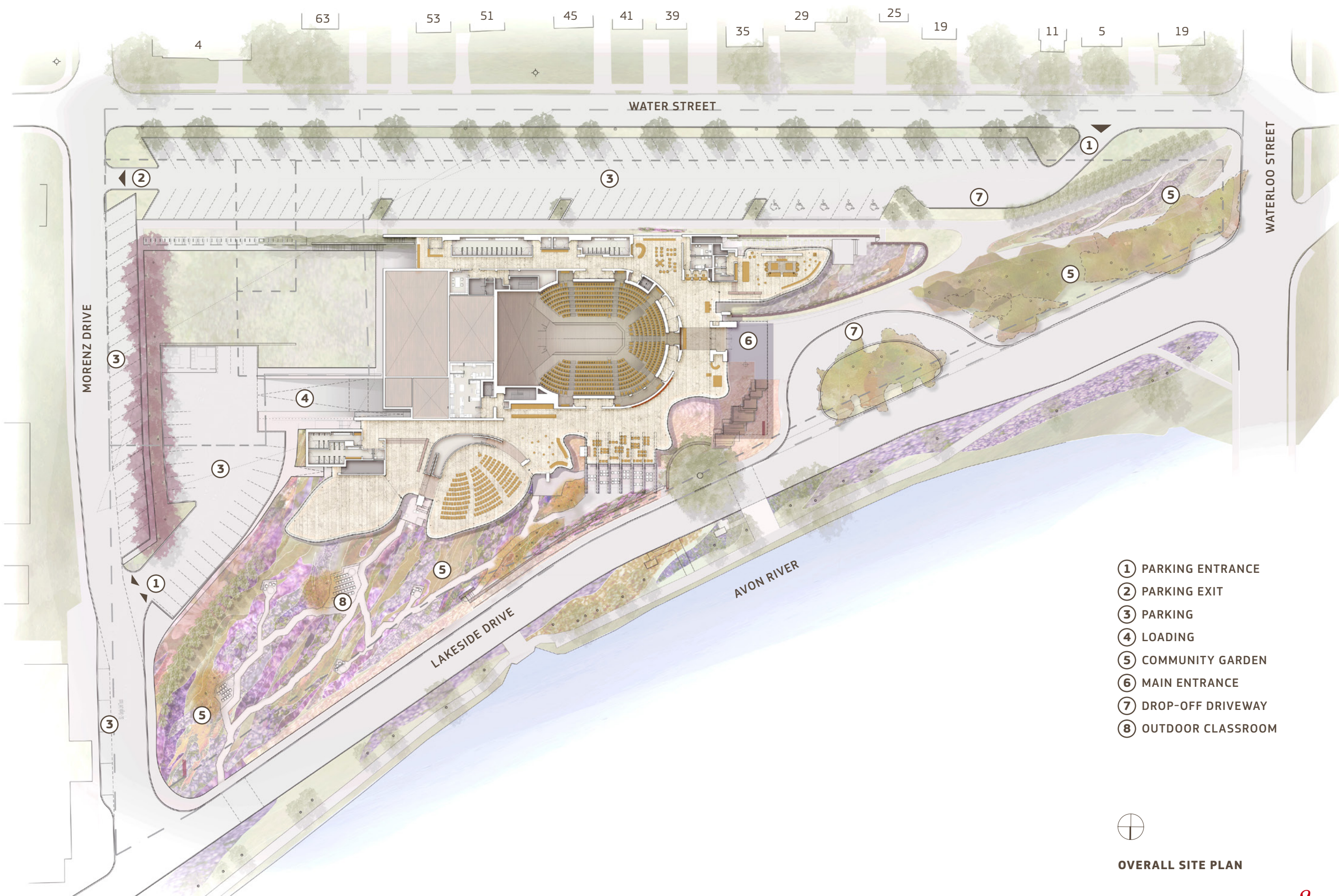


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Tom Patterson Theatre Centre

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- ① PARKING ENTRANCE
- ② PARKING EXIT
- ③ PARKING
- ④ LOADING
- ⑤ COMMUNITY GARDEN
- ⑥ MAIN ENTRANCE
- ⑦ DROP-OFF DRIVEWAY
- ⑧ OUTDOOR CLASSROOM



OVERALL SITE PLAN

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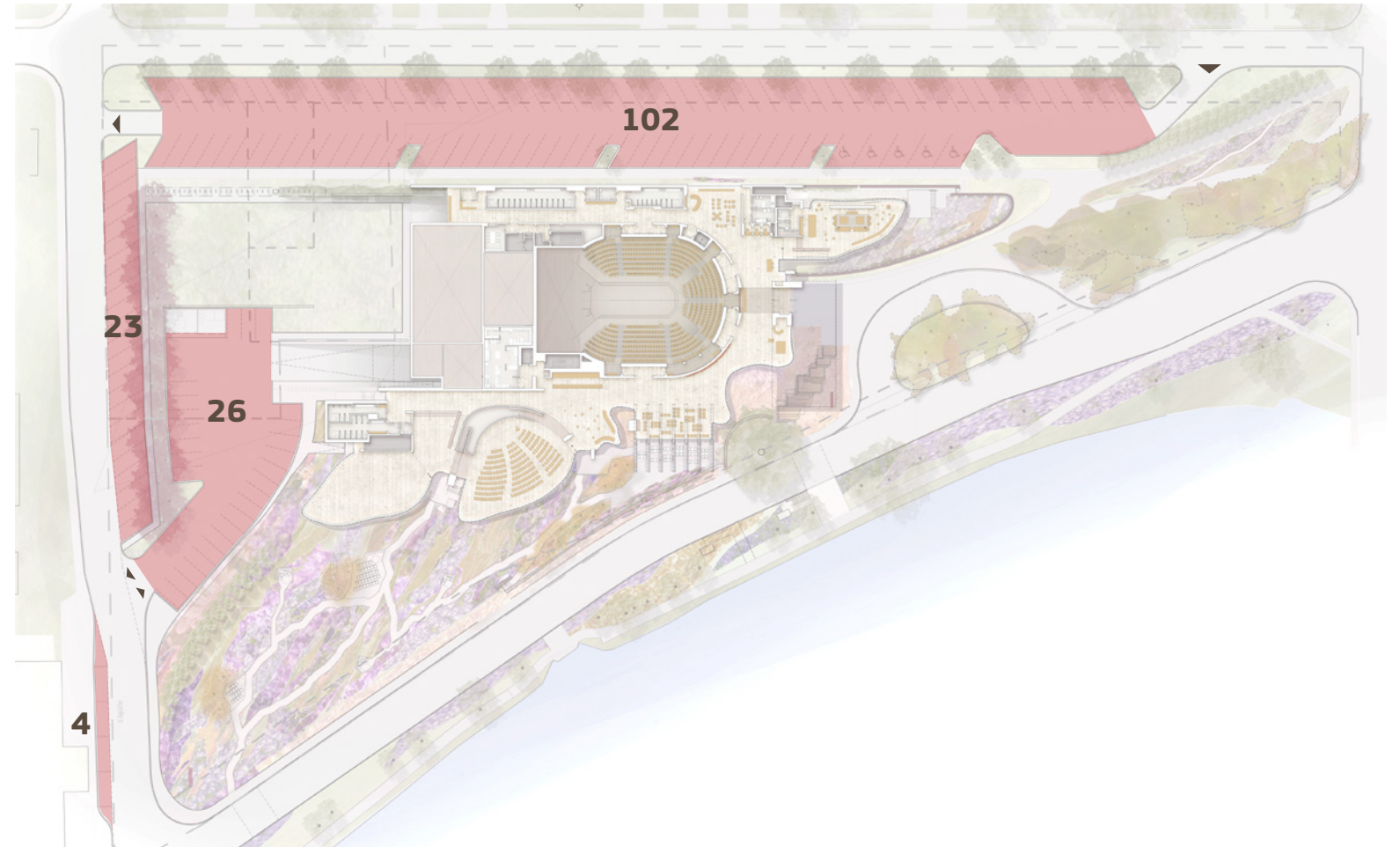
VIEW OF MAIN ENTRANCE

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130 EXISTING PARKING SPOTS

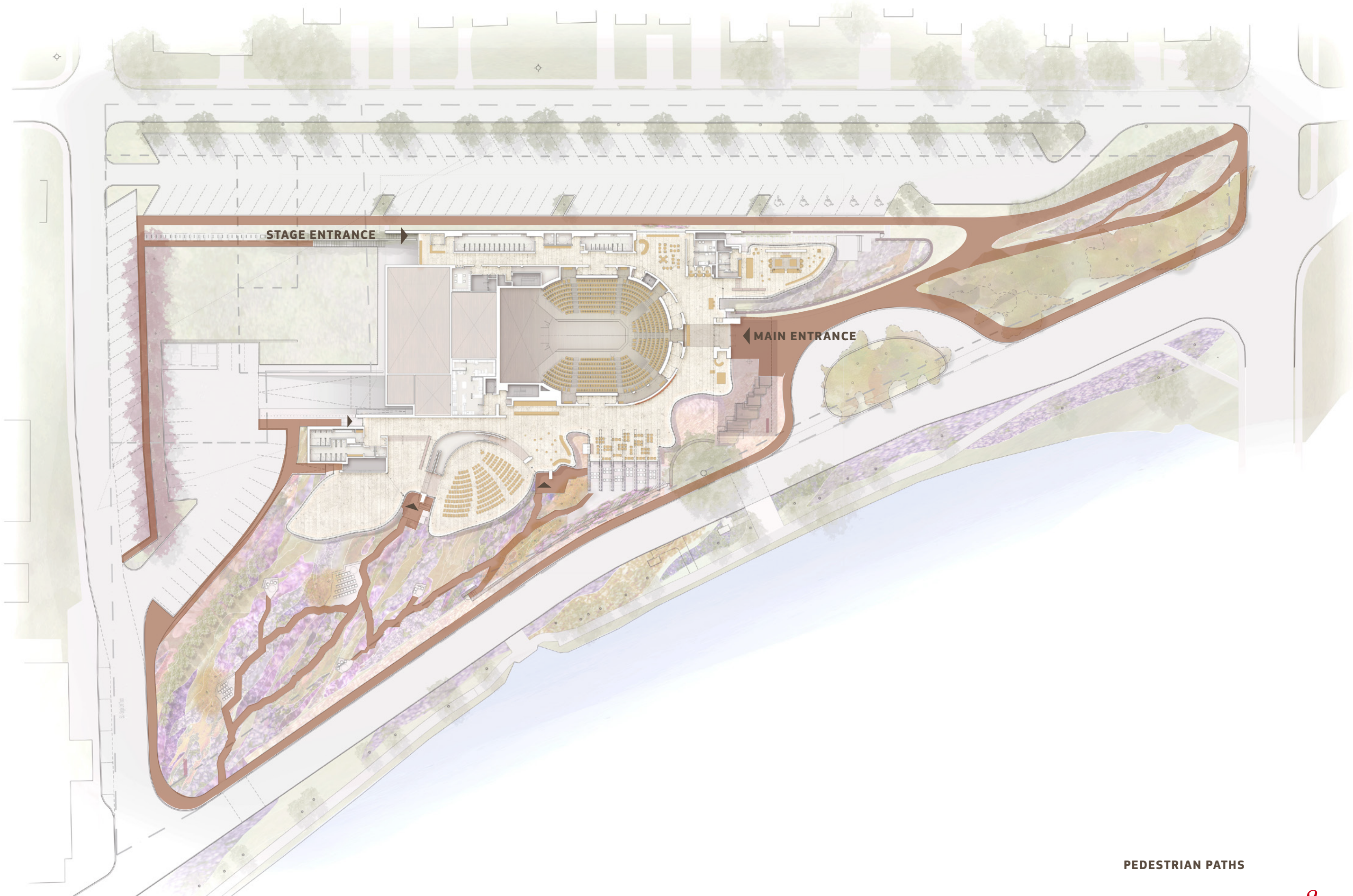


155 PROPOSED PARKING SPOTS

PARKING

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ARCHITECTS**

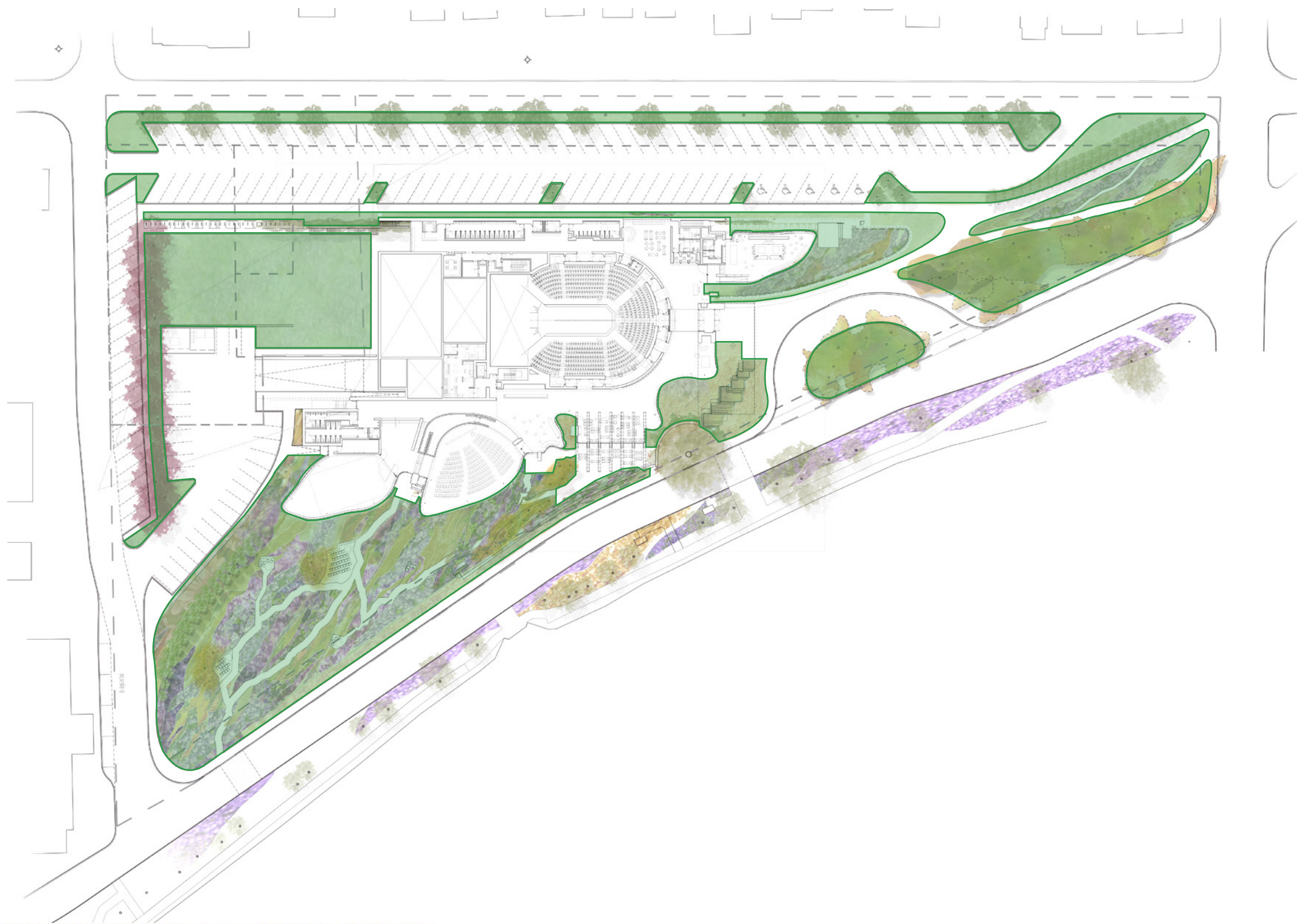
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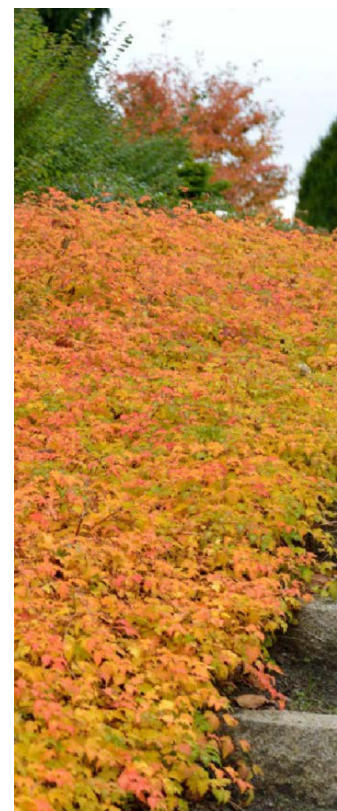
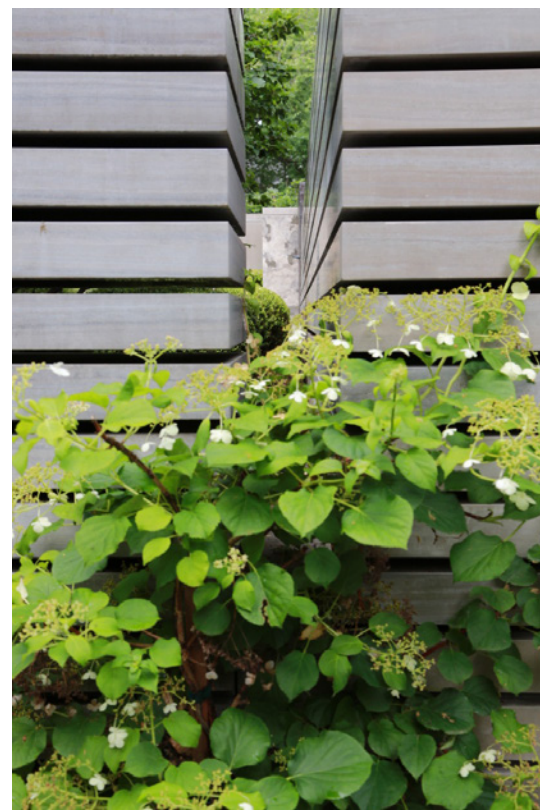
PEDESTRIAN PATHS

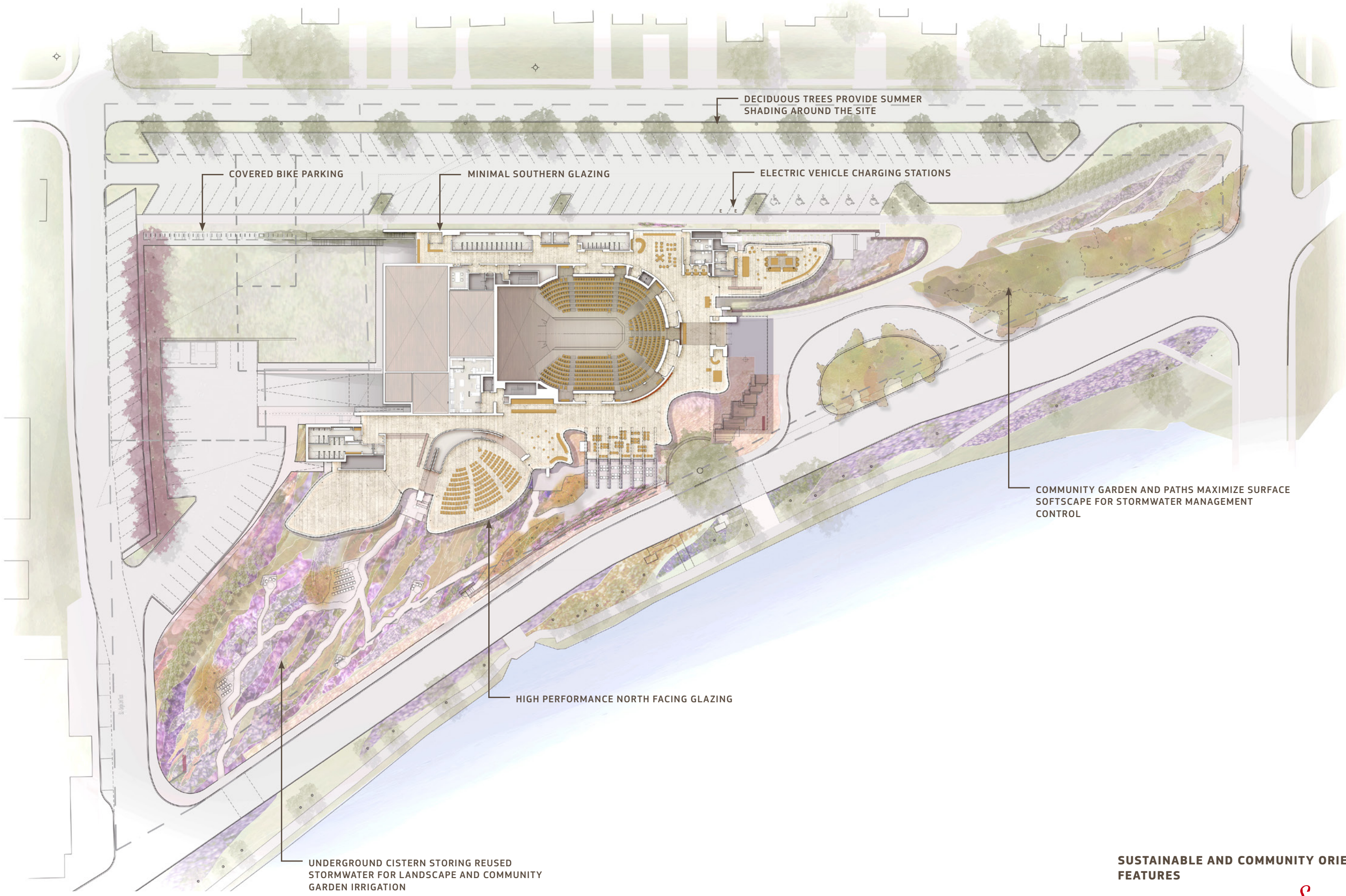
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SOFTSCAPE AND GREEN AREAS





COVERED BIKE PARKING

MINIMAL SOUTHERN GLAZING

DECIDUOUS TREES PROVIDE SUMMER SHADING AROUND THE SITE

ELECTRIC VEHICLE CHARGING STATIONS

COMMUNITY GARDEN AND PATHS MAXIMIZE SURFACE SOFTSCAPE FOR STORMWATER MANAGEMENT CONTROL

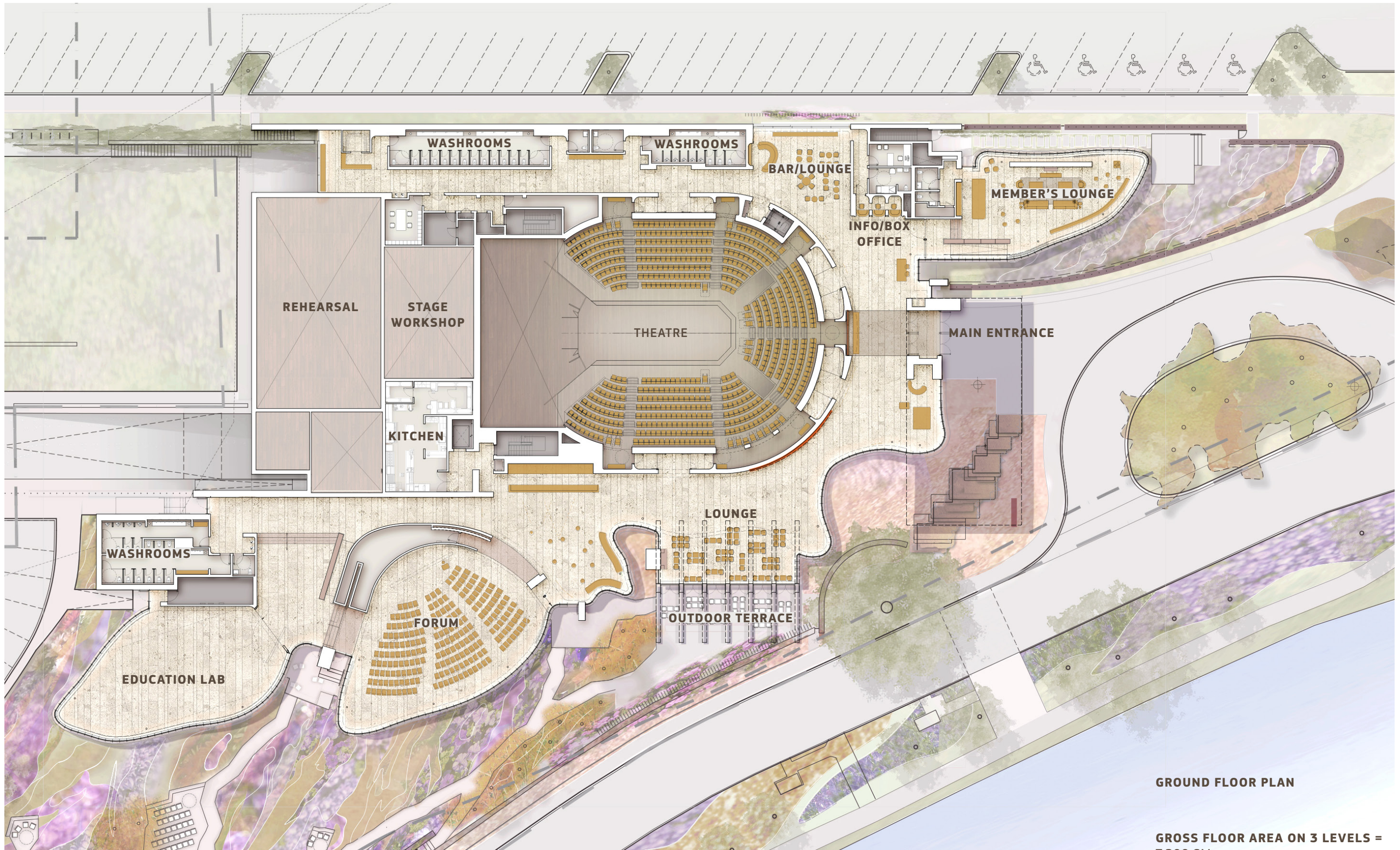
HIGH PERFORMANCE NORTH FACING GLAZING

UNDERGROUND CISTERN STORING REUSED STORMWATER FOR LANDSCAPE AND COMMUNITY GARDEN IRRIGATION

SUSTAINABLE AND COMMUNITY ORIENTED FEATURES

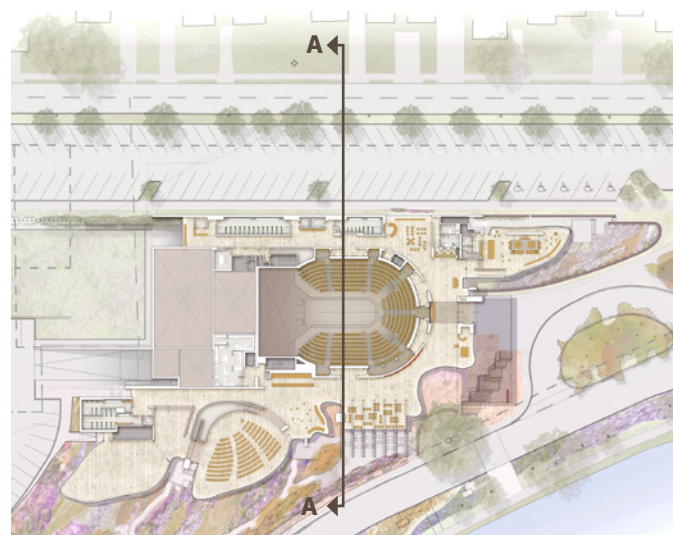
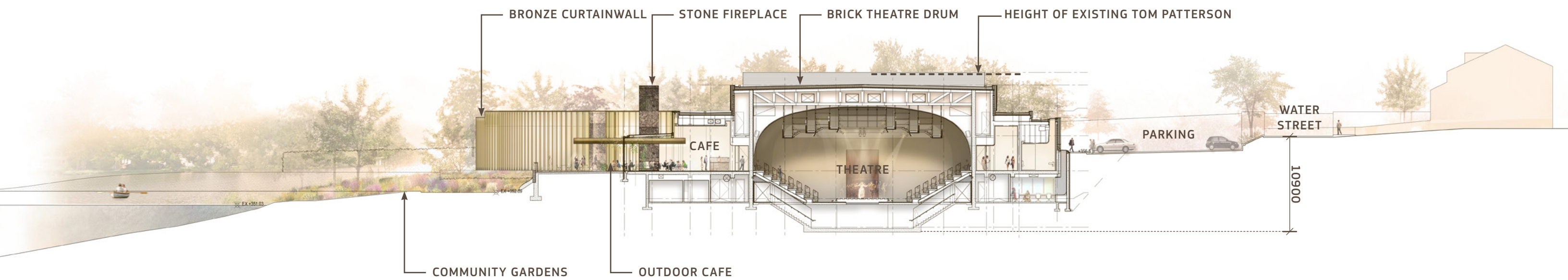
HARIRI PONTARINI ARCHITECTS





GROUND FLOOR PLAN

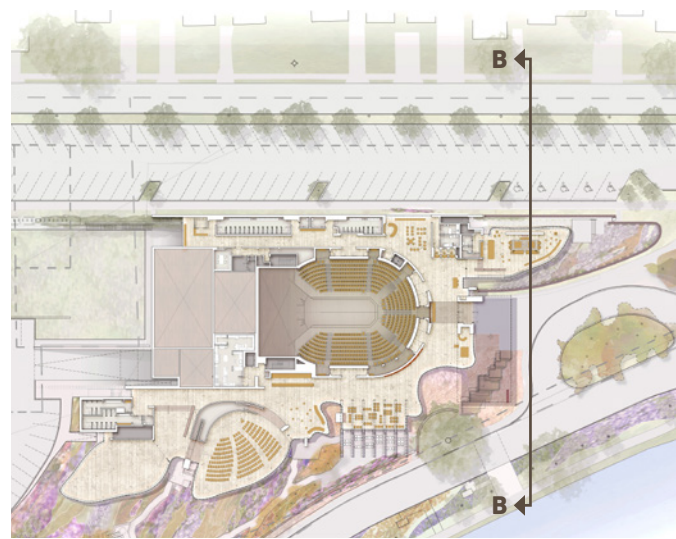
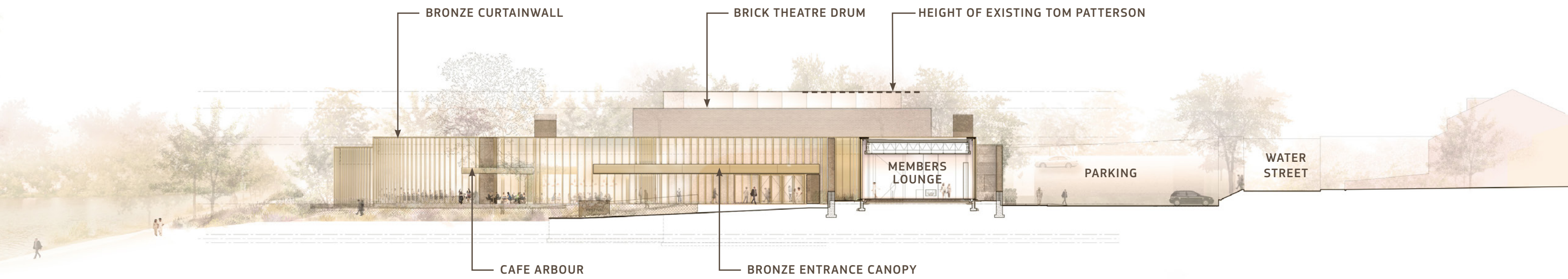
GROSS FLOOR AREA ON 3 LEVELS =
7,200 SM
77,500 SF



SECTION A

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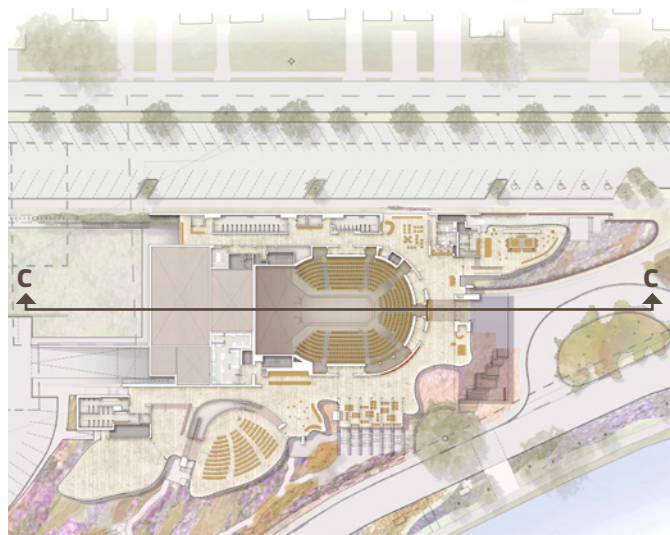
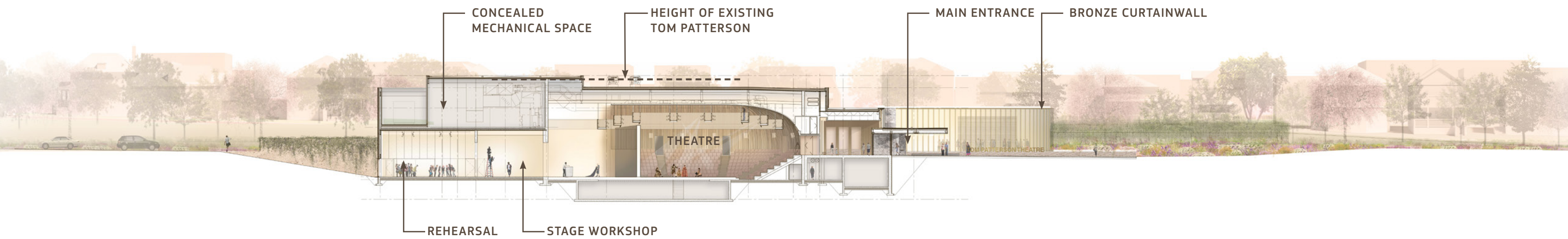
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SECTION ELEVATION B

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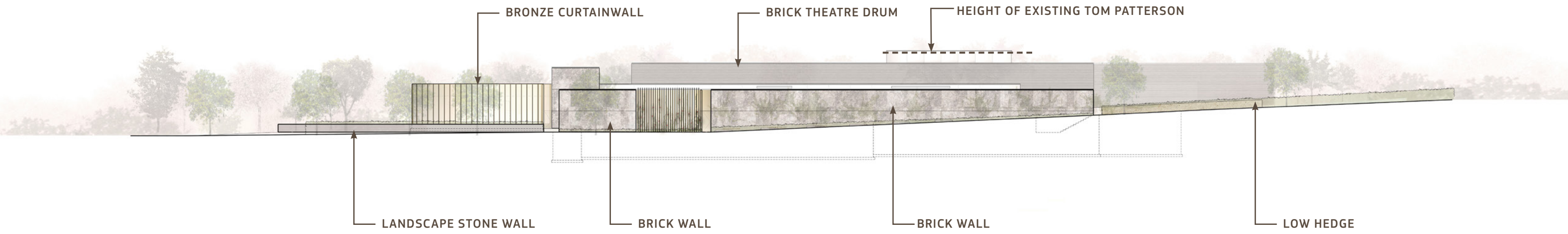




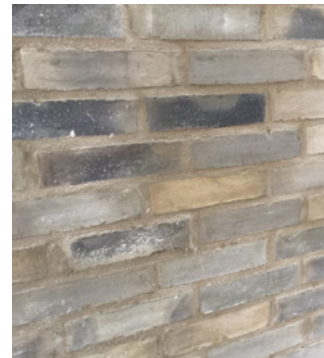
SECTION C

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LIMESTONE



BRICK

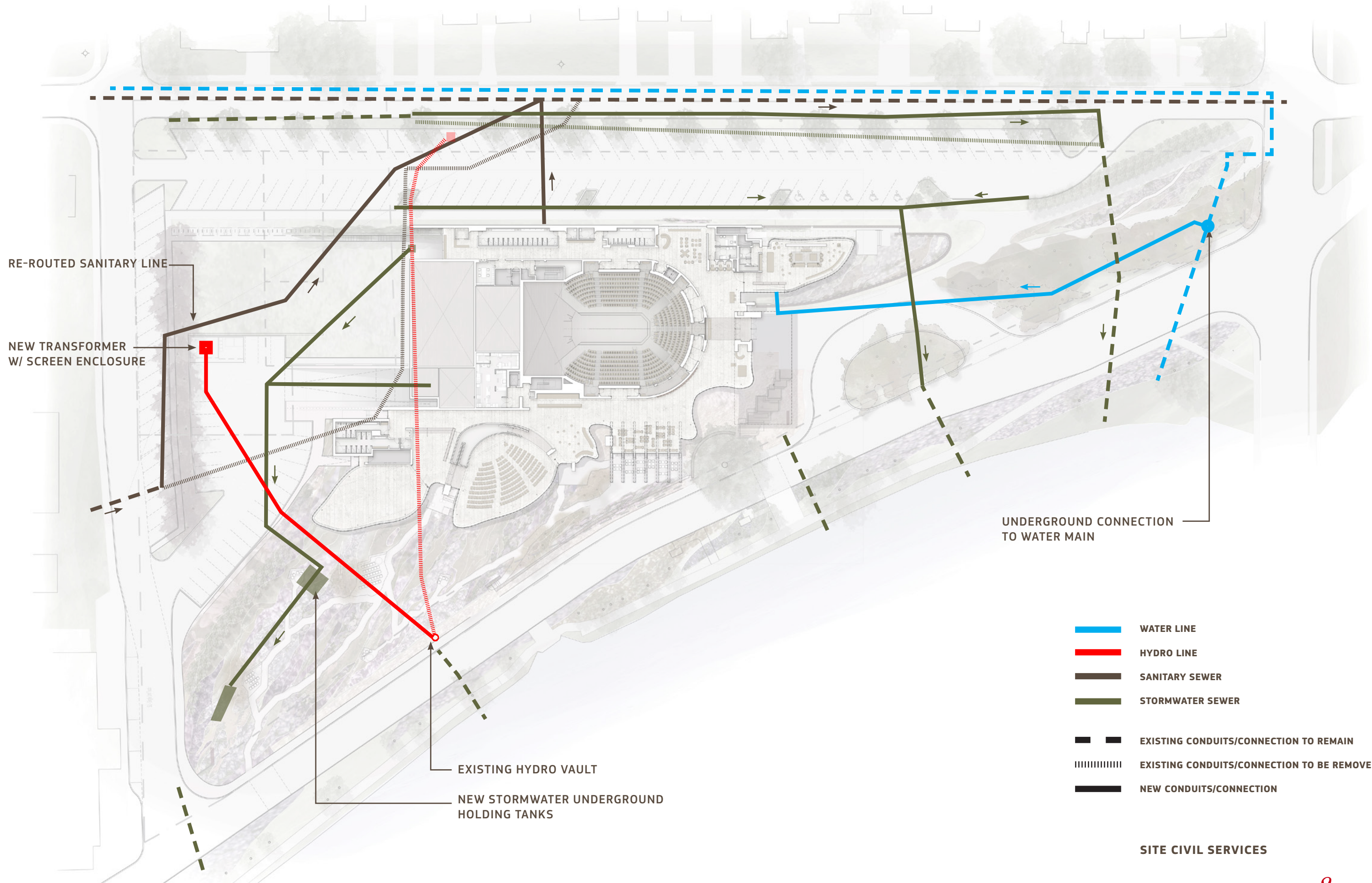


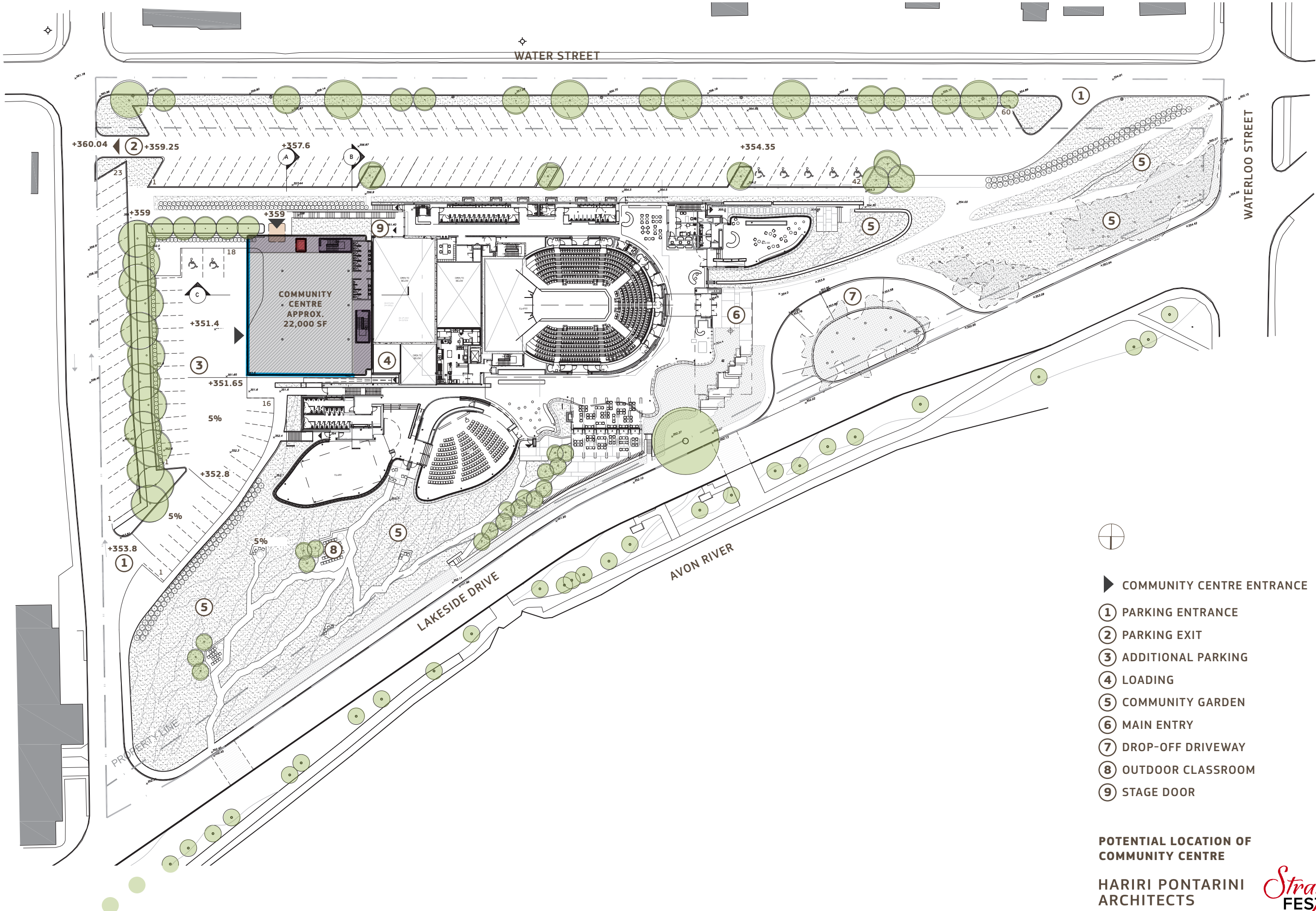
BRONZE

WATER STREET ELEVATION

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ARCHITECTS





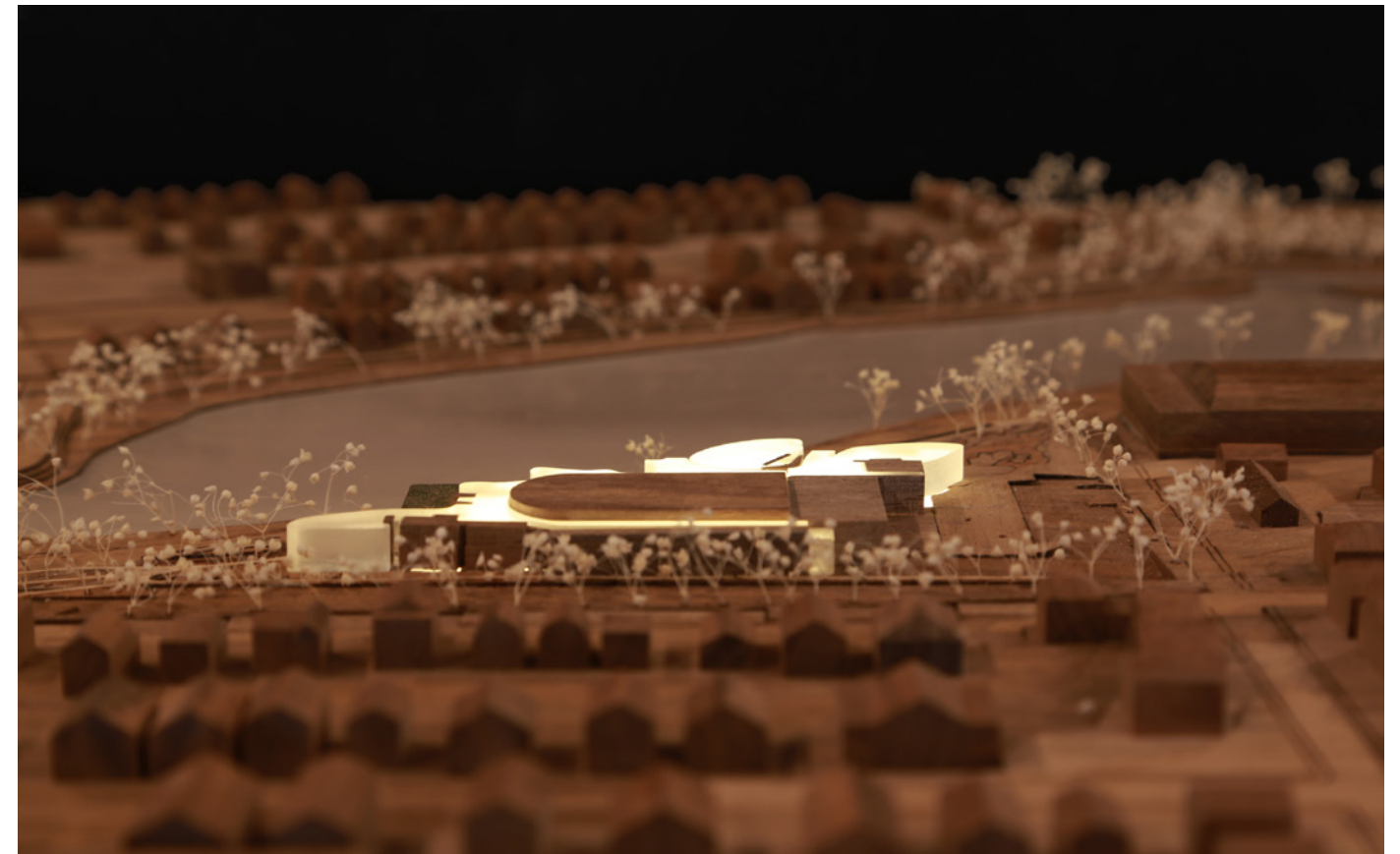
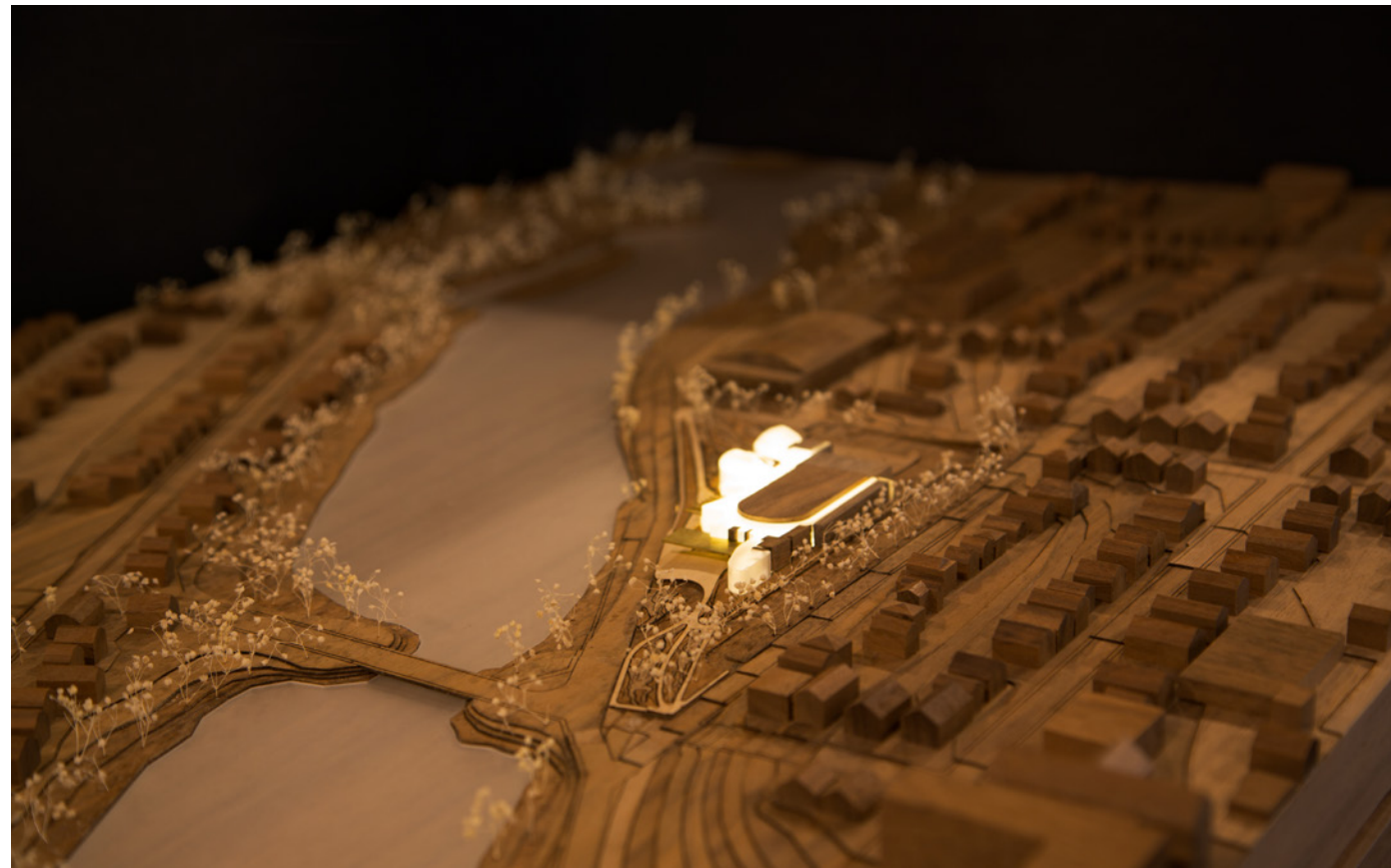
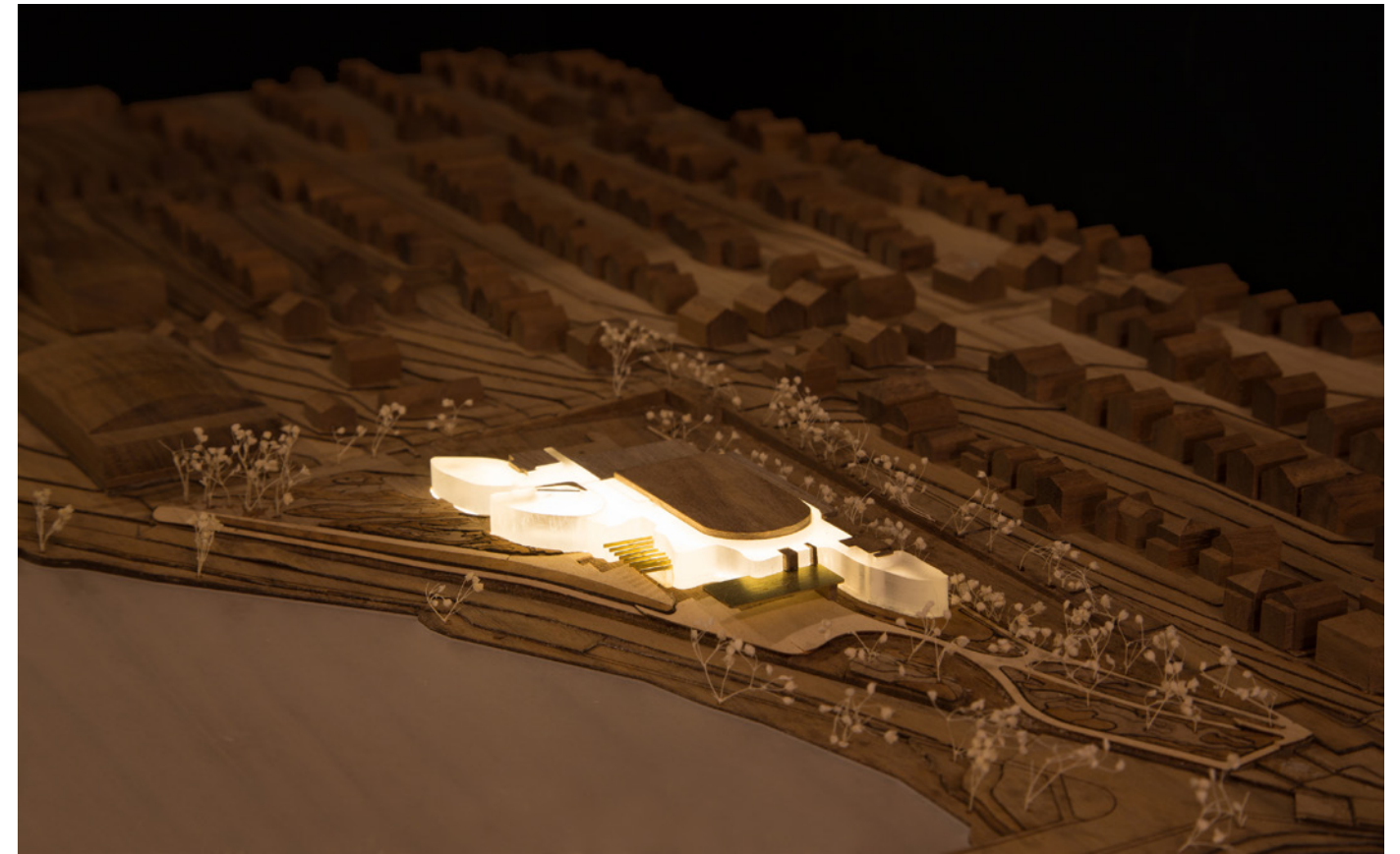


- ▶ COMMUNITY CENTRE ENTRANCE
- ① PARKING ENTRANCE
- ② PARKING EXIT
- ③ ADDITIONAL PARKING
- ④ LOADING
- ⑤ COMMUNITY GARDEN
- ⑥ MAIN ENTRY
- ⑦ DROP-OFF DRIVEWAY
- ⑧ OUTDOOR CLASSROOM
- ⑨ STAGE DOOR

POTENTIAL LOCATION OF
COMMUNITY CENTRE

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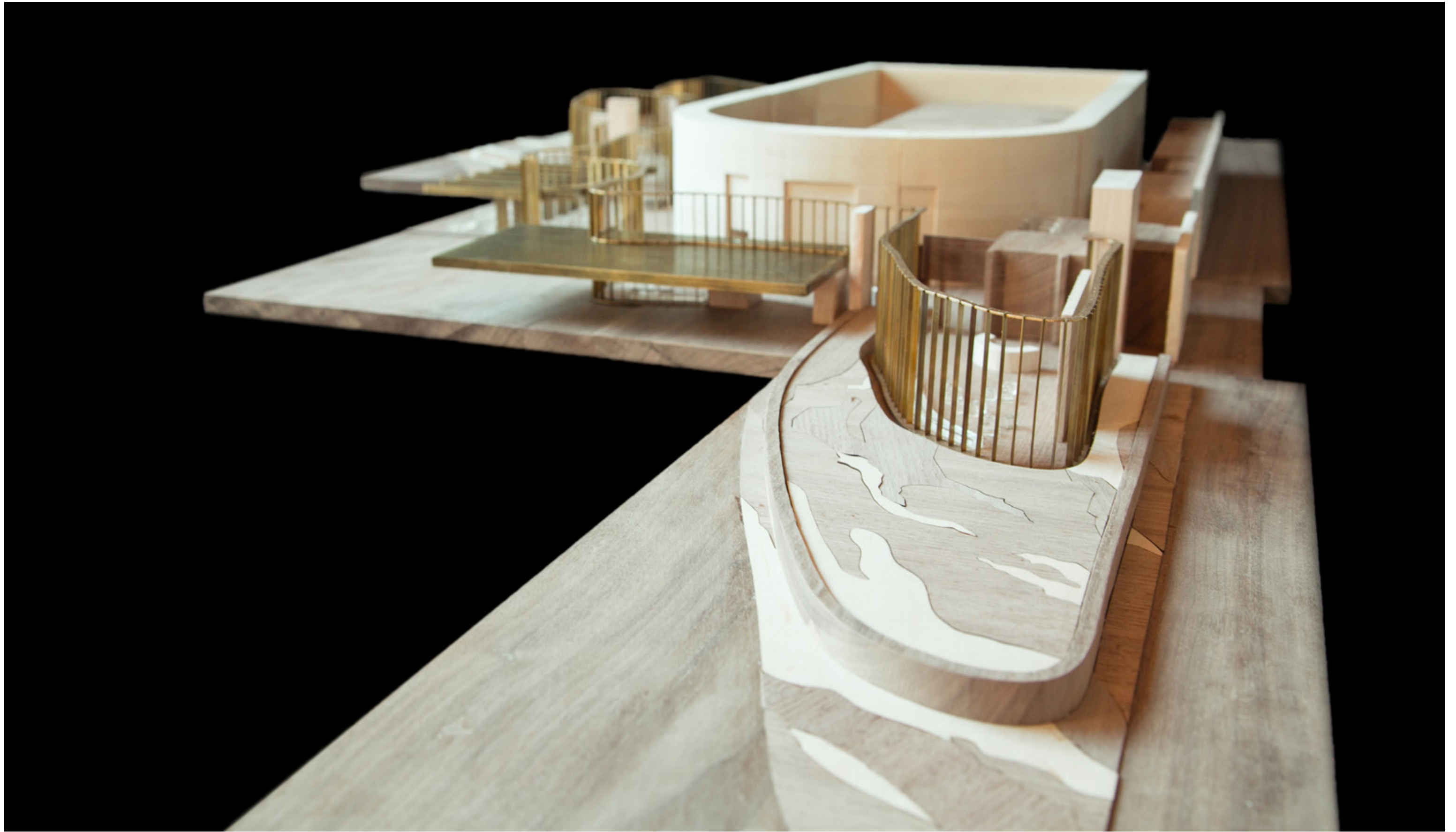






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Tom Patterson Theatre Redevelopment

Materials for the City of Stratford's Management Report

October 26, 2017

Here is some information to support the City of Stratford's Management Report in regards to the redevelopment of the Tom Patterson Theatre. I've addressed the items requested below . . .

- 1.) A copy of the most recent site plan. **Attached.**
- 2.) Acknowledgement that it continues to be refined (e.g. parking configuration, value engineering), but the plan remains substantively the same. **The project site plan is largely set.**
- 3.) The number of parking spaces on site now and how many would be on site when the redevelopment occurs. **130 parking spots today; 155 parking spots as part of the proposed development including four special access spots in front of the Allman Arena. Layout attached.**
- 4.) Gross floor area and uses within the spaces (e.g. theatre, forum, SLAAA, practice space, etc.). **Attached. The addition (shown on slide 15) to include accommodation for SLAAA is not part of the base plan. We have explored the possibility of adding 22,000 square feet on three floors specifically for the SLAAA, which would trigger costs above and beyond those budgeted for the TPT redevelopment project. If the City would like the addition for the SLAAA included, the City could use the funds from the sale of the property towards such an addition.**
- 5.) Vehicular ingress and egress points. **Attached.**
- 6.) Pedestrian walkways. **Attached.**
- 7.) Green areas. **Attached.**
- 8.) How building massing has been lowered to fit the site and the area better, and commentary on the facades. **As seen in the attached sections, the existing grade changes on the site have been utilized to sink the massing into the grade as much as possible to keep the overall height lower. The roof has also been stepped to minimize areas of higher roof. All elevations of the building have been carefully considered and high quality materials including brick and stone are used. Wherever possible, landscape enhancements have been added to all sides of the site. All mechanical equipment is concealed and noise studies have been conducted to review all proposed equipment.**
- 9.) Other design and compatibility measures (e.g. headlights not shining into adjacent residential neighbourhood, mechanical noise mitigation, light management (e.g. inward facing in parking areas, management of interior light being seen across the river), distribution of traffic with multiple vehicular access points, any traffic analysis you have undertaken). **Site lighting has been reviewed for "night sky" impact. Lighting is kept at low elevations where possible and minimized in many areas to provide only what is required for safety and security, especially along Water Street side. Bird-friendly glass design to minimize impact to local bird populations. Targeting LEED certification-targets energy savings, local materials, sustainable site development and water management. The project has maximized green space wherever possible, providing large areas of gardens with accessible paths, seating areas and views to the river.**

A traffic study was completed to review existing traffic patterns and impact of proposed parking and vehicular circulations, a number of suggestions have been implements to mitigate potential traffic increases around the Tom Patterson site. A dedicated drop-off driveway accessed from Lakeside Drive allows for accessible drop offs and bus circulation without interfering with cars accessing the parking spaces.

Parking has been separated into two lots. A one-way drive accessed from the west side of Water Street and exiting on to Morenz will avoid having cars exiting on water street avoiding potential issues with headlights into residences and congestion along Water Street. A second parking area at the north end of Morenz can be easily accessed from Lakeside Drive. Parking has been lowered in elevation and a tree line has been provided between Water street and the parking to screen view of parking from Water Street residences.

Slight re-alignment of Morenz allows for accessible layby spots in front of Allman Arena

Parking operations procedures have been suggested to prevent cars from backing up at entrance to south parking lot and subsequently onto Waterloo Street.

- 10.) Ongoing technical work (e.g. soil testing to determine structural load bearing capacity, hydrology testing and permit to take water. We will refer to a recent instance in the city where a permit to take water has been issued for road/bridge work. In the coming months additional test pits will be required to finalize drainage and soil requirements. It will require a few days of work on site. Due to the proximity to the river and the amount of water under the site, a temporary dewatering permit has been submitted by MTE, which allows for removal of a certain amount of water during excavation. This may be mitigated by timing of excavation during the winter months.
- 11.) Sanitary sewer, water and storm hook –ups. Sanitary sewer relocation and utilities hook ups will be required as part of the construction process and have been noted on the attached drawings. This will be coordinated with utility companies and the city.
- 12.) Anything else that speaks to design excellence and compatibility with the area that is not in your higher level work (info on the web site, including vision, which we have already incorporated into the report). Stratford Festival and the design team have given careful consideration of the potential impact of the new theatre on adjacent properties, waterfront amenities and local roads. The design has incorporated a number of features to help mitigate potential issues and provide visual enhancements and amenities for the Stratford community. Attached is an article from The Globe and Mail, dated August 30, 2017.