



**Grand Trunk Railway
(GTR) Shops**

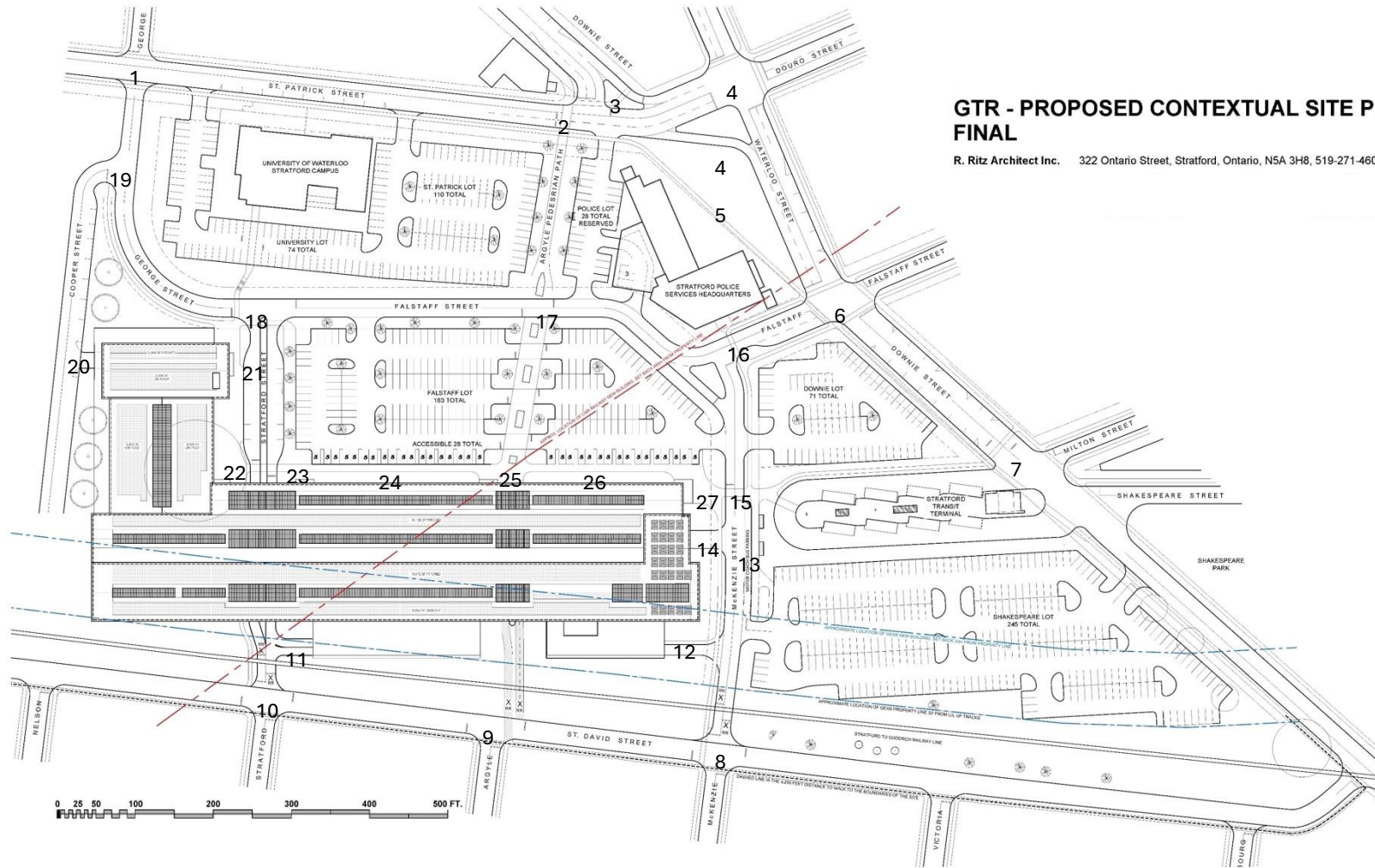
UPDATE: PROPOSED SITE PLAN AND STREET CHANGES



R. RITZ ARCHITECT INC.

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UPDATE: Proposed Site Plan

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Description of Off-site Street Changes and On-site Streets and Entrances

To integrate the GTR Site into the area's existing street fabric, this plan introduces vehicle traffic through the site that provides improved traffic flow through and around the site, connecting the adjacent neighbourhoods and downtown.

1. George is closed in front of Chocolate Barr's and turns and goes south between Chocolate Barr's and the Police Station, crosses St. Patrick, and extends into the GTR Site as a cross intersection with stop signs on George. The former street surface and walks become integrated into a larger LCBO & Chocolate Barr's parking lot.
2. Argyle Pedestrian Path crosses St. Patrick to Downie with an activated coordinated traffic signal.
3. St. Patrick Street extends to Waterloo, and Downie stops and becomes a tee intersection at St. Patrick with dedicated southbound right and left turn lanes onto St. Patrick and from St. Patrick, a lane to northbound Downie, also with a dedicated westbound right-turn lane to northbound Downie.
4. St. Patrick and Douro meet and cross Waterloo, controlled by a coordinated traffic signal with a dedicated eastbound lane to southbound Waterloo.
5. Downie is closed between Douro and Falstaff to create a four-point intersection at Falstaff. Battery Park extends into the former street, which is landscaped and may become a sculpture park.
6. Waterloo flows into Downie and crosses Falstaff, which extends into the GTR Site, controlled by a coordinated traffic signal.
7. Dedicated and activated-controlled* sidewalk crosses Downie leading to the Transit Hub and the GTR Site.



UPDATE: Proposed Site Plan

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Description of Off-site Street Changes and On-site Streets and Entrances

8. McKenzie crosses St. David, which extends into the GTR Site, controlled by an activated traffic signal interconnected with train traffic, so there is no access over the tracks when there is rail traffic.
9. Dedicated and activated-controlled* Argyle sidewalk crosses St. David and becomes the Argyle pedestrian Path through the GTR Site.
10. Stratford crosses St. David, which extends into the GTR Site, controlled by an activated traffic signal interconnected with train traffic, so there is no access over the tracks when there is rail traffic.
11. Vehicle access to Stratford Upper-Level Parking Garage.
12. Truck access to the interior Waste Management Facility and Loading Docks.
13. Intercity Transit stop and Tourist Bus drop off.
14. Vehicle access to McKenzie Parking Garage
15. Dedicated and activated-controlled* Transit Hub and Parking Lot sidewalk crosses McKenzie.
16. McKenzie stops and becomes a tee intersection at the Falstaff Extension, with a dedicated southbound right-turn lane from eastbound Falstaff onto McKenzie and an activated-controlled* sidewalk crossing at Falstaff.
17. Argyle Pedestrian Path activated-controlled* sidewalk crossing at Falstaff.
18. Cooper closed at the Parlour parking lot and redirected east, stopping at a tee intersection with George.



UPDATE: Proposed Site Plan

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Description of Off-site Street Changes and On-site Streets and Entrances

19. Vehicle access to the Apartment Building, Services, and Parking Garage.
20. Apartment Building Entrance
21. YMCA/Aquatic Centre north entrance.
22. Stratford Entrance - 1st storey - Stratford Lower Parking Garage, 2nd storey – Stratford Upper Parking Garage, 3rd storey Concourse – Childcare, Municipally Managed Medical Clinic and YMCA upper-level entrance.
23. Future 1st storey West Retail Stores Entrances
24. Argyle Entrance - 1st storey - Stratford Lower Parking Garage, 2nd storey – Stratford Upper Parking Garage, 3rd storey – Concourse - Library and Theatre.
25. Future 1st storey East Retail Stores Entrances
26. McKenzie Entrance - 1st storey - McKenzie Parking Garage, 2nd storey – Stratford Upper Parking Garage, 3rd storey – Concourse – CNR Locomotive 6218, Community Event Space and Restaurant.
27. Stratford stops and becomes a tee intersection at the George Extension from the west and Falstaff Extension from the east, with an activated-controlled* sidewalk crossing at George leading to the University building.

Traffic lights are coordinated to move vehicle traffic through and around the site efficiently with minimal stops.



UPDATE: Proposed Site Plan Stats

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PARKING LOTS

OUTDOOR SPACES

UNIVERSITY	74
ST. PATRICK	110
FALSTAFF	173
ACCESSIBLE	34
DOWNIE	71
SHAKESPEARE	245

TOTAL OUTDOOR SPACES **707**

INDOOR SPACES

McKENZIE MAIN FLOOR	43
STRATFORD MAIN FLOOR	72
STRATFORD MID FLOOR	135
YMCA MAIN FLOOR	26
ACCESSIBLE MAIN FLOOR	16

TOTAL INDOOR SPACES **292**

TOTAL PARKING SPACES **999**

PLUS 3 MOTOR COACH SPACES

NOVEMBER 27, 2025

PROPOSED BUILDING TENANTS

6218 VIEWING/EVENT	6,744
COMMUNITY HALL/EVENT & KITCHEN	6,396
SOUND STAGE/THEATRE & OFFICES	8,335
LIBRARY - 2 LEVELS	40,100
YMCA	
- DAYCARE	8,806
- ADMIN., FITNESS & CHG. RMS. - 3 LEVELS	42,803
- POOL & VIEWING GALLERY	29,379
TENANT SPACE & AMENITIES	23,047
CONCOURSE, BRIDGES, ENTRIES	19,573
<u>SUBTOTAL</u>	161,399 SF
52 UNIT APARTMENT	67,000

TOTAL FLOOR AREA **228,411 SF**

PROPOSED STRATFORD POLICE HEADQUARTERS

<u>LEVEL</u>	<u>EXIST.</u>	<u>WEST</u>	<u>EAST</u>
BASEMENT	14,300	0	3,300
FIRST	13,700	4,200	4,400
SECOND	14,400	4,200	3,400
THIRD (w/ INT. ADD'N.)	8,400	0	3,400
TOTAL	50,800 SF	8,400 SF	14,500 SF

TOTAL FLOOR AREA WITH ADDITIONS **73,500 SF**

