
Burgetz Ave	Both sides	200	-	40 km/h (assumed)	0

Note 1: AADT = Average Annual Daily Traffic, VPD = Vehicles Per Day

Note 2: TS = Traffic Signal, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control

Note 3: Collision Data Gathered Within 3 Years

Under existing conditions, there is no signage prohibiting parking or stopping along the School's frontage to the abutting roadways.

Transportation Safety Features and Signage

The approved Site Plan, dated 23.12.05, was reviewed and is included in **Appendix A**.

The School Bus Loading Area is located on the easterly side of the building with access to River Road. The loading area can accommodate approximately 5 buses in a single line, or 10 buses if parked in a second line. No parking spaces or drop-off areas for passenger vehicles are located within this area.

There is a drop-off area for passenger vehicles located on the south side of the building, which can be accessed from Kinzie Avenue. Counter-clockwise circulation is encouraged along the outside of the parking area, which passengers exit directly into the drop-off area.

It is noted that the recommended signage within the City's right-of-way will be the responsibility of the City, and all other signage will be the responsibility of the WCDSB.

Speed Limit

The existing speed limit on River Road is 60 km/h and 40 km/h on all other abutting roadways.

To improve pedestrian safety, it is recommended to lower the speed limit on River Road to 40 km/h and to lower the speed limits on Kinzie Avenue and Burgetz Avenue to 30 km/h within 150 metres of the School's frontage as noted in Section XIV.2 of Traffic By-law 2019-113. "School Zone" tab signs should be installed, to identify the extents of the School Zone. New signage will be required at all locations where changes to the existing speed limit are proposed and are the responsibility of the City.

School Bus Loading Area

The school bus loading area will have one-way signage indicating southbound circulation through the loading area. Signs indicating "No Parking – Fire Route" and "School Bus Loading Zone" are proposed on the north and south sides of the area.

No signage was proposed on the Site Plan at the entrance from River Road that identifies the area is to be used exclusively as a School Bus Loading Area and/or Fire Route. "Do Not Enter" signs will face easterly at the outbound only access to River Road.

It is recommended to install signage at the inbound entrance identifying that only school buses are permitted to use the access. The WCDSB has confirmed that signage will be updated based on this recommendation.

Appendix B illustrates the recommended signs and their approximate locations.

Signage - Frontage to Adjacent Roadways

The Site Plan does not identify signage to restrict vehicle stopping or parking along the site's frontage to adjacent roadways.

As noted as general provisions in Traffic By-law 2019-113, Section V.8.a.iii permits Rb-55 (No Stopping) signs on the roads abutting a school, and Section V.8.a.v permits Rb-56 (No Stopping with Time Restrictions) signs on the opposite side of the roadway abutting the school's property.

It is recommended that Rb-55 (No Stopping) signs are installed along all roads abutting the school's frontage and Rb-56 (No Stopping with Time Restrictions) signs are installed on the opposite side of abutting roads. On River Road, the No Stopping southern limits should be the north side of the existing Grand River Transit (GRT) bus stop.

All Rb-55 and Rb-56 signs should be installed in accordance with Ontario Traffic Manual (OTM) Book 5, which identifies a maximum spacing of 50 metres. All Rb-56 signs should note the time restriction as 8:00 AM to 4:30 PM, as noted in Section V.8.b.iii of Traffic By-law 2019-113.

All sign changes that are within a City of Kitchener right-of-way will require an update to "Schedule 4 – No Stopping" in the Uniform Traffic Bylaw, via a staff report to City Council.

Appendix B illustrates the recommended signs and their approximate locations.

Signage - Internal Parking Area

One-way signage will identify the route along the northern and eastern perimeter of the parking area to access the Drop Off Area. Proposed signage in the Drop Off Area indicates "No Parking – Drop Off Area Only".

One "Do Not Enter" sign will face westerly at the outbound only access to Burgetz Avenue.

To further reinforce the one-way nature of the site access and the lay-by area, it is recommended to install signs at the following locations:

1. Entrance to Kinzie Avenue
 - a. Rb-19 (Do Not Enter) sign facing northwards.
 - b. Rb-21 (One-Way) sign parallel to the flow of traffic.
2. Exit to Burgetz Avenue
 - a. An additional Rb-19 (Do Not Enter) sign facing westerly, so there is an Rb-19 on both sides of the exit.
 - b. Rb-21 (One-Way) sign parallel to the flow of traffic.

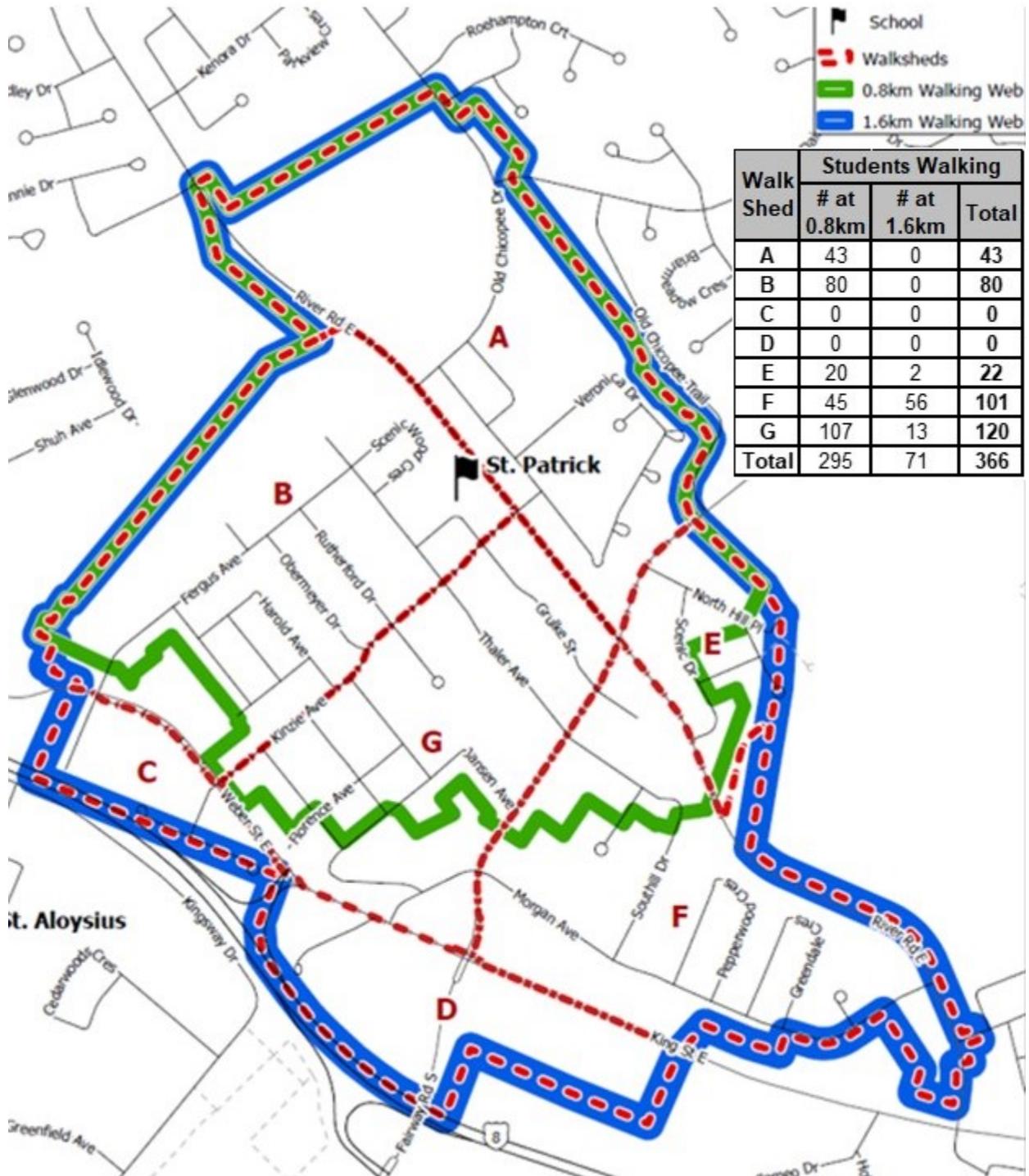
The WCDSB has noted that the on-site signage will be updated based on this recommendation.

Appendix B illustrates the recommended signs and their approximate locations.

Walkshed and Boundary Analysis

Figure 1 illustrates the proposed walkshed and the estimated number of students in each walkshed for the School as provided by WCDSB staff on January 29, 2025.

Figure 1: Walkshed



Crossing Guard Studies

The Ontario Traffic Council (OTC) provides guidance in the School Crossing Guard Guide (2023) (OTC SCGG) on when to assign a crossing guard at a location. Based on the type of traffic control at the crossing locations, the Exposure Index methodology, as noted in the OTC SCGG, was used to assess the need for crossing guards. As noted in the OTC SCGG, a minimum threshold of 40 crossing students within 25 minutes before the bell time and 5 minutes after the bell time, and vice versa for the afternoon bell times, is needed to satisfy the crossing guard warrant.

To estimate the potential need for crossing guards within each of the walksheds in **Figure 1**, City staff further estimated the location of expected student population based on approximate existing population densities. It is noted that as the location of the student population within each walkshed was estimated by City staff, only potential ranges of the number of students at crossings could be provided due to the size of the potential walksheds and as the specific location of student populations could not be confirmed. For purposes of this study, River Road is aligned east/west.

Table 2 summarizes the results of the Exposure Index study using the estimated potential range of students that may use the noted road crossings. For the warrant to be met, the product of the number of conflicting movements multiplied by the number of students must exceed the index threshold. At the time of this study, the 85th percentile threshold product is approximately 4,200.

Table 2: Exposure Index Study Summary

Intersection	Intersection Leg	Data Collection Date (Y/M/D)	Estimated Number of Students Crossing	Existing Number of Conflicting Movements	Product	Warrant Met?
Kinzie Ave and River Rd	South	2023-03-07	118 - 153	AM: 78 PM: 96	AM: 9,200 PM: 11,350	Yes
Kinzie Ave and Thaler Ave	North	2025-04-03	90 - 125	AM: 104 PM: 186	AM: 9,350 PM: 16,750	Yes
River Rd and Fairway Rd	South	2022-10-04	108 – 123	AM: 72 PM: 105	AM: 7,800 PM: 11,350	Yes

Based on the results of the Exposure Index study, crossing guards are warranted at the three locations noted in **Table 2**. However, it is noted that these locations should be monitored in the future, as student travel patterns may not follow estimated trends, and the estimated range of crossing students assumes that no students within the walkshed are driven to school. It is also noted that traffic volumes near the school are expected to increase upon build-out of the School. While these locations are warranted, it is recommended to commence an updated exposure index within the first year of operation to identify the optimum locations of crossing guards.

If additional crossing guards are warranted, an update to “Schedule 20 – School Crossings” in the Uniform Traffic By-law will be required, via a staff report to City Council.

To facilitate additional assisted crossing opportunities for students, the existing warranted crossing location of Fairway Road and Morgan Avenue serving Howard Robertson Public School will have the guard’s shift times adjusted to accommodate and include the bell times for St. Patrick Catholic Elementary school.

Active Transportation Improvements

Based on the City's Cycling and Trails Master Plan (CTMP), boulevard multi-use trails are planned to be installed on both sides of River Road near the School in the next 4-6 years.

Bylaw Enforcement

The City's bylaw enforcement team will add St. Patrick to its school enforcement routes. No Parking and No Stopping areas in the School Zone have:

- A zero-tolerance ticketing policy
- An increased ticket cost

Communication Plan

To reduce the concentration of vehicular traffic near the School, Student Transportation Services of Waterloo Region (STSWR) will identify preferred "Drive to 5" locations, to identify alternative locations within a 5-minute walk to the school that students can be dropped off by passenger vehicles.

STSWR will provide pamphlets and messaging to schools in August and advise schools to share them at startup, and throughout the school year, that note the No Parking and No Stopping areas in the School Zone have:

- A zero-tolerance ticketing policy where no warnings may be provided to offending drivers
- An increased ticket cost

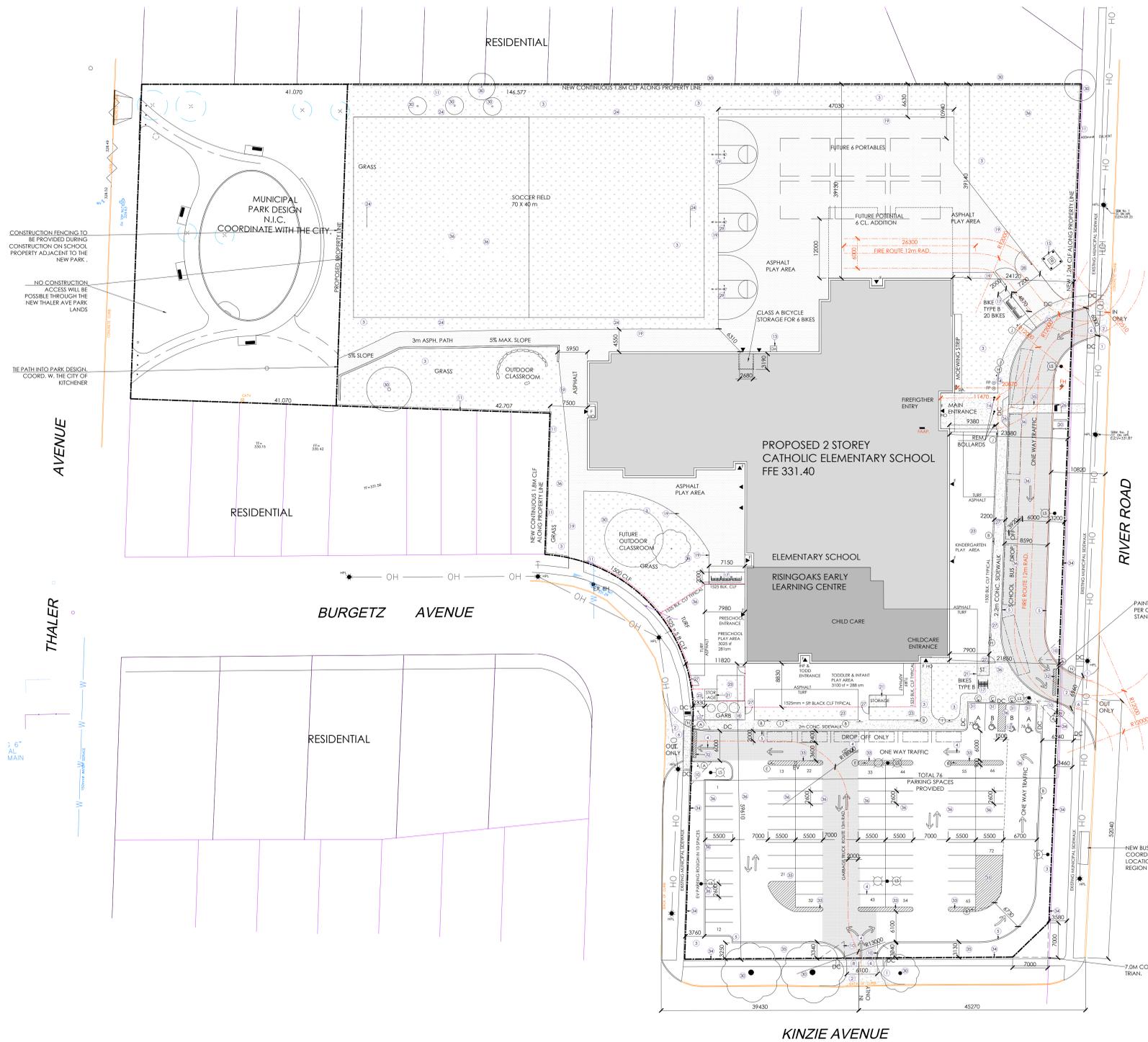
City staff will include messaging related to the new school in its "back to school" media release in early September.

Monitoring and Long-Term Studies

It is recommended that in the first year of School operation, the City monitors the interaction between vehicles and students near the School and monitors the volumes of students crossing to determine if crossing guard(s) are warranted. The monitoring should be repeated in the third or fourth year of School operation to help drivers and students develop safe, long-term habits.

Appendix A: Site Plan

Appendix B: Recommended Signs and Approximate Locations



SURVEY LEGEND: REFER TO SURVEY FOR ALL SYMBOLS.

GUY WIRE	— GUY	FIRE HYDRANT	⊕ FH
UTILITY POLE	— UP	WATER VALVE	⊕ WV
HYDRO POLE	— HP	CATCH BASIN	⊕ CB
HP WITH LIGHT	— HPL	MANHOLE	⊕ MH
LIGHT STANDARD	— LS	BELL PEDESTAL	⊕ BP
GATE	— G	TV PEDESTAL	⊕ TVP
SIGN	— S		
SANITARY SEWER	— SAN		
WATER MAIN	— WM		
STORM SEWER	— STM		
FENCE LINE	— F		
OVERHEAD HYDRO	— OH		
UNDERGROUND HYDRO	— UH		
DITCH/SWALE	— D		
CENTRELINE OF ROAD	— CR		

DRK
 YOU WILL NOTIFY THE MUNICIPALITY, ARCHITECT & T 48 HOURS PRIOR TO COMMENCING
 OLD LINES, CONDUITS, WATER MAINS, SEWERS, AND STRUCTURES ARE NOT NECESSARILY SHOWN DRAWINGS, AND WHERE SHOWN, THE CONTRACTOR TO VERIFY EXISTING CONDITIONS.
 FOUND UTILITIES WITHIN THE LIMITS OF THE PROJECT SHALL BE LOCATED, MARKED AND PROTECTED. THE CONTRACTOR TO BE RESPONSIBLE FOR REPLACING OR REPAIRING UTILITIES DISTURBED DURING CONSTRUCTION TO THE SATISFACTION OF THE MUNICIPALITY.

HATCH ID MARKER LEGEND

[Hatched Pattern]	NEW PTD. ROAD MARKINGS
[Hatched Pattern]	NEW AREA CONC. SIDEWALK / PAD
[Hatched Pattern]	NEW BUILDING (ELEM. SCHOOL)
[Hatched Pattern]	NEW BUILDING (CHILDCARE)
[Hatched Pattern]	AREA OF NEW HEAVY DUTY ASPHALT (HD)
[Hatched Pattern]	AREA OF NEW LIGHT DUTY ASPHALT (LD)
[Hatched Pattern]	PROPOSED NEW SOD

DISCLAIMER:
 ALL EXISTING SITE INFORMATION WAS PROVIDED BY VAN HARTEN SURVEYING INC. DATED NOVEMBER 25, 2022 AS PER FILE #16-Geographic (KW) Kitchener/SBP/accd/10P0 LOT 4 (WCD58FS) (31896-22) (JTM2010).dwg
REFERENCE NOTE:
 FOR OTHER SITE CONDITIONS, EX. TO REMAIN OR NEW TO BE PROVIDED, THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SITE GRADING PLAN PREPARED BY WEST INC. ELECTRICAL SITE PLAN PREPARED BY DEI CONSULTING ENG., LANDSCAPE PLAN PREPARED BY GSP GROUP
LIGHTING NOTE:
 LIGHTING MUST BE DIRECTED ON SITE AND MUST NOT SPILL OVER TO ADJACENT PROPERTIES OR STREETS. PROVIDE "HOUSE SHIELDS" WHERE NEEDED TO COMPLETELY ELIMINATE GLARE TO ADJACENT PROPERTIES
BENCHMARK:
 ELEVATIONS ARE GEODETIC AND OBTAINED FROM TOPOGRAPHIC FILE PROVIDED BY VAN HARTEN SURVEYING INC. DATED NOVEMBER 25, 2022 AS PER FILE #16-Geographic (KW) Kitchener/SBP/accd/10P0 LOT 4 (WCD58FS) (31896-22) (JTM2010).dwg

- REFERENCED NOTES:**
- GENERAL CONTRACTOR TO COORDINATE ALL WORK WITHIN THE BOULEVARD SHALL BE DONE UNDER THIS CONTRACT INCLUDING DRIVEWAY ACCESS, SIDEWALK & RELATED WORK.
 - GENERAL CONTRACTOR TO EXECUTE WORK TO DRIVEWAY ENTRANCE TO STANDARDS OF THE MUNICIPALITY. REFER TO ENTRANCE PERMIT REQUIREMENTS. INSTALLATION OF NEW SITE ACCESS VEHICLE ENTRANCE TO BE AS PER CITY'S REQUIREMENTS
 - COORD. WITH LANDSCAPE DRAWINGS FOR ALL PLANTING BEDS, TREE PLANTINGS, LANDSCAPE FEATURES & SCOTTED AREAS
 - PROVIDE PAINTED PARKING MARKINGS - PARKING STALLS 100mm WIDE WHITE, HANDICAP SYMBOLS, CROSS HATCHING & TRAFFIC ARROWS MARKINGS ON TOP OF FINISHED ASPHALT LAYER. ALL PAVEMENT MARKINGS TO BE AS PER THE STANDARDS OF ONTARIO TRAFFIC MANUAL.
 - CONCRETE BARRIER CURBS UNLESS OTHERWISE NOTED (COORD. W/ OPSD-600-080, OPSD 310.020 & MUNICIPAL STANDARD DETAILS)
 - NEW MUNICIPAL CONCRETE WALKWAY C/W REINF. CONC. ACROSS VEHICLE ENTRANCES. CONCRETE PATTERN. SEE DETAIL ON DWG. A1.2
 - RESERVED
 - PROPOSED LOCATION OF CONSTRUCTION ACCESS C/W MUD MAT
 - PROVIDE MIN. 150mm TOPSOIL & SOD IN ALL AREAS OF EXISTING ROAD BOULEVARD WHERE DISTURBED BY NEW WORK.
 - A 3m X 4.5m VISIBILITY TRIANGLE MUST BE MAINTAINED (REMAIN CLEAR) AT BOTH SIDES OF ALL INTERSECTION OF VEHICULAR TRAFFIC ACCESS ROADS / DRIVEWAYS. THE MAX. HEIGHT OF ANY OBJECT OR MATURE VEGETATION WITHIN THE VISIBILITY TRIANGLE IS NOT TO EXCEED 0.6m ABOVE THE CENTRELINE OF THE CORRESPONDING ADJACENT STREET. REFER TO CITY OF KITCHENER STANDARDS.
 - 1800 HIGH PERIMETER CHAIN LINK FENCE. REFER TO OPSD 972.130
 - ACCESSIBLE ASILE WITH MIN. WIDTH OF 1.5 SHARED BY ACCESSIBLE PARKING SPACES AS PER MUNICIPAL BY-LAW
 - GAS METER ENCLOSURE - REFER TO DETAIL A1.2
 - PROVIDE TWO FLAG POLES - SEE DETAIL ON DWG A1.2
 - TRANSFORMER ON CONC. PAD TO SUIT C/W 4 BOLLARDS
 - CONC. FILLED GALV. STEEL BOLLARD - REFER TO DETAILS ON DWG A1.2
 - BICYCLE RACKS (TOTAL CAPACITY OF APPROXIMATELY 60 BIKES) MODEL BRL 4 LOOP AS MANUFACTURED BY GYMNASIUM AND HEALTH EQUIPMENT LTD.
 - 3-DEEP WELB GARBAGE AND RECYCLING BINS ON CONCRETE PAD - 2X 5 CUBIC METRE - 1 X 915mm DIA. SIZE BINS - REFER TO SPECS
 - ASPHALT / TURF DETAIL - SEE DETAIL ON DWG A1.2
 - FOUNDATION FOR ILLUMINATED SCHOOL SIGN APPROXIMATELY 1.8m HIGH X 2.4m LONG & PROPOSED LOCATION FOR PROJECT SIGN. SIGN PERMIT TO BE BY SIGN CONTRACTOR. REFER TO WCDSS STANDARD
 - PROVIDE 3m X 3m X 100mm REINFORCED CONCRETE SLAB ON COMPACTED GRANULAR BASE. FOR PRECAST CONC. SHED WHICH IS NIC FINAL LOCATION TO BE CONFIRMED PRIOR TO PLACEMENT OF SLAB.
 - ASPHALT SPEED BUMP. REFER TO DETAIL ON DWG A1.2
 - PLAYGROUND EQUIPMENT (INCLUDING DESIGN AND SPECS) NOT IN CONTRACT. COORD. WITH LANDSCAPE DWGS FOR GROUND SURFACING IN FENCED PLAY AREA.
 - 2 REGULATION & 4 MINI SOCCER GOAL POSTS - REFER TO DETAIL ON DWG A1.2
 - SEMI MOUNTABLE CURB PER OPSD
 - NEW SLOPED BARRIER-FREE ACCESS COORD W/ DETAILS ON DWGS A1.2 AND A1.3
 - PAINTED STOP BAR ACROSS ENTIRE WIDTH OF ACCESS. PAINTED 400M WIDE IN COLOUR WHITE.
 - PARKING END AISLE TREATMENTS BE IN POURED CONCRETE INSIDE CURB. REFER TO KITCHENER URBAN DESIGN MANUAL
 - NO FENCE ALONG PROPERTY LINE WHERE INDICATED
 - SNOW STORAGE
 - TREE TO BE REMOVED. COORDINATE W. LANDSCAPE PLAN

- GENERAL NOTES:**
- THE "LIMITS OF CONSTRUCTION" SHALL BE ASSUMED TO BE THE MUNICIPAL LINE UNLESS OTHERWISE NOTED
 - FIRE ACCESS ROUTE TO BE POSTED AND DESIGNATED UNDER MUNICIPAL BY-LAW (FIRE ACCESS ROUTE TO BE MIN. 6m WIDE WITH A MIN. 12m CENTRELINE TURNING RADIUS AND MAX. 6% SLOPE)
 - COORD. W/ CIVIL MECH. & ELEC. SITE PLANS FOR ALL EXISTING & NEW LOCATIONS OF SERVICES & ENTRY OF SERVICES INTO THE BUILDING ENVELOPE. (ALL CIVIL MECH., ELEC. & LANDSCAPE INFO INDICATED ON ARCHITECTURAL SITE DWG. A1.1 IS FOR GENERAL REFERENCE & COORD. ONLY)
 - REFER TO AND COORD. W/ SITE GRADING PLAN FOR PROPOSED FINAL FINISH GRADE ELEV'S & DRAINAGE SLOPES
 - TYP. DRIVEWAY & PARKING LOT CONC. CURBS AS INDICATED ON DRAWING. COORD. W/ CIVIL DRAWINGS, OPSD DETAILS & SPECS. FOR TYPICAL CURB TYPES. SITE DIMENSIONS ARE TYPICALLY DIMENSIONED TO FACE OF CURB
 - THE SUB-GRADE SOILS EXPOSED AFTER EXCAVATION SHALL BE INSPECTED AND CERTIFIED BY A QUALIFIED REGISTERED PROFESSIONAL SOILS ENGINEER AND A COPY OF THE REPORT SHALL BE FORWARDED TO THE MUNICIPALITY
 - ALL FILL PLACED ON THE SITE SHALL BE COMPACTED TO A MINIMUM OF 98-100% STANDARD PROCTOR DENSITY. A SUFFICIENT NUMBER OF TESTS SHALL BE TAKEN AT VARIOUS LEVELS SATISFACTORY TO THE DIRECTOR OF ENGINEERING. TEST RESULTS SHALL BE SENT TO THE MUNICIPALITY WITH A LETTER, SIGNED AND STAMPED BY THE SOILS ENGINEER, STATING THAT A SUFFICIENT NUMBER OF TESTS HAVE BEEN TAKEN AND THE MINIMUM DEGREE OF COMPACTION HAS BEEN REACHED
 - APPROVAL OF THIS DRAWING IS FOR MATERIAL ACCEPTABILITY AND COMPLIANCE WITH MUNICIPAL AND PROVINCIAL SPECIFICATIONS AND STANDARDS ONLY. APPROVAL AND INSPECTION BY THE MUNICIPALITY OF THE WORKS DOES NOT CERTIFY THE LINE AND GRADE OF THE WORKS AND IT IS THE OWNER'S RESPONSIBILITY TO HAVE THEIR ENGINEER CERTIFY THIS ACCORDINGLY
 - SILTATION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO WORKS COMMENCING ON THE SITE AND SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION, TO THE SATISFACTION OF THE CITY OF KITCHENER. (COORD. W/ OPSD DETAILS)
 - PROJECT SIGN TO BE ERRECTED @ BEGINNING OF PROJECT. LOCATION TO BE COORDINATED WITH ARCHITECT ON SITE. (DETAILS 2, 3 & 4 ON A1.2)
 - PROVIDE ASPHALT AS INDICATED DWG 12/A1.2 AND GEOTECHNICAL REPORT FOR PAVEMENT STRUCTURE RECOMMENDATION
 - CONTRACTOR IS RESPONSIBLE FOR PLANTINGS, SOD, WATERING, FERTILIZING & MAINTENANCE UNTIL SUBSTANTIAL PERFORMANCE IS ACHIEVED. THE WARRANTY PERIOD WILL COMMENCE UPON SUBSTANTIAL PERFORMANCE OF THIS WORK
 - REMOVE ANY EXISTING CURB CUTS & DRIVEWAY ACCESS & REINSTATE BARRIER CURB & NEW TOPSOIL & SOD.

- SITE SIGNAGE LEGEND:**
- | | |
|-----|---|
| (A) | STOP SIGN |
| (B) | ONE WAY |
| (C) | BARRIER-FREE PARKING |
| (D) | FIRE ROUTE STATING |
| (E) | FIRE ROUTE TO BE POSTED AND DESIGNATED UNDER MUNICIPAL BY-LAW |
| (F) | NO RIGHT TURN |
| (G) | NO LEFT TURN |
| (H) | DO NOT ENTER - LEFT TURN ONLY |
| (I) | SCHOOL BUS LOADING ZONE |
| (J) | NO PARKING - DROP OFF AREA ONLY |
| (K) | NO PARKING - FIRE ROUTE |
| (L) | VISITOR PARKING |
| (M) | SPEED HUMP SIGN |
| (N) | PEDESTRIAN CROSSING |
| (O) | DO NOT ENTER |
- NOTE:**
 1. CONFIRM LOCATIONS & CONTENT OF ALL SIGNAGE W/ THE OWNER & MUNICIPALITY PRIOR TO FABRICATION & ERECTION. PROPOSED SITE SIGNAGE TO COMPLY W/ SIGNAGE BY-LAWS.
 2. ALL SIGNS TO BE LOCATED NOT TO CREATE A HAZARD ON WALKWAYS AND BE CENTERED ON POSTS TYP.

DEVELOPMENT DETAILS:

PROPERTY: 50 THALER AVENUE, KITCHENER, ONTARIO

ZONING	PER BYLAW 2019-051	PROVIDED
	INS-1 - NEIGHB. INST.	
LOT AREA		18,731 sq m
COVERAGE	55% MAX.	19.65%
MIN. FRONT YARD	6 m	20.26m
MIN. INTERIOR SIDE YARD	3 m	39.4m
MIN. EXTERIOR SIDE YARD	6 m	57.38
MIN. REAR YARD	7.5 m	9.5m
BUILDING HEIGHT	14 m	9.3m
OBC BUILDING AREA	FIRST FLOOR AREA	3680 sq m
GROSS BUILDING AREA	TOTAL BUILDING AREA	5426 sq m
HARD SURFACE AREA (ASPHALT+ CONCRETE)		= 7,800 sq m
LANDSCAPE AREA		= 7,257 sq m

PARKING REQUIREMENTS

MIN. SIZE OF PARKING STALLS	PER BYLAW	PROVIDED
PERPENDICULAR	2.6 X 5.5m	2.6 x 5.5m
ACCESSIBLE PARKING SPACES	TYPE A 3.4 X 5.5m TYPE B 2.6 X 5.5m	2 X TYPE A 3.4 X 5.5m 2 X TYPE B 2.6 X 5.5m

OFF STREET PARKING REQUIREMENTS

ELEM. SCHOOL: 1 SPACE PER 100 m2 GSA + PORTABLES OR FUTURE ADDITION	ELEM. SCHOOL = 5289m2 PARKING # = 5289 / 100 = 52.89 TOTAL REQ'D. 53-22=75 SPACES TOTAL REQUIRED = 52.9+4.8+57.7 = 58
CHILD CARE: 1 SPACE PER 30 m2 GFA	CHILD CARE: 647m2 / 30 = 22 SPACES TOTAL REQ'D. 53-22=75 SPACES 7/6 PARKING SPACES PROVIDED INCLUDING 4 BF SPACES

BICYCLE PARKING

SCHOOL: CLASS A 1/1000m2 GFA CLASS B 1/1000m2 CHILDCARE: CLASS A 1/500m2	SCHOOL REQ'D: CLASS A 48 / CLASS B 48 CHILDCARE REQ'D: CLASS A 647/500 = 1.3 CHILDCARE: CLASS B = APPROX = 60
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TYPE OF DEVELOPMENT

BUILDING CLASSIFICATION	GROUP A, DIV. 2 OBC CLASSIFICATION - 3.2.2.24 UP TO 6 STOREYS, ANY AREA SPRINKLERED
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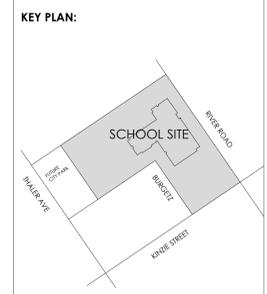
- SITE PLAN LEGEND:**
- ENTRANCE / EXIT @ GRADE FLUSH W/ INT. FLOOR
 - ENTRANCE / EXIT - W/ BARRIER FREE DOOR OPERATOR (COORD. W/ ELEC. DWG.S)
 - PROPERTY LINES / BOUNDARY
 - BY-LAW SET BACKS
 - CHAIN LINK FENCE (CLF) TYP. 1800mm HIGH UNLESS NOTED OTHERWISE (COORD. W/ OPSD DETAILS OPSD-972.130, 972.130, 972.102, 972.101) NOTE: WHERE EX. FENCES ARE SHOWN THEY SHALL REMAIN ON ADJACENT LOTS UNLESS OTHERWISE NOTED
 - PTD. WHEEL CHAIR SIGN ON ASPHALT
 - DENOTES EX. PAINTED DIRECTIONAL ARROWS ON ASPHALT PAVEMENT
 - BOLLARD - REFER TO SITE ON DWG A1.2
 - BICYCLE RACK - REFER TO SPECS
 - PROPOSED PROJECT SIGN W/ DETAILS ON DWG A1.2
 - TRAFFIC SIGNAGE (COORD. W/ SIGNAGE SCH.)
 - FLAG POLE (COORD. W/ DETAILS ON DWG A1.2)
 - FLUSH CURB - CONCRETE SIDEWALK TO BE FLUSH WITH ASPHALT - COORD W/ OPSD-310.030 SEE DETAILS ON DWG A1.3
 - ASPHALT WITHIN THE BARRIER FREE PARKING SPACES SHOULD BE RAMPED FLUSH WITH THE ADJACENT CURB
 - DROPPED CURB (COORD. W/ OPSD-310.030) SEE DETAILS ON DWG A1.3
 - A 3m X 4.5m VISIBILITY TRIANGLE MUST BE MAINTAINED (REMAIN CLEAR) AT BOTH SIDES OF ALL INTERSECTION OF VEHICULAR TRAFFIC ACCESS ROADS / DRIVEWAYS. THE MAX. HEIGHT OF ANY OBJECT OR MATURE VEGETATION WITHIN THE VISIBILITY TRIANGLE IS NOT TO EXCEED 0.6m ABOVE THE CENTRELINE OF THE CORRESPONDING ADJACENT STREET.
 - CATCH BASIN
 - CATCH BASIN - MAN HOLE
 - MAN HOLE
 - NEW FIRE HYDRANT LOCATION
 - PROPOSED GASESE / FIRE DEPARTMENT CONNECTION (LIGHT STD.) (COORD. W/ ELEC. SITE PLAN)
 - HYDRO VALVE/TRANSFORMER ON CONC. PAD (COORD. W/ ELEC. SITE PLAN)
 - GAS METER LOCATION REFER TO DWG A1.2 FOR ENCLOSURE DETAIL
 - ASPHALT SPEED BUMP REFER TO DETAIL ON DWG A1.2

- GENERAL NOTES - MUNICIPAL**
- ALL WORK INVOLVED IN THE CONSTRUCTION, RELOCATION, REPAIR OF MUNICIPAL SERVICES FOR THE PROPOSED DEVELOPMENT SHALL BE TO THE SATISFACTION OF THE MUNICIPALITY.
 - STREET EXCAVATION PERMITS ARE REQUIRED FOR ANY WORK IN MUNICIPAL RIGHT OF WAY BY ANY CONTRACTOR.
 - CONTRACTOR IS RESPONSIBLE FOR ALL SERVICING, UTILITIES, AND COSTS.
 - STORM WATER DRAINAGE MUST NOT HAVE A NEGATIVE IMPACT ON ADJACENT PROPERTIES.
 - FIRE ROUTE SIGNS AND 3-WAY FIRE HYDRANTS SHALL BE ESTABLISHED TO THE SATISFACTION OF THE FIRE DEPARTMENT AND AT THE EXPENSE OF THE CONTRACTOR.
 - ALL DRIVEWAYS FROM PROPERTY LINES FOR THE FIRST 7.5m SHALL BE WITHIN 5% MAXIMUM GRADE. THEREAFTER, ALL DRIVEWAYS SHALL BE WITHIN 10% MAXIMUM GRADES.
 - PAVEMENT MARKINGS AND SIGNAGE ARE TO BE IMPLEMENTED AS PER THE PAVEMENT MARKING AND SIGNAGE / TRAFFIC CONTROL PLAN BY GHDI.
 - UNLESS OTHERWISE NOTED ALL ASPHALT AREAS TO BE DEFINED WITH 0.15M HIGH POURED CONCRETE CURBING
 - THE MUNICIPAL APPROVAL OF THIS SITE PLAN DOES NOT EXEMPT THE CONTRACTOR FROM THE REQUIREMENTS TO OBTAIN THE VARIOUS PERMITS/APPROVALS NORMALLY REQUIRED TO COMPLETE A CONSTRUCTION PROJECT, SUCH AS, BUT NOT LIMITED TO THE FOLLOWING:
 - ROAD CUT PERMITS
 - SEWER AND WATER PERMITS
 - AGREEMENTS
 - RELOCATION OF SERVICES
 - APPROACH APPROVAL PERMITS

REVISIONS

NO.	DATE	PARTICULAR
1	23.04.14	ISSUED FOR CLIENT REVIEW
2	23.07.04	ISSUED FOR 80% COSTING
3	23.09.07	ISSUED FOR SPA
4	23.09.20	ISSUED FOR CLIENT REVIEW
5	23.10.31	WIDENED BUS DROP OFF TO 8.6M
6	23.11.24	ISSUED FOR SPA 2ND SUBMISSION
7	23.12.05	ISSUED FOR CHILDCARE APPROVAL

NOTES:



CLIENT:
 WATERLOO CATHOLIC DISTRICT SCHOOL BOARD

PROJECT:
 22315

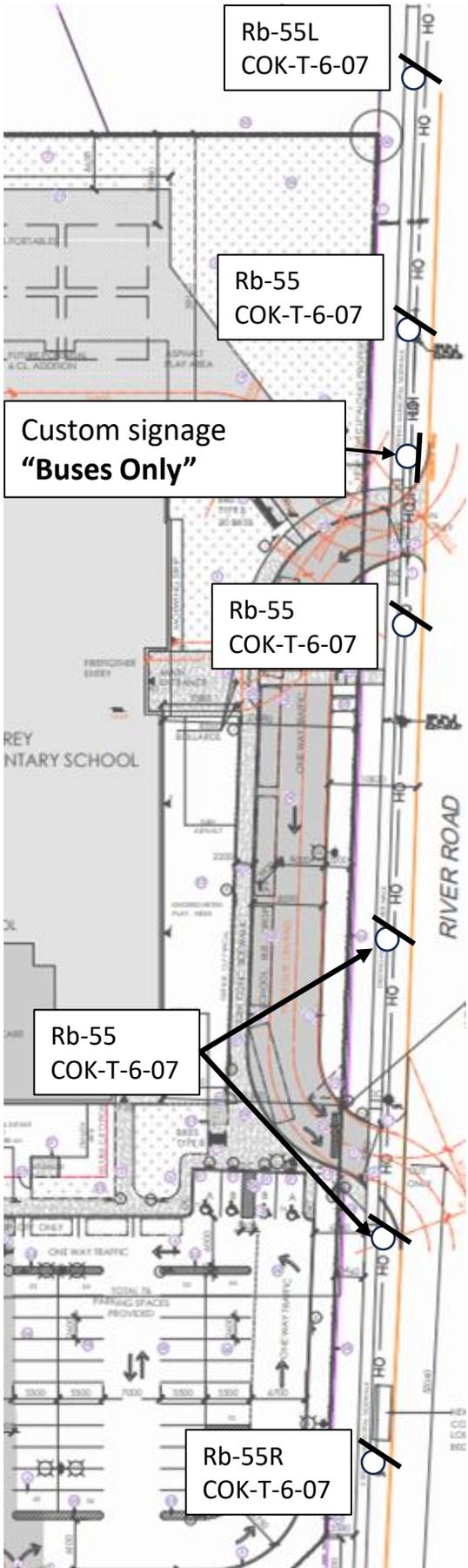
ST. PATRICK C.E.S. & RISINGOAKS EARLY LEARNING
 50 THALER AVENUE
 KITCHENER, ONTARIO

ORIGINAL PAGE SIZE ARCH E1 - 30" x 42"
 KEY TO DETAIL LOCATION:
 A - DETAIL NO.
 B - DETAIL NO. ORIGIN

VG ARCHITECTS
 THE VENTINI GROUP LTD

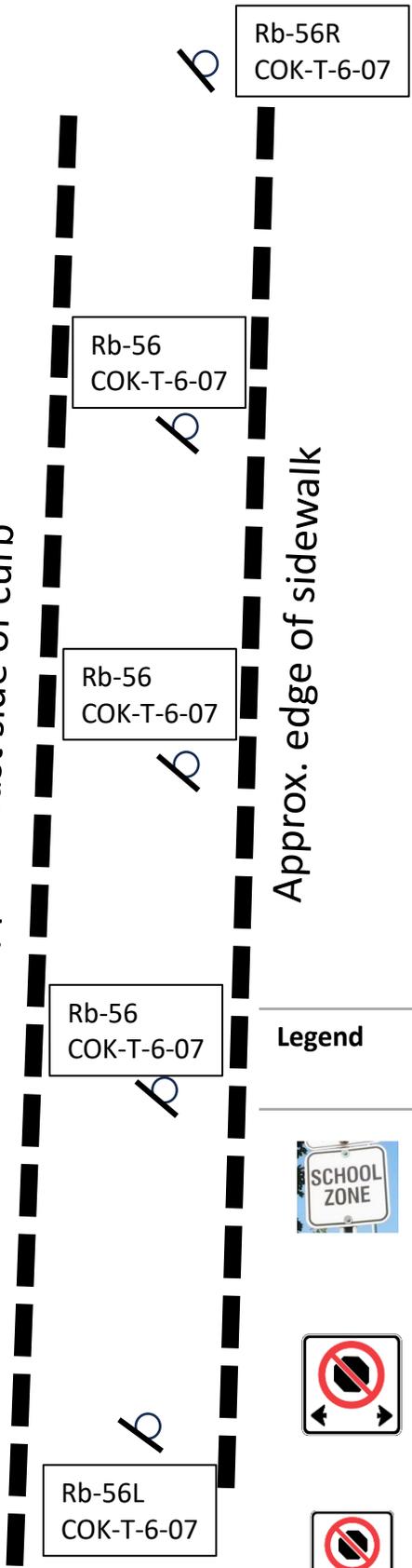
A1.1

FILENAME: K:\TVG\Brentford\St. Patrick C.E.S. and Risingoaks\22315\Drawings\WCD\Current\SP Patrick-A1.1.dwg
 Plot Date: Dec 06, 2023 - 11:47am By: sbourdeau
 DRAWN BY: EB CHECKED BY: EC



Approx. east side of curb

Approx. edge of sidewalk



Legend

**Name
Dimension**



COK-T-6-07
School Zone

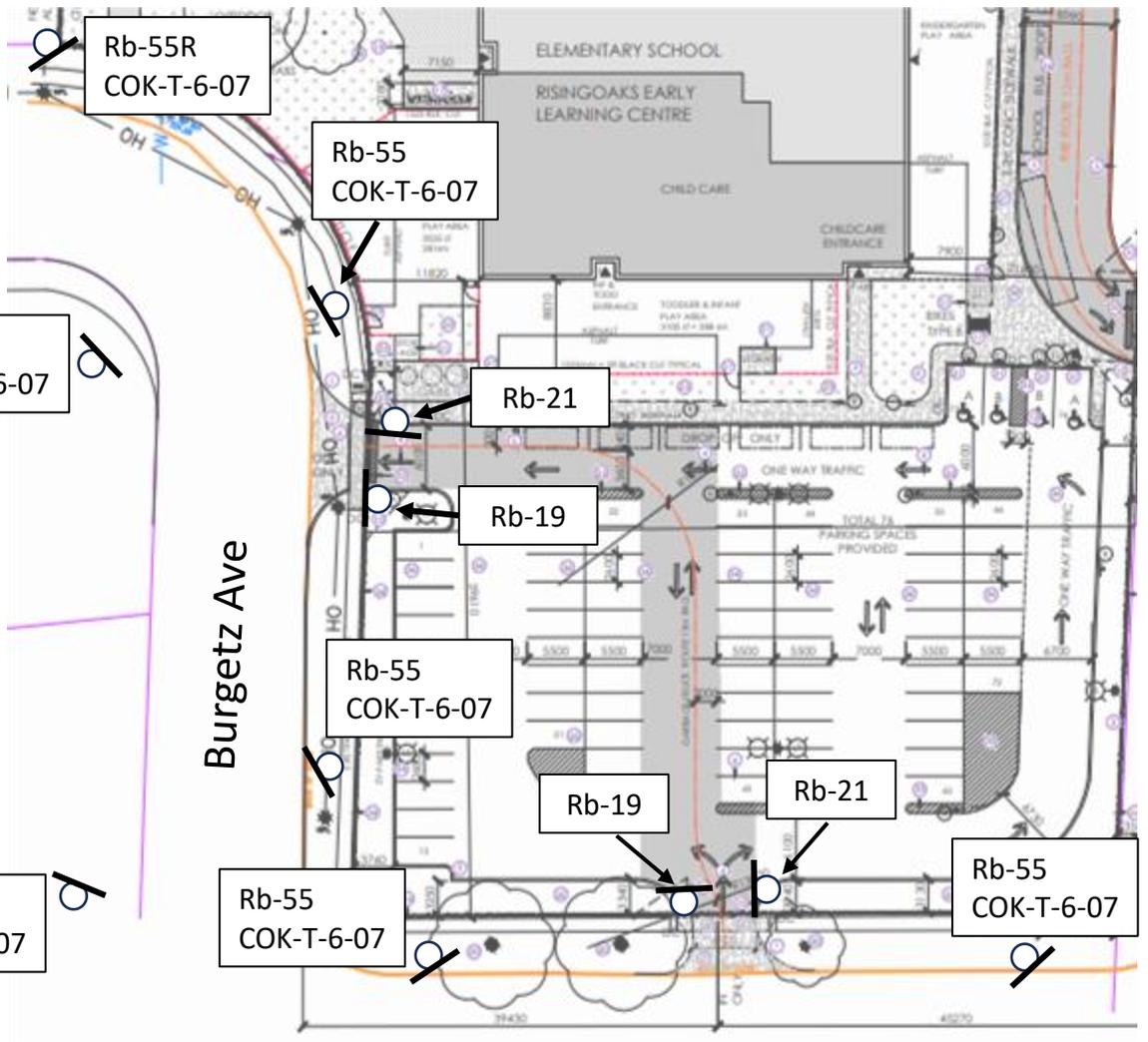


Rb-55
No Stopping
50 meters max
spacing



Rb-56
No Stopping
Monday–Friday
8:am – 4:30pm
50 meters max
spacing

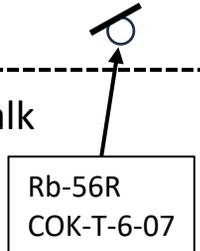




Approx. south side of curb



Approx. edge of the sidewalk



Legend	Name	Dimension
	COK-T-6-07	School Zone
	Rb-19	Do Not Enter
	Rb-21	One Way
	Rb-55	No Stopping 50 meters max spacing
	Rb-56	No Stopping Monday–Friday 8:am – 4:30pm 50 meters max spacing