

HUMBER COLLEGE

CAMPUS LAND USE PLAN

**EDUCATIONAL CONSULTING SERVICES CORP. WITH
MONTGOMERY SISAM ARCHITECTS INC. AND GREENBERG CONSULTANTS INC.
SEPTEMBER, 2016**



This **Campus Land Use Plan** was produced between January and September, 2016.

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**This Land Use Plan focuses on Humber's
North and Lakeshore campuses only,
where immediate and significant growth
demand requires direction.**



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NORTH CAMPUS



LAKESHORE CAMPUS

Purpose of Campus Land Use Plan (CLUP)

The purpose of the Campus Land Use Plan (CLUP) is to broadly guide future campus planning and capital investment decisions at both the College's North and Lakeshore campuses. The planning horizon of the CLUP is 20 to 30 years.

The CLUP was developed on a best-case-scenario basis whereby it was assumed that all lands owned by the College could be put to highest and best use without infrastructure, regulatory, operational and market constraints. Such constraints exist of course. But setting them temporarily aside for the purpose of the CLUP gives Humber an opportunity to look at the potential of its real estate holdings with fresh eyes.

This CLUP's unrestricted outlook to the future thus suggests, or establishes, axes of campus development, density targets and functional relationships from which Humber may draw information and work backwards from to inform more immediate land use, building location, and building form decisions.

Campus Planning Directions framing CLUP

Campus Planning Directions were initially set by the College to frame some aspects of the CLUP around the campus qualities Humber seeks to achieve. These directions, presented in *Section 1.0*, consider student experience, urban realm, sustainability, partnerships, connections to surroundings and trends in urban transportation.

CLUP vs. Traditional Campus Master Plan

The CLUP was developed between January and September, 2016, through the contribution and input of:

- College Senior Executive Team
- Senior Vice President, Planning and Corporate Services
- Capital Development and Facilities Management Department
- Capital Planning Steering Committee (CPSC)
- External consultants

The CLUP provides a strong basis upon which Humber can eventually develop a full fledged long-term Campus Master Plan. To do so, however, the College will have to initiate broad-based consultations both internally and with external stakeholders to temper the outlook of the CLUP and to account for the infrastructure and other constraints that were put aside for this exercise.

Other properties owned or leased by the College, such as the Orangeville Campus, a farm in Schomberg and Community Employment Centres in the western GTA are not included in the CLUP. The status and future of these sites is however considered in a related planning document, Humber's 5-year Campus Redevelopment Plan.

**NORTH &
LAKE SHORE
CAMPUSES**

**1.0
CAMPUS PLANNING
DIRECTIONS**

1.0

Campus Planning Directions

Introduction

This section presents Campus Planning Directions that frame the Campus Land Use Plan (CLUP).

The Campus Planning Directions have been organized in the following **6 sub-sections**:

- A. Quality of Campus Experience

- B. Connections to Surrounding Neighbourhoods and Natural Assets

- C. Stewardship and Efficient Use of Owned Assets

- D. Engagement and Collaboration with Third Parties

- E. Emerging Modes of Transportation

- F. Internal Organization and Allocation of Space in Existing Buildings

1.A

Quality of Campus Experience

The North and Lakeshore campuses have each developed particular characters and personalities reflecting their respective settings, which in turn give Humber opportunities to **enhance the unique qualities** of the two sites as academic settings as well as **community destinations and places of civic pride**.

Campus Planning Directions » 1.A Quality of Campus Experience



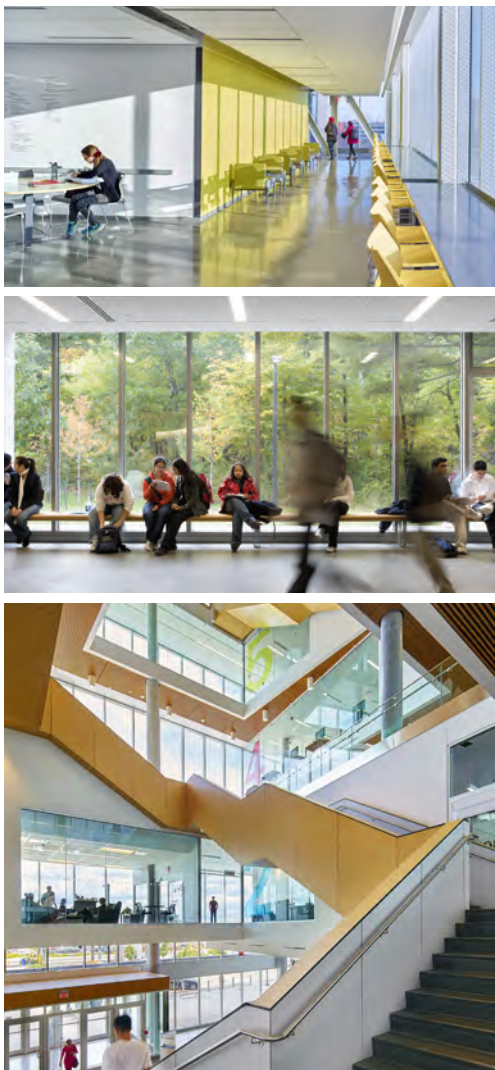
A1

Continue the College's commitment to quality architectural design and construction

ALL LOCATIONS

New buildings must take into consideration engagement with their natural settings.

Even structured parking should aspire to design excellence, notably in contributing to good urban design and attention to façade treatment.



A2
Continue to improve un-programmed areas to encourage informal learning

ALL LOCATIONS

Beyond programmed academic spaces, attention should be paid to the spaces in between academic areas, notably corridors and communal areas in order to provide learning opportunities anywhere and at any time.

Tall academic buildings should maximize visual and physical vertical communication in order to encourage vertical mobility between floors and discourage stratification of program zones.



A3
Locate and link buildings to achieve compact and walkable campuses

ALL LOCATIONS

New development should be structured so as to provide, expand upon, and complete pedestrian linkages. Where pedestrian routes traverse outdoors, canopies and covered walks should be considered.

Linkages and pedestrian routes should be designed to provide informal student spaces.



A4
Provide meaningful outdoor spaces

NORTH CAMPUS

New development should create meaningful outdoor spaces in the form of courts, lawns, or appropriately scaled pedestrian routes. These outdoor spaces should have clear sense of place, be flexible, and be highly accessible.

Renovation work should aim to better engage and leverage existing under-used courts and outdoor spaces. Importantly, open outdoor spaces should be fronted by main circulation routes and/or major interior public spaces.

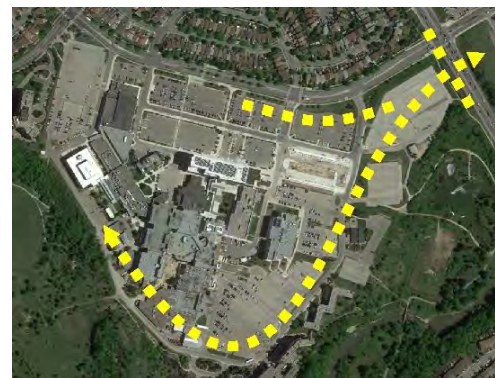
The natural settings of the North Campus Arboretum and Lakeshore Campus urban park network should create opportunities to meaningfully showcase or reintroduce land features and vegetal species once used and enjoyed by First Nation inhabitants.

1.B Connections to Surrounding Neighbourhoods & Natural Assets

Today's students aspire to diverse, lively and connected urban environments where the boundaries between their campuses and city life are indistinct. Humber is encouraged to plan and locate future buildings at its North and Lakeshore campuses so that they open themselves and contribute to the **vitality of the urban neighbourhoods** that surround them.

Humber's North and Lakeshore campuses respectively enjoy unique relationships to parklands of regional importance. There is a potential to enhance the quality of the two campuses by **strengthening their linkages to these outdoors spaces** and to the networks and amenities they contain.

Campus Planning Directions » 1.B Connection to Surrounding Neighbourhoods & Natural Assets



B1 Place mix-used buildings along key edges of the campuses

LAKESHORE CAMPUS

The alignment and functions placed in new facilities built along Lake Shore Boulevard at the Lakeshore Campus should consider the benefits of placing mix-used functions on the lower levels and College-only functions on the upper levels of new buildings placed there.

NORTH CAMPUS

Decisions as to the siting and the functions placed in new facilities at the North Campus should also consider the benefits to the College of having a closer "street presence" with the surrounding community (the Etobicoke General Hospital in particular), this by building mixed-used facilities along Humber College Boulevard and particularly at the corner Highway 27 where the LRT station will be located.

On a long-term basis (20 years) the College should plan for, add, and relate new buildings at the North Campus in a way that eventually links the northeast corner of Humber's property to the edge of the Arboretum. The sequence by which new buildings are sited and built at the North Campus will likely depend on circumstances and opportunities yet undefined.

Nevertheless, the alignment, linkages and functions placed in the new buildings must account for the location of the LRT station and of the on-campus Bus Terminal and must maintain enough open space to allow the physical expansion of the University of Guelph Humber.



B2
Strengthen uses and visual linkages between the south facing side of the North Campus and Humber Valley

NORTH CAMPUS

The means of achieving this include:

- Building designs on the south side of the Campus with good views to Humber Valley, particularly from the 3rd floor and up. This Direction echoes what was achieved with the vertical expansion of F Building in 2015.
- Recreational and varsity use of field facilities (soccer, baseball, cricket) in the valley in partnership with the City (as per Campus Planning Direction D1), possibly supported by a field house.
- Improvement to landscaping features and quality of place along the entire southern edge of the campus to a standard similar to the one achieved near and around the Arboretum Interpretation Centre.



B3
Strengthen the axes of development, the active transportation networks and visual linkages

LAKESHORE CAMPUS

Strengthen the axes of development, the active transportation networks and visual linkages between the following areas of the Lakeshore Campus which, in combination, give it a rich and unique “campus-in-the-neighbourhood” brand and character:

- the pastoral character of Colonel Sam Smith Park
- the trail systems and littoral features found along Lake Ontario’s waterfront
- the mixed-use and vibrant main street character of Lake Shore Boulevard

1.C

Stewardship & Efficient Use of Owned Assets

Campus development and major capital investments by Humber will continue to be guided by policies and practices that emphasize the College's stewardship of existing assets, sustainability principles, acceptable risk, the **adoption of best practices** in the sector and **attention to emerging trends**.

C1

Target = 62.5 GSF / FTE

Target an overall College-wide average allocation of 62.5 gross square feet per FTE student (excluding residences and parking structures) in accordance to the College's space allocation standards.

Campus Planning Directions » 1.C Stewardship & Efficient Use of Owned Assets



C2

Continue to demonstrate leadership in sustainable and energy efficient infrastructure

ALL LOCATIONS

Continue to demonstrate leadership in sustainable and energy efficient infrastructure on the basis of Humber's integrated planning practices, resource allocation decisions and Energy Master Plan.

Humber aims to create infrastructure that is high-performance, low-impact and creates healthy environments for productivity and learning.

New developments will also serve as living examples of best-practice to support teaching and learning about sustainability.



C3
**Intensify land use and
replace ageing building
assets that are at the end
of their life cycle**

ALL LOCATIONS
Intensify land use by building taller academic and residence facilities ranging between four to eight floors and by prioritizing the replacement of existing College low-density structures (such as the DX, G, FX, LX and P buildings at the North Campus).

Replace ageing building assets that have reached the end of their life cycle (such as parts of A building at the Lakeshore campus) and use the opportunity to create replacement buildings that conform to the planning directions herewith outlined.

Consider mixed-use occupancy buildings that incorporate community, commercial and academic functions when doing so.



C4
Flexibility

ALL LOCATIONS
Incorporate physical flexibility in the design of new buildings and the renovation of existing ones through the consideration and choice of dimensions, materials and systems.



C5
Continue to strategically acquire properties

LAKESHORE CAMPUS
Continue to strategically acquire properties in the Lakeshore Campus neighbourhood in accordance to the future building needs described in the Campus Development Plan and the Campus Land Use Plan.



C6
Consider the relocation off-campus

ALL LOCATIONS
Consider the relocation off-campus of non-academic services and operations that can function independently or can be provided by third parties (for example long-term storage of documents and fixed assets).

Consider the impact and needs of a tele-commuting workforce.

1.D

Engagement & Collaboration with Third Parties

Humber is uniquely positioned to attract interest, investment and benefits to its campuses and their surroundings by assuming both the stance of a **“change-agent”** and the responsibilities of a **committed “city-builder”** willing to work with public and private third parties



D1

Look to co-development, partnerships, joint-use and similar multi-party arrangements

ALL LOCATIONS

Look to co-development, partnerships, joint-use and similar multi-party arrangements when seeking to add facilities or resources to a campus, or to gain access to existing ones nearby.

Potential benefits include, for example, a wider range of services, overlapping of resources, housing, job and placement opportunities and shared amenities. Such arrangements also allow Humber to direct more of its own resources towards its core academic and related operations.

1.E Emerging Modes of Transportation

Investment in better regional and local transit infrastructure is a political priority. The College will benefit from this, particularly at the North Campus when the construction of the Finch West Light Rapid Transit line is completed. Better **transit infrastructure**, higher frequencies and reliable service will, over time, **change car-driving habits** and the amount of land allocated to automobiles in the form of roadways and parking.

Further, both the North and Lakeshore campuses are connected to active transportation trail networks along the Humber Valley and Lake Ontario that are particularly **well-suited to bicycle commuting**.



E1 Anticipate a decreasing ratio of parking spaces per student and staff over time

ALL LOCATIONS

Anticipate a decreasing ratio of parking spaces per student and staff over time triggered by improved public transit and by the gradual growth of active and automated modes of transportation to both of Humber's campuses.

As a point of reference, parking demand at York University's Downsview campus has been decreasing steadily for the past few years, this before the opening of two new TTC subway stations in the near future.



E2
Account for the future presence of the Finch West LRT station at the northeast corner of the North Campus

NORTH CAMPUS

Account for the future presence of the Finch West LRT station at the northeast corner of the North Campus in ways that consider:

- Convenience, comfort and safety of pedestrians moving to and from the LRT station to their on-campus destination in existing or yet-to-be-built facilities (including residences).
- Linkages of the LRT station to the existing campus bus terminal, considering that in combination the LRT and bus terminals make the campus a regional transit hub.



E3
Locate any potential “third” major Humber campus in the GTA near a high-order transit hub

ALL LOCATIONS
[OUT OF CDP & CLUP SCOPE]

Locate any potential “third” major Humber campus in the GTA near a high-order transit hub such as a Go Train, UP Express, LRT or TTC subway station.

As a point of reference, the south of the Woodbine property is edged by the GO and UP Express passenger rail corridor

1.F Internal Organization and Allocation of Assignable Spaces within Existing and Proposed Buildings

Humber is consistently adapting and reallocating functions and services within its campus buildings in response to **changing needs and evolving institutional priorities**. Over several years the cumulative effect of these changes has resulted in campuses that are less cohesive, less intuitive from a way-finding point of view and less efficient.

Campus Planning Directions » 1.F Internal Organization and Allocation of Assignable Spaces within Existing and Proposed Buildings



F1
Give priority to the provision
of instructional spaces in
accordance to the College's
academic and enrollment
plans

ALL LOCATIONS



F2
Cluster related functional
groups

ALL LOCATIONS



F3
Improve campus indoor
circulation

NORTH CAMPUS

**NORTH
CAMPUS**

**2.1
EXISTING CAMPUS**

2.1.1 Existing Campus Plan

The North Campus site is framed by residential subdivisions, Highway 27 and the natural setting of the Humber Valley and the Arboretum. The arrangement of campus buildings is complex and inward looking with minimal visual and functional connections towards its most public frontage – Highway 27 – and its most striking feature – the Arboretum.

Existing Campus GFA:
1,403,550 ft²*

Existing Student Residence GFA:
291,580 ft²

* includes existing Guelph-Humber GFA



INTROVERTED & ISOLATED



BUILDING COMPLEXITY



LACKS SAFETY & SECURITY

2.1.2 Potential Replacement Sites

The College sees the following buildings as candidates for replacement because of their locations on prime campus frontages, their low land-use densities and their current condition.



COMMUNITY POOL 10,900 ft ²	M BUILDING 28,400 ft ²
G BUILDING 14,800 ft ²	W BUILDING 5,600 ft ²
DX BUILDING 1,500 ft ²	L PART 4,600 ft ²
LX BUILDING 36,000 ft ²	SERVICE BUILDING 2,200 ft ²

TOTAL DEMOLITION - 104,000 ft²



COMMUNITY POOL



LX BUILDING



P BUILDING

**NORTH
CAMPUS**

**2.2
CAMPUS STRUCTURE**

2.2.1 Streets & City Blocks

Future development of the North Campus will emulate the familiar Streets & City Blocks model that:

- Gives the site an urban scale
- Improves connections with the immediate neighbourhood
- Regularizes development patterns
- Gives addresses to buildings
- Improves campus navigability and way finding
- Yields a resilient planning framework



URBAN SCALE



FLEXIBILITY & ADAPTABILITY



CAMPUS EXPERIENCE

2.2.2 Meaningful Outdoor Spaces

Building on the success of both the recently built LRC and Humber Student Federation courtyards, the College will expand the on-campus footprint of meaningful outdoor spaces that:

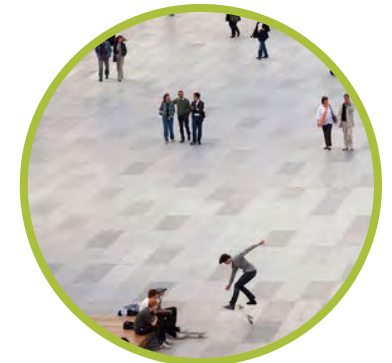
- Support non-academic activities
- Improve Humber's image and brand
- Enhance student and campus visitor experience



ACADEMIC QUAD



EVENT SPACE



URBAN PLAZA

2.2.3

Engaging the Ravine with New Green Spaces

In its current configuration the campus faces away from the Humber River ravine and the Arboretum. Future development on the site will seek to engage the ravine through view corridors and southward openings that connect the urban character and natural features of the property.



VISIBILITY & VISTA



ACTIVE & SAFE EDGES



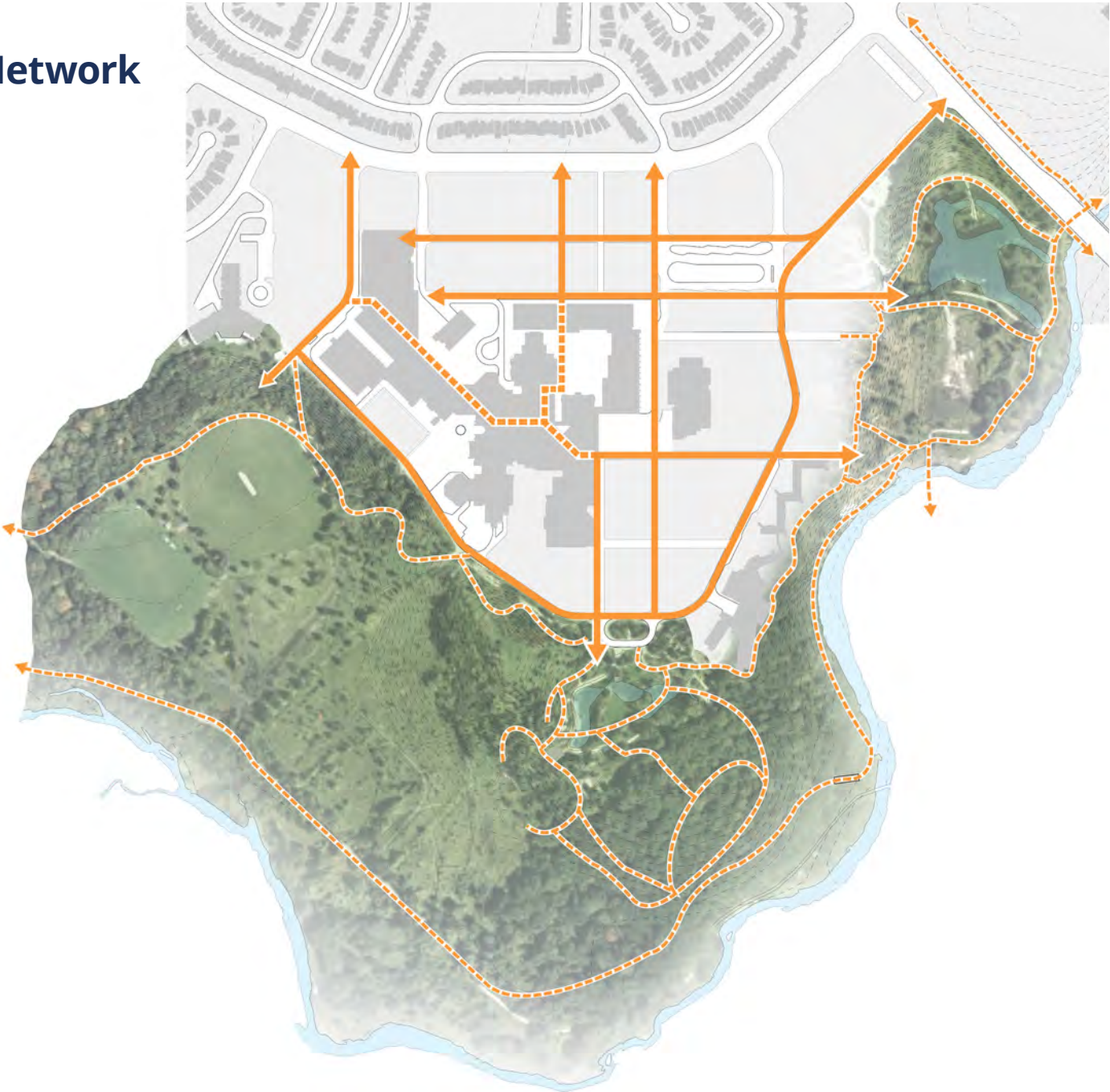
NATURAL SURVEILLANCE

2.2.4 Pedestrian and Cycling Network

The North Campus’ Streets & City Blocks configuration sets the stage for creating a walkable, pedestrian-centred environment made simpler by clear route alignments and hierarchies. Pedestrians will be guided to a ground-level network of sidewalks, walkways and trails in order to achieve an animated urban environment. Above-grade connectors in the form of bridges and elevated links will be avoided. Connections between the campus and the Ravine cycling trails will be treated as key gateways to the college.

LEGEND

- Main Pedestrian and Cycling Network
- - - Internal Pedestrian Network
- - - Ravine Pedestrian and Cycling Network



LINEAR GARDENS



BOARDWALK OVERLOOK



PEDESTRIAN STREET

**NORTH
CAMPUS**

**2.3
TRANSIT & PARKING**

2.3.1 Vehicle & Transit Network

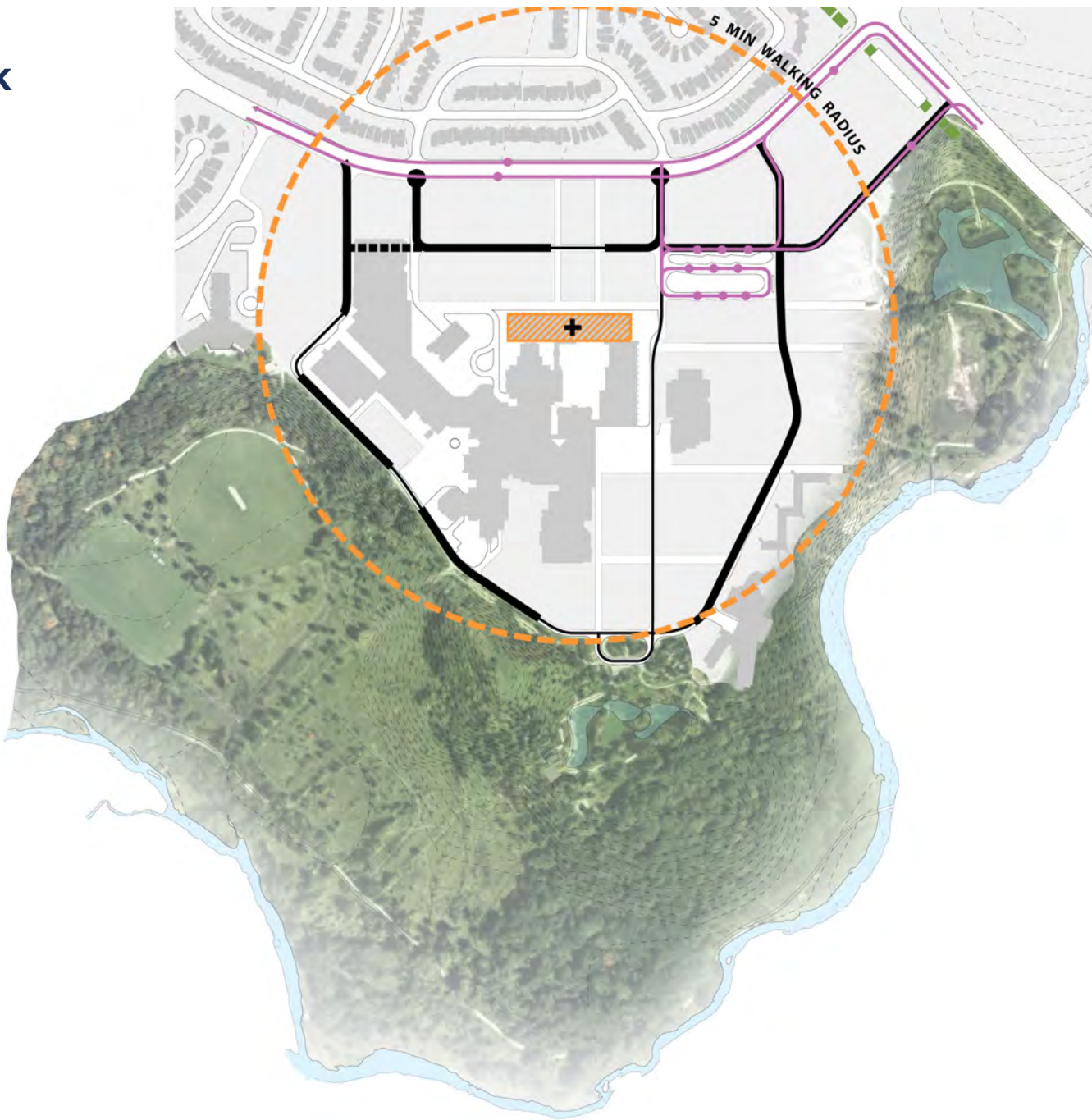
The majority of on-campus vehicles will circulate on the periphery of the site along improved roadways already in place. The campus' original road network will be supplemented or will feature:

- Traffic-calmed zones for improved pedestrian enjoyment and safety
- Better street configurations for improved traffic management

Refer to Appendix A for Logistics and delivery considerations.

LEGEND

- Road
- Traffic Calmed
- ▬▬▬▬ Future Road
- Bus Network
- LRT



PEDESTRIAN FRIENDLY STREETS



COVERED WALKWAYS



TRAFFIC CALMED ZONES

2.3.2 Parking Strategy

Over time surface parking lots will be replaced by multi-level parking structures distributed on the site. On-street parking will be put in place to enhance the urban character of the campus in accordance to the Streets & City Blocks configuration Humber seeks to emulate.

ON-CAMPUS: 3,110
QUEEN'S PLATE: 680
CARRIER DRIVE: 150
WOODBINE DOWNS: 350

CURRENT TOTAL: 4,290

LOT 1d STRUCTURED PARKING:
630 (7 Levels)

LOT 2 STRUCTURED PARKING:
980 (8 Levels)

LOT 14 STRUCTURED PARKING:
1,300 (7 Levels)

ON-STREET PARKING: ±210

QUEEN'S PLATE: 680
CARRIER DRIVE: 150
WOODBINE DOWNS: 350

PROPOSED TOTAL: 4,300 *

* excludes potential below-grade parking under development blocks



PROGRAMMED PARKING EDGE



ON-STREET PARKING



PARKING BUILDINGS

**NORTH
CAMPUS**

**2.4
CONNECTIONS**

2.4.1 Open Space Framework

The best urban campuses offer meaningful outdoor spaces as a counterpoint to their urban form. A deliberate, interconnected, and strategic open space framework will build a campus which is more than the sum of its' parts. Front doors to buildings, active and safe streets, urban frontages, and spectacular views are just a few of the benefits. The ambition is a more porous and accessible campus.

LEGEND

- Main Pedestrian Path
- - - Secondary Pedestrian Path
- · - · Internal Pedestrian Path
- · - · Ravine Pedestrian Path
- Open Space



HUMAN SCALE



WALKABLE CAMPUS







ENHANCED CAMPUS EXPERIENCE

2.4.2 Frontages

Particular attention must be given to the design of new buildings that front open campus spaces, the Humber Valley ravine and city streets. These building elevations will be the “face” of the College.

Scale, animation, and architectural response to their distinctive adjacencies will form key considerations in their design.

LEGEND

-  Ravine Frontages
-  Open Space Frontages
-  Open Space
-  Street Frontages



STREET FRONTAGES



OPEN SPACE FRONTAGES



RAVINE FRONTAGES

2.4.3

Indoor / Outdoor Connections

The indoor and outdoor realms of the campus should be connected to ensure their mutual success. Major interior spaces will open onto and engage outdoor areas. Transparency and animation will be encouraged by locating primary interior corridors along exterior walls wherever possible. Ravine views should be captured on upper levels at every opportunity. All of these strategies are important in achieving a safe, accessible, and animated campus.

LEGEND

- Rooms on Outdoor Spaces
- Internal Spaces Engaging Streets
- Open Public Space
- Rooms on the Ravine



ROOMS ON OUTDOOR SPACES



INTERNAL SPACES ENGAGING STREETS



ROOMS ON THE RAVINE

**NORTH
CAMPUS**

**2.5
BUILDING USE**

2.5.1 New Building Footprint

The Streets & City Blocks configuration of the campus calls for consistent street to building set-backs. The lower levels of new buildings should maximize their footprints to achieve the College’s intended urban experience. Upper levels (third and above) can be set back as required. Stand-alone facilities should be pursued in order to foster long-term flexibility and wayfinding.

LEGEND

New Building Footprint

Existing Building Footprint



SMALL FOOTPRINT



MEDIUM FOOTPRINT



LARGE FOOTPRINT

2.5.2 Building Uses & Types

Future buildings will accommodate academic, residential, parking and mixed-use facilities in which third-parties (agencies, community, private sector) may have a presence along with College users in ways that foster synergies and sharing opportunities. Strong preference will be given to mixed-use facilities on the periphery of the campus, particularly near the LRT station and bus terminal.

LEGEND

Humber

Mixed Use

Humber-Guelph

Residence

Parking / Other



2.5.3

Building Area Summary

The gross-floor areas represented here are representative of the massing strategy depicted in 2.7 MASSING.



RELEVANT STATISTICS BY USE

HUMBER			
Parcel 1c	150,000 ft ²	@ 62.5 FTE/ft ² =	2,400 students
Parcel 3a/b	150,000 ft ²	@ 62.5 FTE/ft ² =	2,400 students
Parcel 3c	20,000 ft ²	@ 62.5 FTE/ft ² =	320 students
Parcel 4b	150,000 ft ²	@ 62.5 FTE/ft ² =	2,400 students
Parcel 6	214,000 ft ²	@ 62.5 FTE/ft ² =	3,420 students
Parcel 7	15,000 ft ²	@ 62.5 FTE/ft ² =	240 students
Parcel 8	130,000 ft ²	@ 62.5 FTE/ft ² =	2,080 students
Parcel 9a	60,000 ft ²	@ 62.5 FTE/ft ² =	960 students
Parcel 9b	60,000 ft ²	@ 62.5 FTE/ft ² =	960 students
Parcel 10	282,000 ft ²	@ 62.5 FTE/ft ² =	4,510 students
Parcel 12	43,000 ft ²	@ 62.5 FTE/ft ² =	690 students
Parcel 13	46,000 ft ²	@ 62.5 FTE/ft ² =	740 students
Parcel 15	35,000 ft ²	@ 62.5 FTE/ft ² =	560 students
Parcel LX	155,000 ft ²	@ 62.5 FTE/ft ² =	2,480 students
NEW	+1,510,000 ft ²		
EXISTING	1,169,550 ft ²	@ 62.5 FTE/ft ² =	18,713 students
DEMOLITION	-104,000 ft ²		
TOTAL	2,575,550 ft²	@ 62.5 FTE/ft ² =	41,210 students

GUELPH / HUMBER			
Parcel 1a	150,000 ft ²	@ 62.5 FTE/ft ² =	2,400 students
NEW	+150,000 ft ²		
EXISTING	130,000 ft ²		
TOTAL	280,000 ft²	@ 62.5 FTE/ft ² =	4,480 students
MIXED USE			
Parcel 4a	315,000 ft ²		
Parcel 5	500,000 ft ²		
NEW	+815,000 ft ²		
TOTAL	+815,000 ft²		
RESIDENCE			
Parcel 1b	170,000 ft ²	@ 370 ft ² / bed =	460 beds
NEW	+170,000 ft ²		
EXISTING	291,580 ft ²		
TOTAL	461,580 ft²		

COMPOSITE

Parcel 1a	150,000 ft ²
Parcel 1b	170,000 ft ²
Parcel 1c	150,000 ft ²
Parcel 3a/b	150,000 ft ²
Parcel 3c	20,000 ft ²
Parcel 4a	315,000 ft ²
Parcel 4b	150,000 ft ²
Parcel 5	500,000 ft ²
Parcel 6	214,000 ft ²
Parcel 7	15,000 ft ²
Parcel 8	130,000 ft ²
Parcel 9a	60,000 ft ²
Parcel 9b	60,000 ft ²
Parcel 10	282,000 ft ²
Parcel 12	43,000 ft ²
Parcel 13	46,000 ft ²
Parcel 15	35,000 ft ²
Parcel LX	155,000 ft ²
NEW	+2,645,000 ft ²
EXISTING	1,591,130 ft ²
DEMOLITION	-104,000 ft ²
TOTAL	4,132,130 ft²

**NORTH
CAMPUS**

**2.6
PHASING**

2.6.1 Enabling

Over time key facilities, in the form of parking structures and a central plant will be added to the campus to enable its growth and expanded capacity. A new central plant on the east side of the property will provide heating and cooling capacity nearer to the location proposed for major building additions. The size and exact location of this new plant will be governed by the Energy Master Plan. Multi-level parking facilities will release existing parking lots for development. A new Logistics Hub will free the heart of the campus from frequent large truck traffic and increase capacity and storage.

LOT 1d STRUCTURED PARKING:
630 (7 Levels)

LOT 2 STRUCTURED PARKING:
980 (8 Levels)

LOT 14 STRUCTURED PARKING:
1,300 (7 Levels)

± 600
PARKING SPACES DISPLACED
FOR PARKING STRUCTURES

± 3,120*
PARKING SPACES ADDED

* includes ±210 on-street parking spaces



2.6.2 Precinct 1: Transportation Hub

The north east quadrant of Humber’s campus will enjoy ready access to higher-order transit services in the form of LRT service and a local and regional bus terminal. Humber will give priority to uses that stand to gain the most of being located near this **Transportation Hub Precinct**. This includes mixed-used development, residential accommodations and College-specific uses that attract external users and clients.



± 900
PARKING SPACES DISPLACED
FOR ENTIRE PRECINCT

± 980
PARKING SPACES ADDED

2.6.3

Precinct 2: Humber²

Development along Humber College Boulevard will prioritize functions and building configurations that enhance Humber’s visibility and the convergence towards the campus of the communities and clients the College wishes to attract and serves. Drawing on the symbolism of traditional town and village squares, the **Humber² Precinct** will place welcome, community and event facilities on the lower levels of the buildings located there.

± 890
PARKING SPACES DISPLACED
FOR ENTIRE PRECINCT

± 1300
PARKING SPACES ADDED



2.6.4 Precinct 3: Ravine

Ravine Precinct buildings will accommodate more specialized uses with lesser high-visibility needs or because the building stands to benefit from being near the Ravine (such as a residence building) or a specific building (such as a second University of Guelph-Humber building beside the original one). In all instances a dominant design feature of each building will be its functional and visual connections to the Ravine.



± 810
PARKING SPACES DISPLACED
FOR ENTIRE PRECINCT

± 630
PARKING SPACES ADDED

2.6.5

Long Term Considerations

Beyond the planning horizon of this Campus Land Use Plan some buildings will reach the end of their life cycle. The College may then deem it advantageous or necessary to replace them rather than to continue investing in their renewal and maintenance. If and when this occurs there will be an opportunity to strengthen and extend the Street & City Blocks campus development framework previously outlined.

The buildings in question include the Gymnasium part of Building A and the Community Pool, Building N, Building L and Residence S.

LEGEND

- - - - - Footprint of Existing to be Demolished
- New Street
- New Building Footprint



**NORTH
CAMPUS**

**2.7
MASSING**

2.7.1

Aerial Context

The full development potential of Humber’s North Campus is represented in the facing concept illustrations. Building heights gradually rise along from the southwest to northeast axis acknowledging that the public face of the campus at the intersection of Highway 27 and Humber College Boulevard and that proximity to the LRT Station and bus terminal warrant higher densities.

Many buildings will have tower-on-podium configurations that set the stage for animated and urban experiences at street level, and rational and flexible academic blocks above.

LEGEND

1 - 15 Number of Storeys Above Grade





2.7.2

Built Form Objectives

Campus integrity and the cohesiveness of its design will be enhanced through the building of similarly massed buildings in the following clusters:



CLUSTER 1 - RAVINE

These buildings are expected to maximize Ravine views. To do so the lines of sight and vistas of yet-to-be-built buildings must be considered. Priorities for these buildings include:

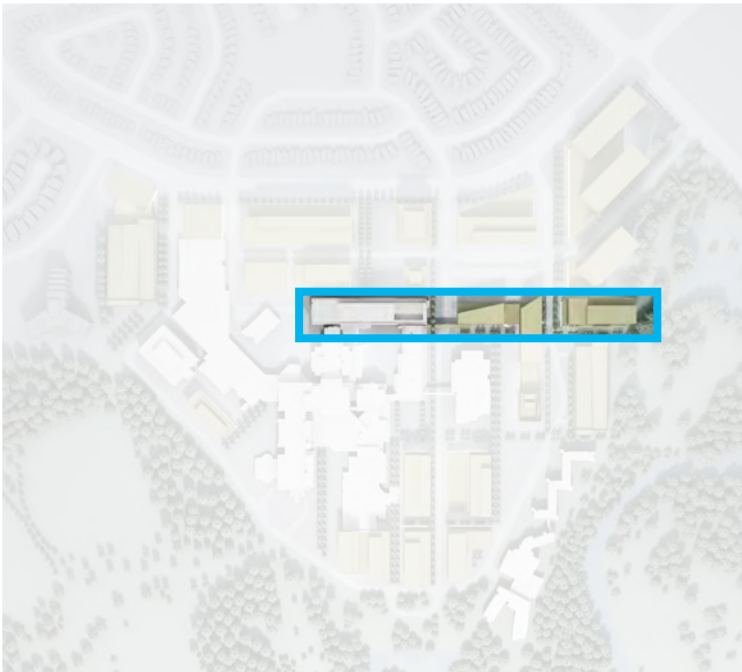
- Major interior spaces on upper floors opening towards the ravine
- Staggered massing lengths to mutually preserve views
- Programming that can benefit from adjacency to the ravine



CLUSTER 2 - QUAD BUILDINGS

The alignment and placement of these buildings potentially create a picturesque yet active academic quad. Priorities for these buildings include:

- Major interior spaces fronting the quad
- Broadly attractive student functions such as food services
- Programming that can benefit from opening to the outdoors



CLUSTER 3 - ACTIVE CORE

The tone, scale and porosity are set by the LRC building. This trio carries the burden of bridging towards the Humber Ravine and maintaining an active and urban pedestrian street. Priorities for these buildings include:

- Provision of a generous interior corridor at street level to support an anticipated high-volume of student traffic
- Sympathetic massing
- Programming supportive of an active and urban main-street (retail)



CLUSTER 4 - INNER BLOCK

This cluster maintains the pedestrian-scaled fabric and urban density and vibrancy intended. Priorities for these buildings include:

- Pedestrian-first streetscapes
- Provision of urban street experiences
- Porous facades and diversity of program and services



CLUSTER 5 - HUMBER²

These buildings must lend themselves to symbolism and practicality for ceremonial, welcome and outreach functions and services offered by the College. Priorities for these buildings include:

- Signature architectural treatment. Diversity of building character is appropriate here
- Staging of events



CLUSTER 6 - CITY BUILDINGS

These mixed-use buildings create a key interface between the city and the campus and offer opportunities for partnerships, synergies and revenue streams. Priorities for these buildings include:

- Rich diversity of programming
- High density designs taking advantage of upper level views towards the ravine and Toronto's downtown core
- Ease of circulation to and from transit stations
- Attraction of non-Humber users



The full development of the North Campus represents a singular and immense opportunity for Humber College in terms of potential capacity, distinctive campus experience, and strategic relation to infrastructural and natural assets.



**LAKESHORE
CAMPUS**

**3.1
EXISTING CAMPUS**

3.1.1

Existing Campus Plan

The Lakeshore Campus assembles an eclectic variety of sites and building types in an established urban mixed-use neighborhood enhanced by the presence of a high quality urban park, trail system and Lake Ontario’s waterfront. Several large education (K-to-12) and community-oriented (seniors’ residence, community hall) facilities punctuate the neighbourhood as well.

This Campus-in-the-City configuration broadly appeals to discerning students seeking an urban lifestyle environment during their studies. The quad arrangement and cachet of the cottages on the east campus precinct also meets the expectations of those wanting to learn in a more traditional academic and collegial setting.

However, the Campus-in-the-City configuration of the Lakeshore Campus also poses some challenges in terms of seamless integration within the urban fabric that surrounds it, fragmentation, availability and cost of properties, community relations and regulatory compliance.

Existing Campus GFA:
635,635 ft²

Existing Student Residence GFA:
155,250 ft²



TRADITIONAL MAINSTREET



CONSTRAINED DEVELOPMENT



FRAGMENTED EXPERIENCE

3.1.2

Redevelopment Sites and Replacement Sites

Three properties situated along Lake Shore Boulevard have redevelopment and densification potentials.

Of these, building A/B is of a low density, while occupying the parcel with the greatest intensification potential. Its ageing structure and inconsistent tectonic palette further encourage a denser and visually updated replacement and expansion.

A/B/AX BUILDING
130,000 ft²

MED BUILDING
22,760 ft²

FAS BUILDING
6,000 ft²

AN BUILDING
17,600 ft²

STRIP MALL
10,810 ft²

COTTAGES
8,560 ft²

TOTAL BUILDING AREA - 195,730 ft²



A/B BUILDING



AN BUILDING



MED & FAS BUILDINGS

**LAKESHORE
CAMPUS**

**3.2
CAMPUS STRUCTURE**

3.2.1

Campus Organization

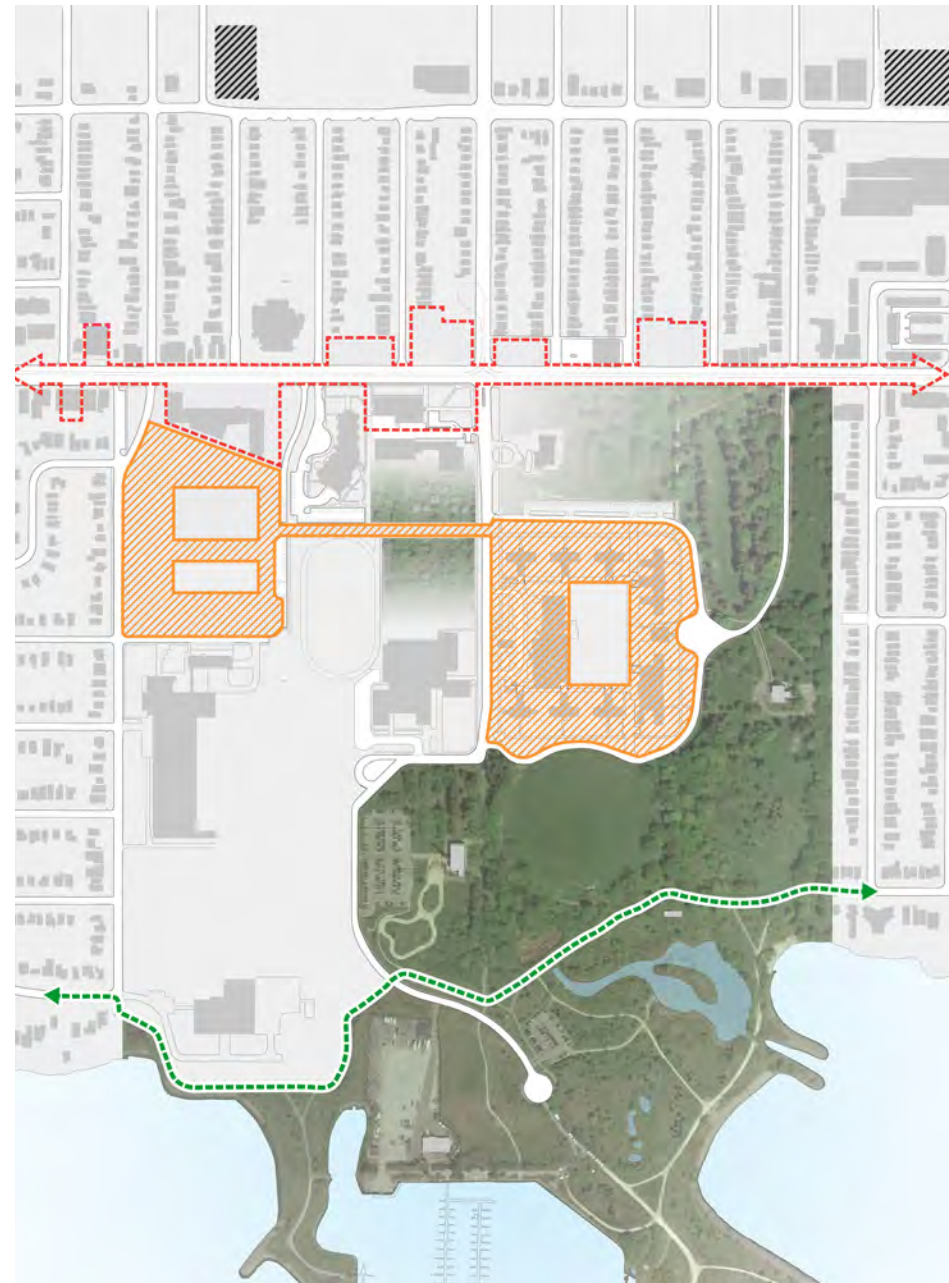
For planning purposes the Lakeshore Campus can be described as four zones spanning the neighbourhood in an east-west direction.

Natural Asset - the natural and recreational environment created by the Lake Ontario waterfront, the regional trail system and Colonel Samuel Smith Park give the campus its pastoral character and appeal.

East/West Campus - the majority of the Lakeshore building space is provided here. The west side of this zone where buildings A/B are located offers the greatest potential for redevelopment. The east side of the zone, given its heritage designation, will not change in size but space allocations within the buildings may change significantly over time.

Urban Campus - properties potentially owned by the College along Lake Shore Boulevard are fundamental to the Campus-in-the-City ethos. These properties also offer the greatest potential for reach-out and interaction with the community.

Speciality Use - this zone provides opportunities for special use functions and facilities, particularly those requiring long-span industrial-type buildings.



SPECIALTY USE

URBAN CAMPUS

EAST/WEST CAMPUS

NATURAL ASSET

3.2.2 Meaningful Outdoor Spaces

Lakeshore Campus already enjoys a robust framework of meaningful outdoor spaces. Building on that strong character, the College endeavours to expand the courtyard model framed by academic buildings in the space currently occupied by buildings A and B. This will ensure a consistent and high-calibre campus experience.



PICTURESQUE



ACADEMIC QUAD



NATURAL AMENITY

3.2.3

Pedestrian Network

The existing pedestrian networks at the Lakeshore Campus are entirely aligned with the urban fabric and street and city block configuration of the neighbourhood. No changes to the existing networks are anticipated.

Heavily used pedestrian walkways will be enhanced via covered walkways and thoughtful landscaping.

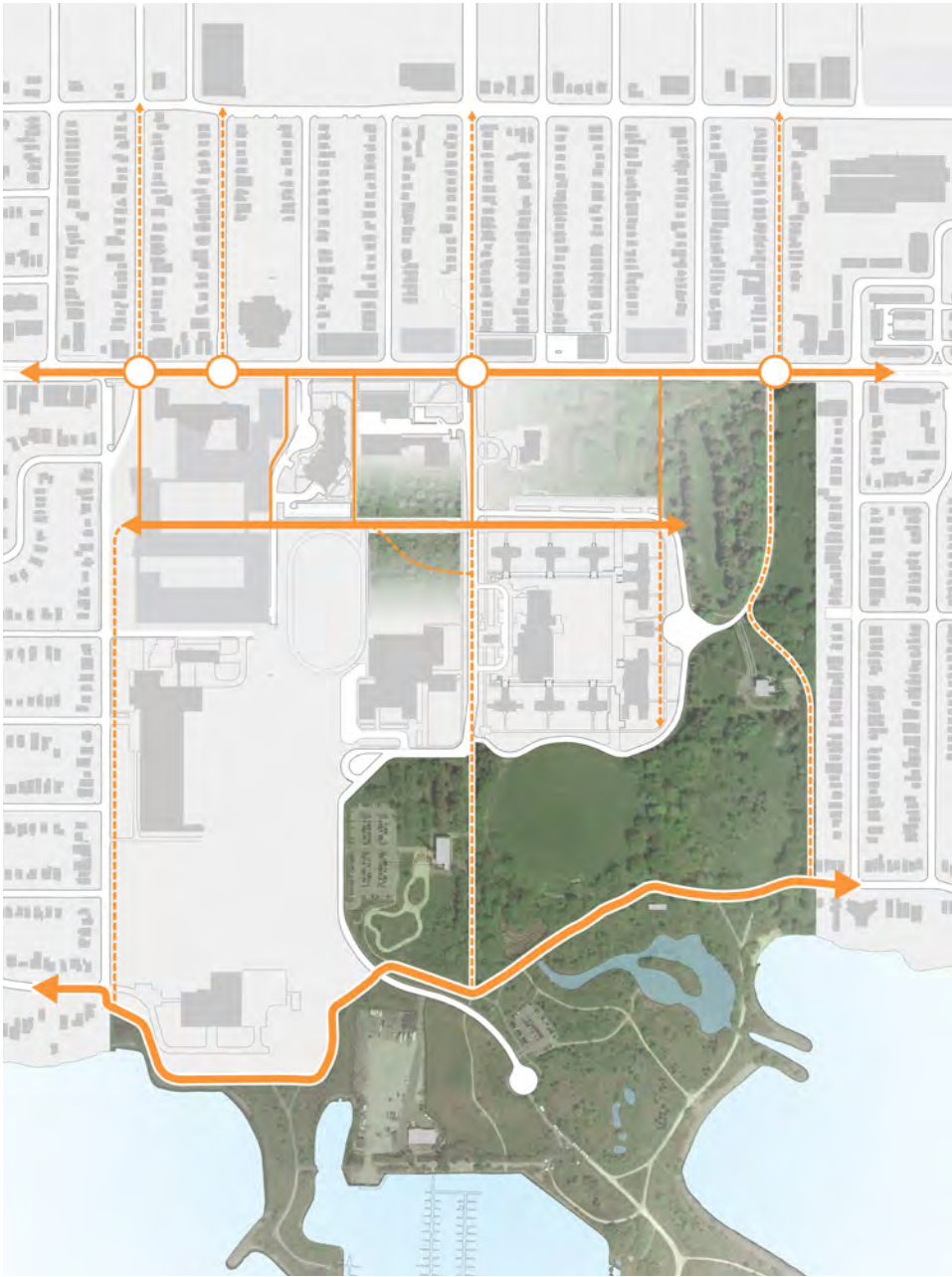
LEGEND

Main Pedestrian Network

Internal Pedestrian Network

Ravine Pedestrian Network

Intersections



MAIN STREET



INTER-CAMPUS TRAIL



WATERFRONT TRAIL

**LAKESHORE
CAMPUS**

**3.3
TRANSIT & PARKING**

3.3.1

Vehicle & Transit Network

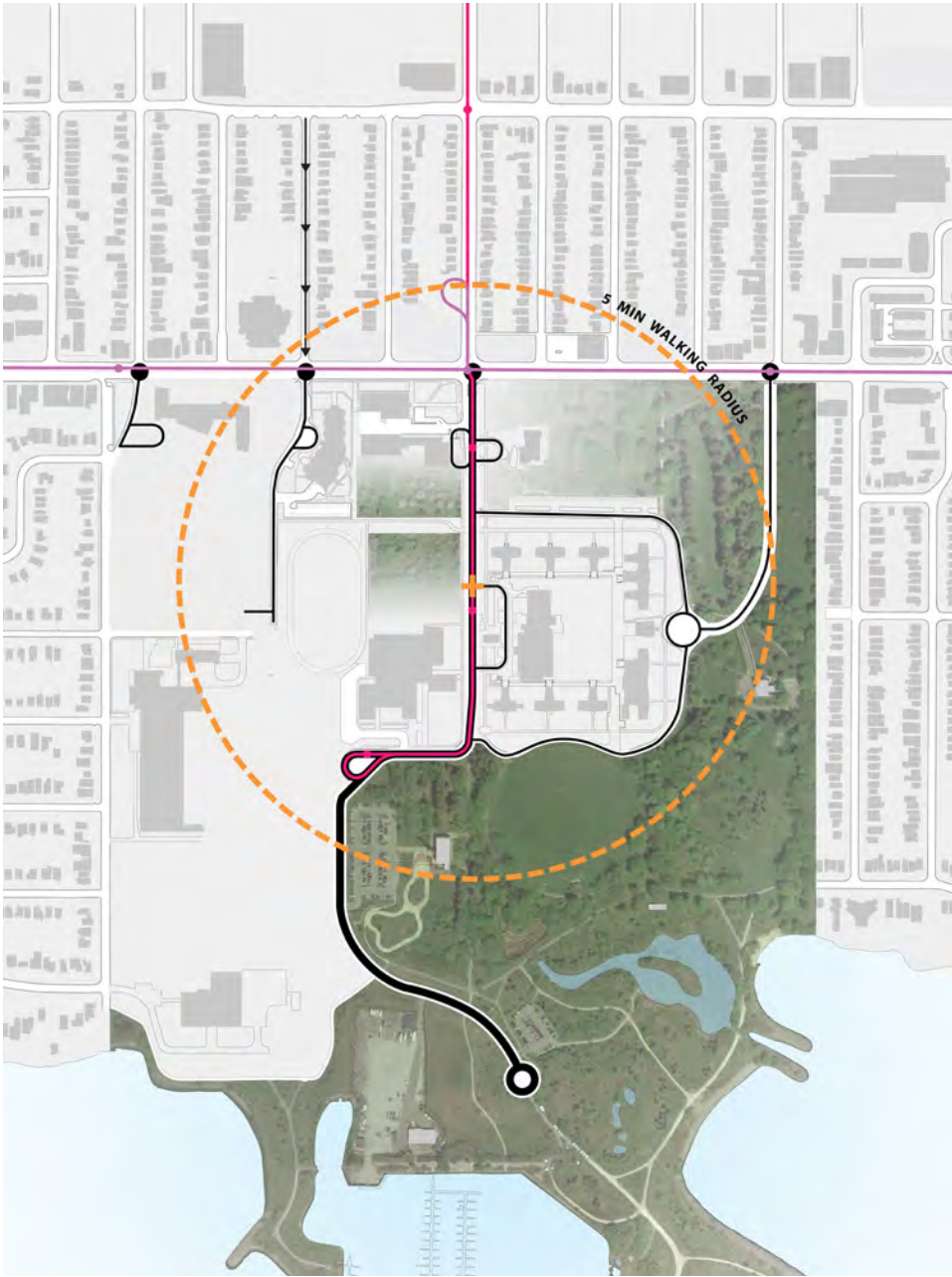
All vehicular access to parts of the campus located south of Lake Shore Boulevard will stem from that street. Campus gateways at the intersections of Lake Shore Boulevard and 22nd, 20th, Kipling and 14th Streets will be prominent and benefit the College's image and brand.

Over time the College expects to remove entry and exit driveways connected to 23rd Street. Service and delivery vehicles to the campus will share the same streets and driveways.

These changes will increase vehicular traffic on 20th street south of LakeShore Boulevard and can only be put in place if the City of Toronto long-term care facility is eventually converted to College use.

LEGEND

- Road
- Traffic Calmed
- Bus Network
- LRT
- Vehicular Access
- ➔ One-Way Road



GATEWAY



WALKABLE CAMPUS



DISCRETE SERVICING

3.3.2

Parking Strategy

The surface parking lot south of the Building A and Building B will eventually be replaced by a 5-level parking structure bookended by two academic buildings.

Surface parking for approximately 350 vehicles will be temporarily provided at the intersection of Birmingham Street and 13th Street on a site already owned by Humber. This parking capacity will eventually be integrated within an academic or mixed-use facility the College anticipates building at that location on a long term-basis.

CURRENT SURFACE PARKING: **832**
-25 (handover to TPA) = **807**

NEW PARKING:
807 (existing campus parking)

BIRMINGHAM SURFACE LOT: **+350**

LOT A/B: **-655** (removing existing) **+940** (5 Levels)

TOTAL: 1,442

PERMITTED GFA PER PA4
1,552,040 ft² (100 m² per parking space) (1,076 ft² per parking space)

TOTAL EXISTING GFA
790,885 ft²



SITE EVENTUALLY
CONVERTED
TO ACADEMIC /
MIXED-USE



OFF-CAMPUS



STRUCTURED PARKING



MINIMUM ZONING REQUIREMENT

**LAKESHORE
CAMPUS**

**3.4
CONNECTIONS**

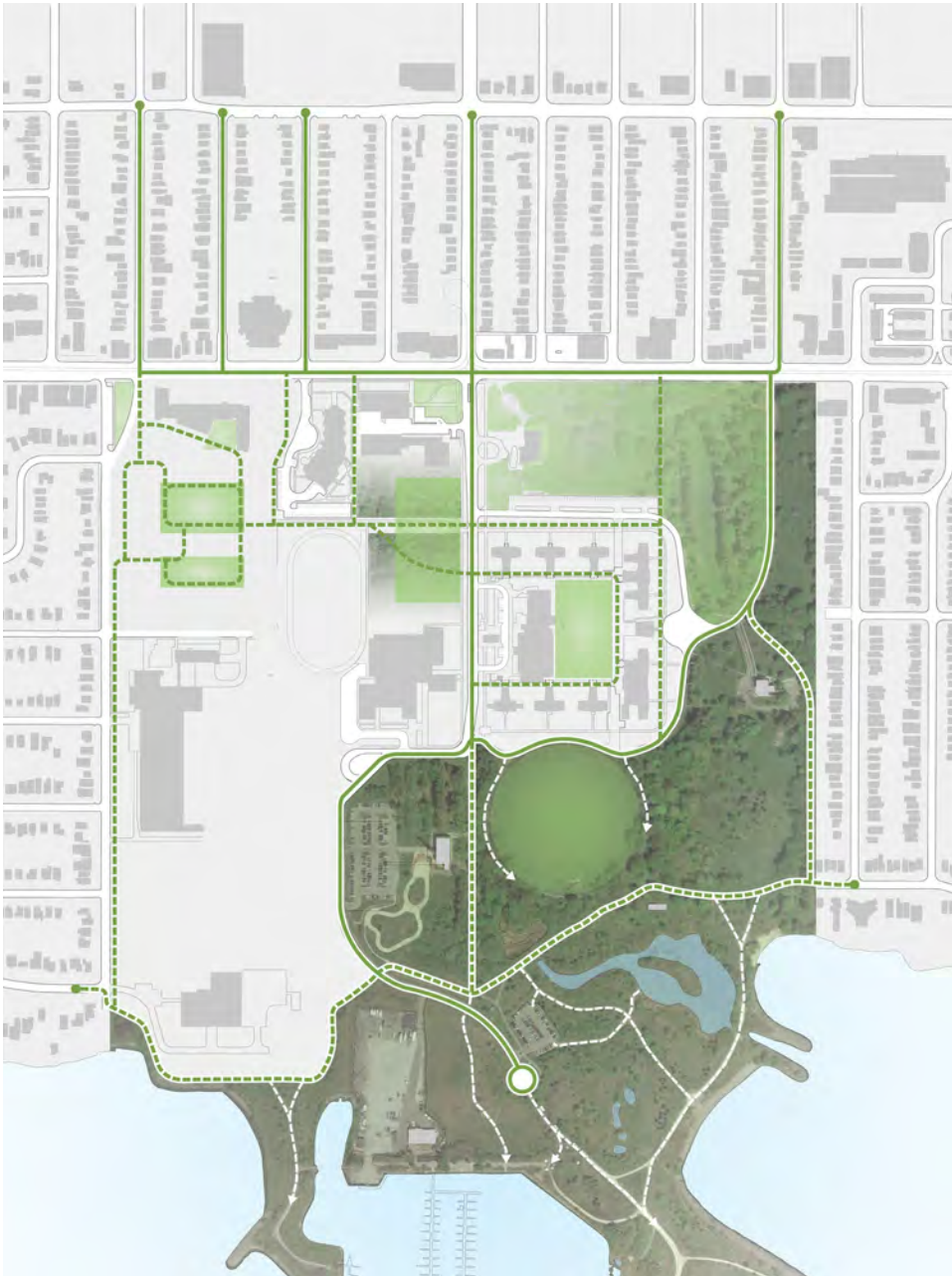
3.4.1

Open Space Framework

The best urban campuses offer meaningful outdoor spaces as a counterpoint to their urban character. A deliberate expansion of the academic quad model, enhancement of pedestrian routes, and continued investment in the landscape will ensure the ongoing richness of this campus.

LEGEND

- Main Pedestrian Path
- - - Secondary Pedestrian Path
- Open Space



INTEGRATE WITH CITY FABRIC



WALKABLE CAMPUS



ENHANCE CAMPUS EXPERIENCE

3.4.2 Frontage

The facades of new buildings that front Lake Shore Boulevard will engage in a manner that echoes what has been achieved with the new Welcome Centre Building. They will be urban and animated.

Those building faces fronting open spaces will consider scale, will avoid adverse shadowing, and will enable natural surveillance.

LEGEND

Street Frontages

Open Space Frontages

Open Space



STREET FRONTAGES



COURTYARD FRONTAGES



SIGNATURE FRONTAGES

3.4.3

Indoor / Outdoor Connections

The indoor and outdoor realms of the campus should be connected to ensure their mutual success. Major interior spaces will open onto and engage outdoor areas. Transparency and animation will be encouraged by locating primary interior corridors along exterior walls wherever possible. Lake views should be captured on upper levels at every opportunity. All of these strategies are important in achieving a safe, accessible, and animated campus.

LEGEND

- Rooms on Open Spaces
- Internal Spaces Engaging Quads
- Open Public Space
- Potential Lake views from Upper Floors



ROOMS ON OPEN SPACES



INTERNAL SPACES ENGAGING QUADS



ROOMS ON THE LAKE

**LAKESHORE
CAMPUS**

**3.5
BUILDING USE**

3.5.1

New Building Footprint

Humber owns four sites at the Lakeshore campus that can be redeveloped over time. These sites afford the College opportunities to increase the amount of space available, infill and improve the urban character of Lake Shore Boulevard and in one instance create meaningful outdoor courtyards and quads. Those properties on Lakeshore Boulevard are tightly defined by zoning regulations and their relative redevelopment capacity is thereby less significant in terms of gross floor area.



URBAN INFILL



SIGNATURE



QUAD FORMING

3.5.2 Building Uses & Types

Future buildings will accommodate primarily academic functions. New residential buildings should not occupy prime Lakeshore Boulevard frontage. Rather, strong preference should be given to functions which invite public engagement along this main street.

LEGEND

- Humber
- Mixed Use
- Residence



3.5.3

Building Area Summary

The gross-floor areas represented here are representative of the massing strategy depicted in 3.7 MASSING.



RELEVANT STATISTICS BY USE

HUMBER			
Phase 1	76,000 ft ²	@ 62.5 FTE/ft ² =	1,220 students
Phase 2	61,000 ft ²	@ 62.5 FTE/ft ² =	980 students
Phase 3b	118,000 ft ²	@ 62.5 FTE/ft ² =	1,890 students
Phase 4	60,000 ft ²	@ 62.5 FTE/ft ² =	960 students
Phase 5a	140,000 ft ²	@ 62.5 FTE/ft ² =	2,240 students
Phase 5b	70,000 ft ²	@ 62.5 FTE/ft ² =	1,120 students
Phase 6	75,000 ft ²	@ 62.5 FTE/ft ² =	1,200 students
NEW	+600,000 ft ²		
EXISTING	635,635 ft ²	@ 62.5 FTE/ft ² =	10,170 students
DEMOLITION	-176,350 ft ²		
TOTAL	1,059,285 ft ²	@ 62.5 FTE/ft ² =	17,085 students

RESIDENCE			
Phase 3a	110,000 ft ²	@ 370ft ² / bed =	300 beds
NEW	+110,000 ft ²		
EXISTING	155,250 ft ²		
TOTAL	265,250 ft ²		
MIXED USE			
MED	130,000 ft ²		
AN	77,000 ft ²		
Strip Mall	40,000 ft ²		
Cottage	33,000 ft ²		
NEW	+280,000 ft ²		
TOTAL	+280,000 ft ²		

COMPOSITE	
Phase 1	76,000 ft ²
Phase 2	61,000 ft ²
Phase 3a	110,000 ft ²
Phase 3b	118,000 ft ²
Phase 4	60,000 ft ²
Phase 5a	140,000 ft ²
Phase 5b	70,000 ft ²
Phase 6	75,000 ft ²
MED	130,000 ft ²
AN	77,000 ft ²
Strip Mall	40,000 ft ²
Cottage	33,000 ft ²
NEW	+990,000 ft ²
EXISTING	790,885 ft ²
DEMOLITION	-176,350 ft ²
TOTAL	1,604,535 ft ²

**LAKESHORE
CAMPUS**

**3.6
PHASING**

3.6.1

Enabling

The College looks positively to the potential acquisition or the use of the Lake Shore Boulevard properties shown here. The conversion of the Lodge into a student residence would address demand issues for this type of facility in a growing campus. Similarly, Assembly Hall would equip Humber with a unique landmark facility for hosting events and conferences. The College should also look to acquire properties immediately north of currently owned buildings along Lake Shore Boulevard, as a way of increasing potential development height. The need for an additional central plant on the west side of the campus is also being considered.

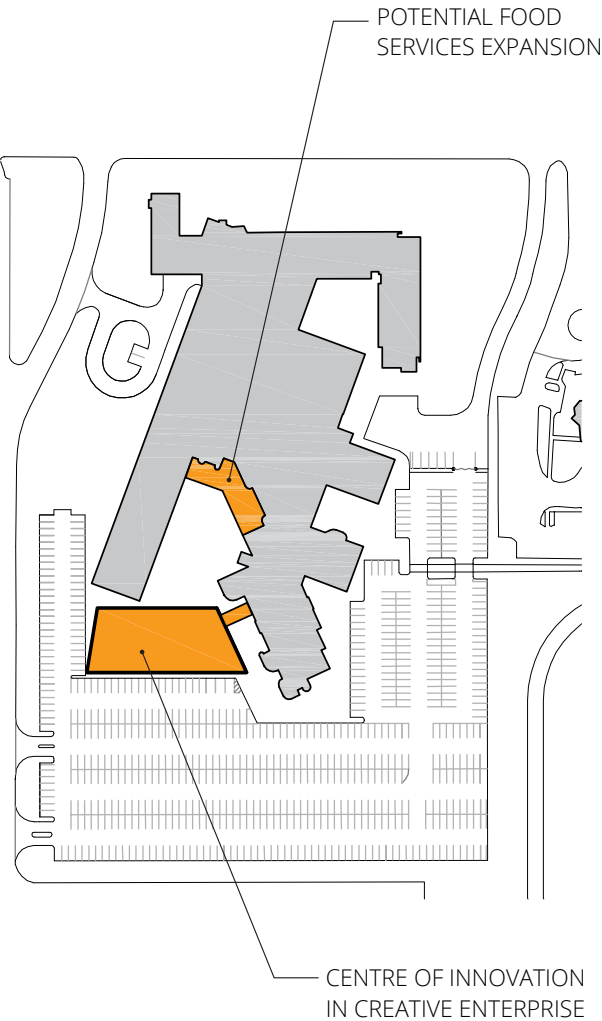


3.6.2

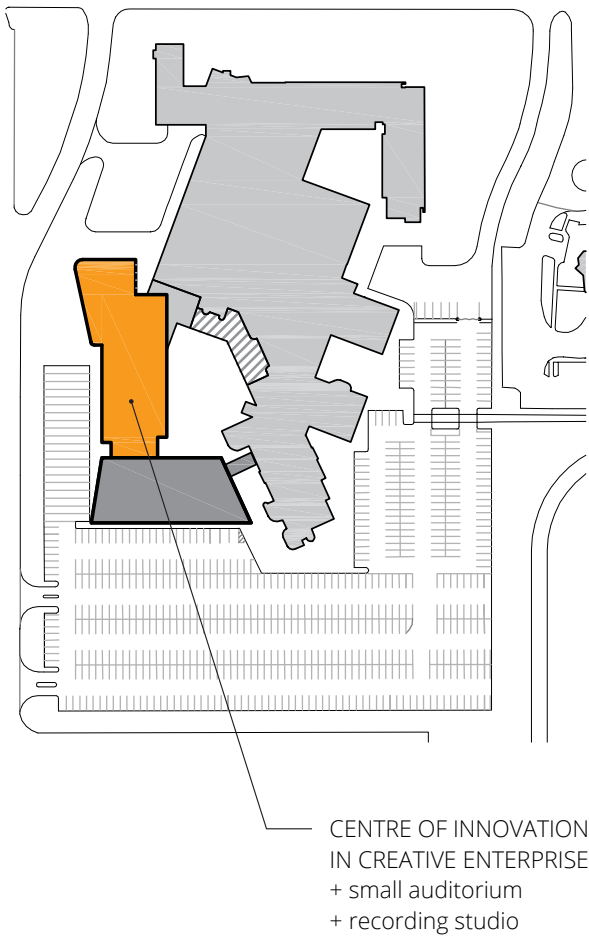
Phasing

Humber is considering the gradual replacement of Building A and Building B in a phased approach. Each phase will replace existing facilities in anticipation of future demolition and add to the footprint and capacity of the Lakeshore campus. A preliminary sequence of phases is shown in the facing illustrations which achieve the CLUP objectives.

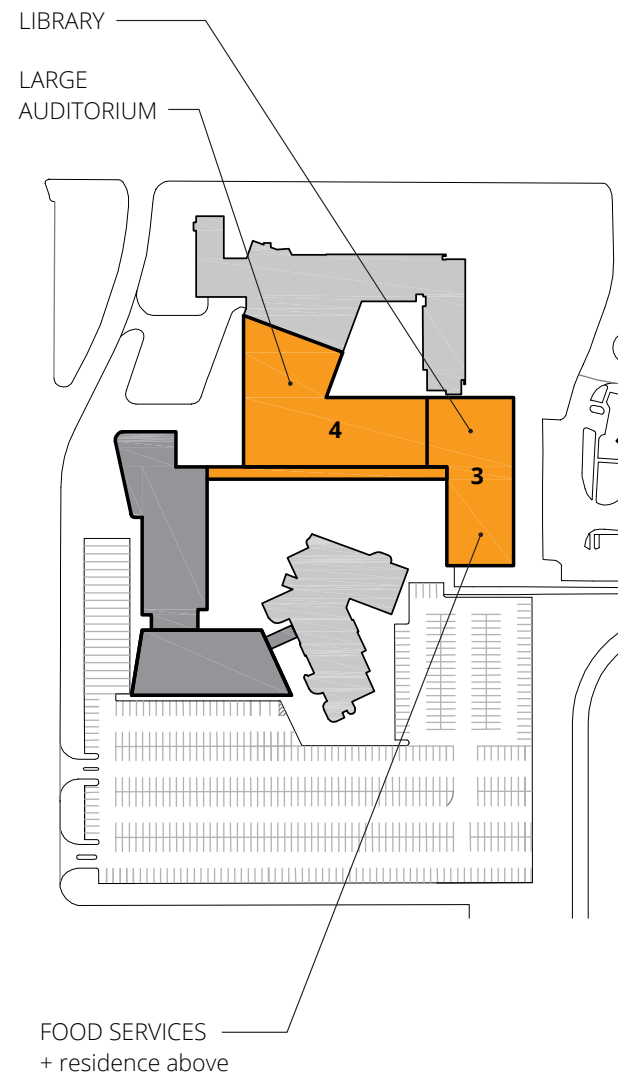
A new Central Plant is expected to be required. It's final location and scale will be governed by the Energy Master Plan.



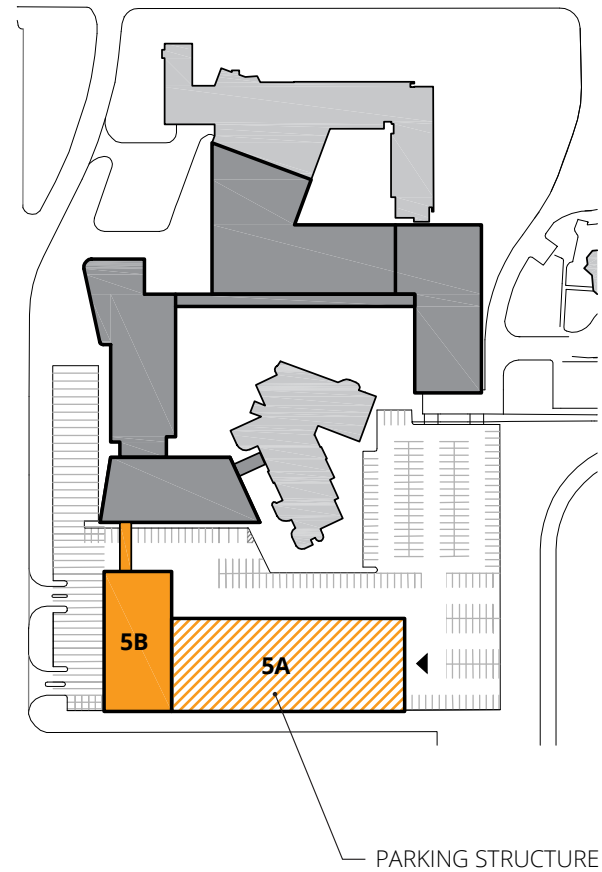
PHASE 1



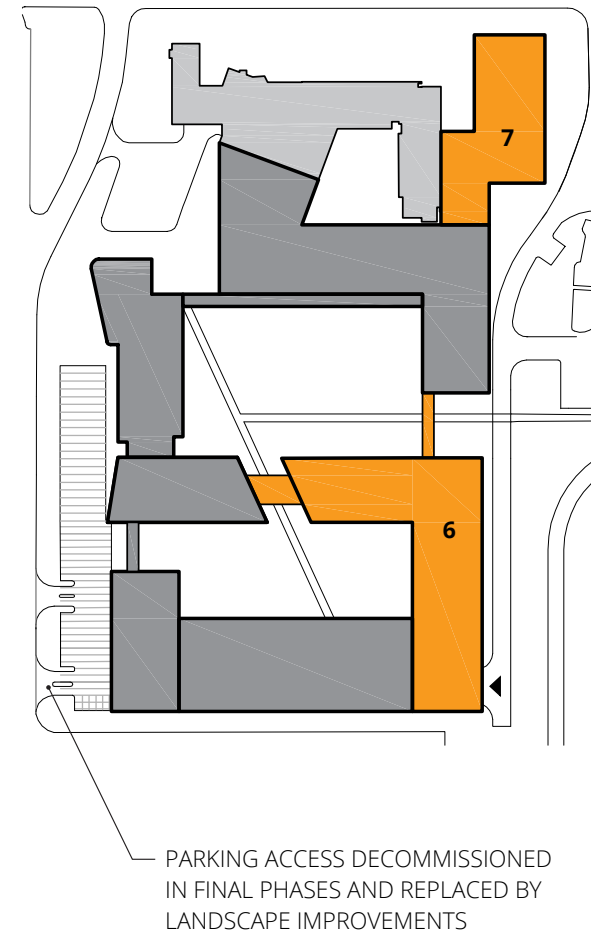
PHASE 2



PHASES 3 + 4



PHASE 5



PHASES 6 & 7

**LAKESHORE
CAMPUS**

**3.7
MASSING**

3.7.1

Aerial Context

The full development potential of Humber’s Lakeshore Campus is represented in the facing concept illustrations.

The massing of new or replacement buildings will be respectful of urban context and allowable densities on the north side of Lake Shore Boulevard.

On the south side of the Boulevard the College is aiming to create campus environments strongly articulated around place-making courtyard and quads. To that end scale, building height, and building forms which coherently define meaningful outdoor spaces are priorities.





2.7.2

Built Form Objectives

The Lakeshore Campus is part of a mixed, evolving, and lively neighbourhood that calls for sensitive design responses based on each unique building site.

This is an advantage. Humber can place high-capacity academic facilities on the Building A and Building B sites. It can create lively and engaging mixed-use buildings along Lake Shore Boulevard. And specialty-use facilities calling for long-span structures or discipline-specific facilities can be placed on the north side of the campus along Birmingham Street.





EAST-WEST CAMPUS

Preferred location for high-capacity academic buildings and a multi-parking structure. Priorities for these buildings include:

- Strong design focus on creating exceptional courtyards or quads framed by the new buildings.
- Mitigation of impact on 23rd Street and redirection of traffic eastward.



LAKE SHORE BOULEVARD

Owned properties along Lake Shore Boulevard are the locations of choice to strengthen the concept of Campus-in-the-City through mixed-use facilities that engage the community and raise Humber's presence. Priorities for these buildings include:

- Placing the buildings as close as permitted to Lake Shore Boulevard and engaging passerby at street level with transparent facades and multiple entry points.
- Placing community-oriented functions and services in these buildings.



NORTH OF CAMPUS – BIRMINGHAM STREET

This zone features institutional, community and light-industrial uses. The College plans to place specialty-use facilities in this location for programs requiring larger spaces (performing arts, media production, prototype development, etc.). Priorities for these buildings include:

- Providing large span, flexible structures suitable to changing functions and demands.



As it expands its capacity and presence, the Lakeshore Campus will continue to demonstrate the advantages and strengths of the Campus-in-the-City model that brings together city life vibrancy, the quieter enjoyment of urban parks, the celebration of heritage and the engagement and contribution of surrounding communities.



These appendices include development proposals advanced concurrently with the CLUP activities. They demonstrate the application of CLUP principles and contributed to phasing considerations.

As proof-of-concepts they are illustrative of CLUP applicability.

APPENDIX A

This Appendix captures options for the
LOGISTICS HUB

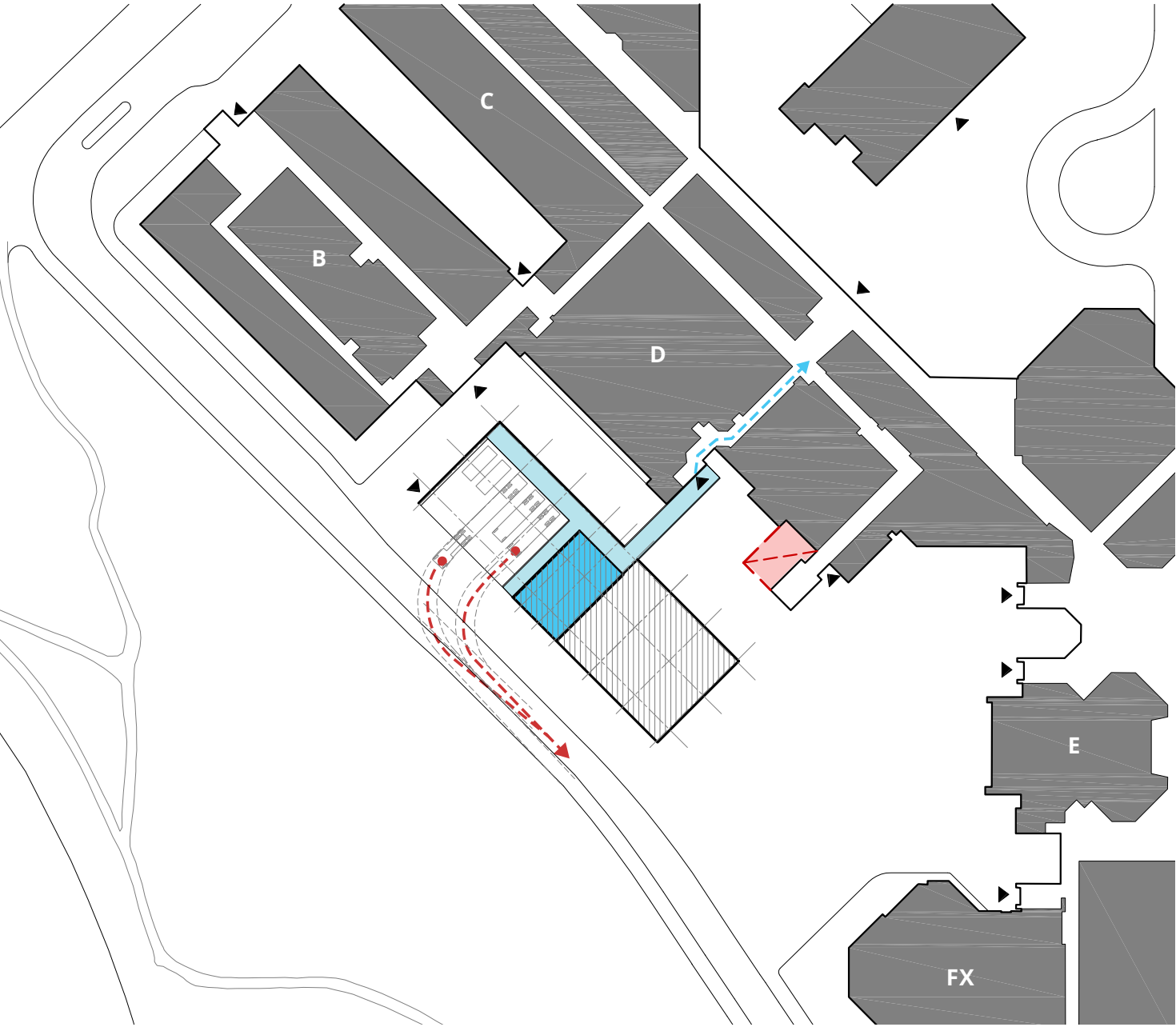
APPENDIX A

Options: Logistics Building Locations

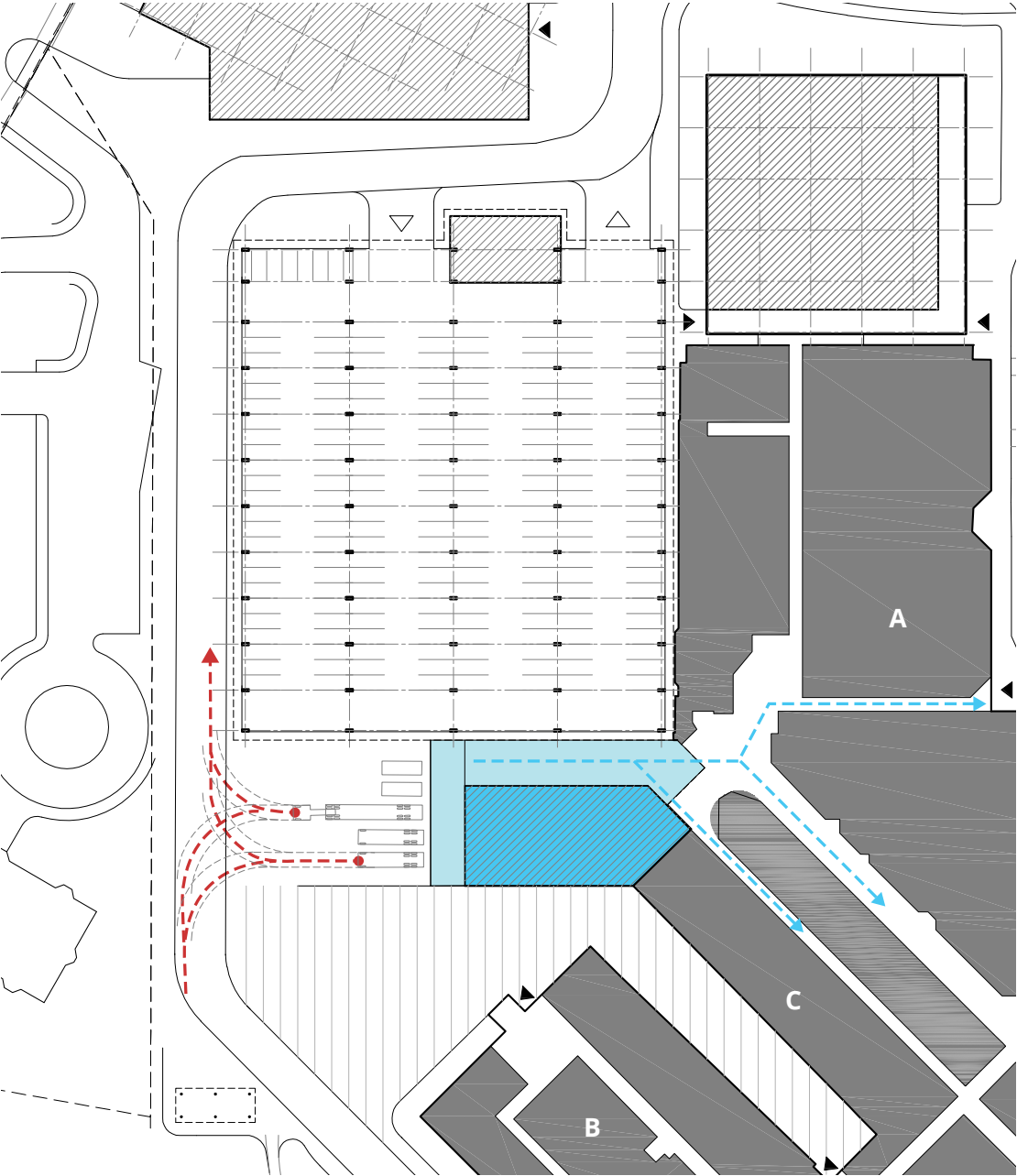
Re-locating the existing loading and delivery areas out of the centre of the campus is important towards achieving a pedestrian-friendly environment, and in improving logistical efficiency.

Two alternative locations are proposed for consideration.

Option 1



Option 2



APPENDIX B

This Appendix captures options for
PLAYING FIELD LOCATIONS

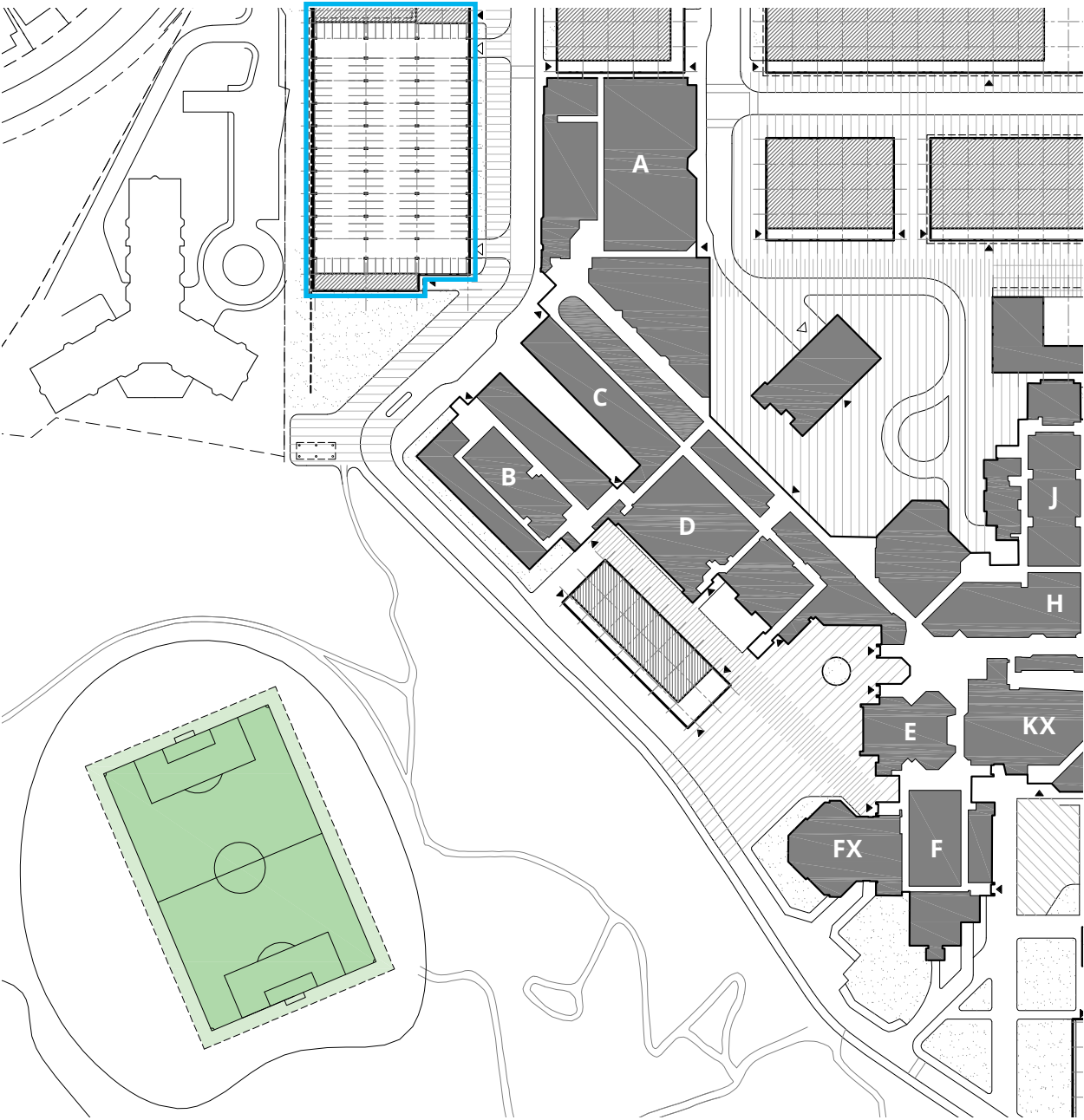
APPENDIX B

Options: Playing Field Locations

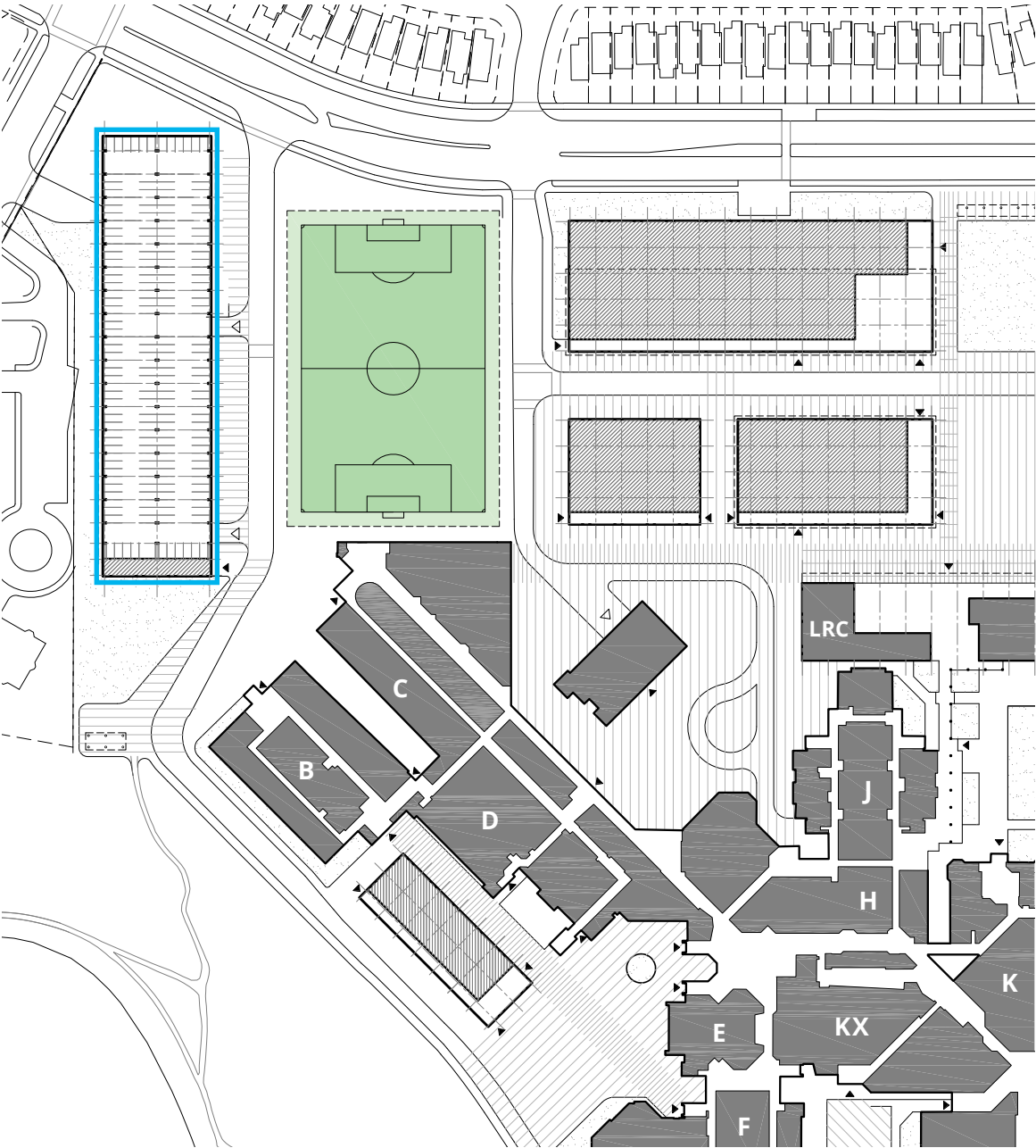
Accommodating a full size playing field on-campus poses several challenges, namely: space constraints limit location options, and the site area required displaces potential parking structures.

Three options are proposed, each balancing parking versus playing demands differently.

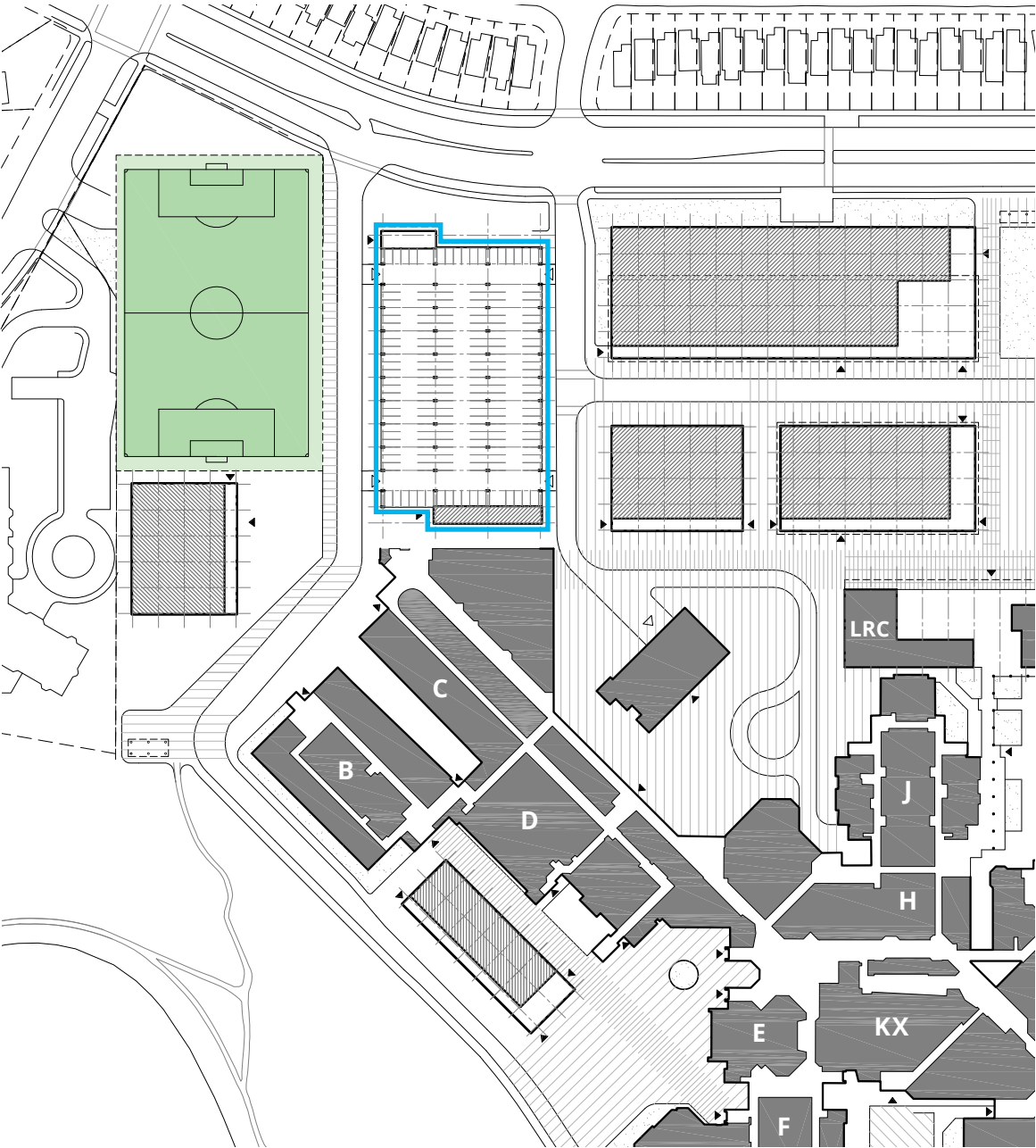
Option 1



Option 2



Option 3



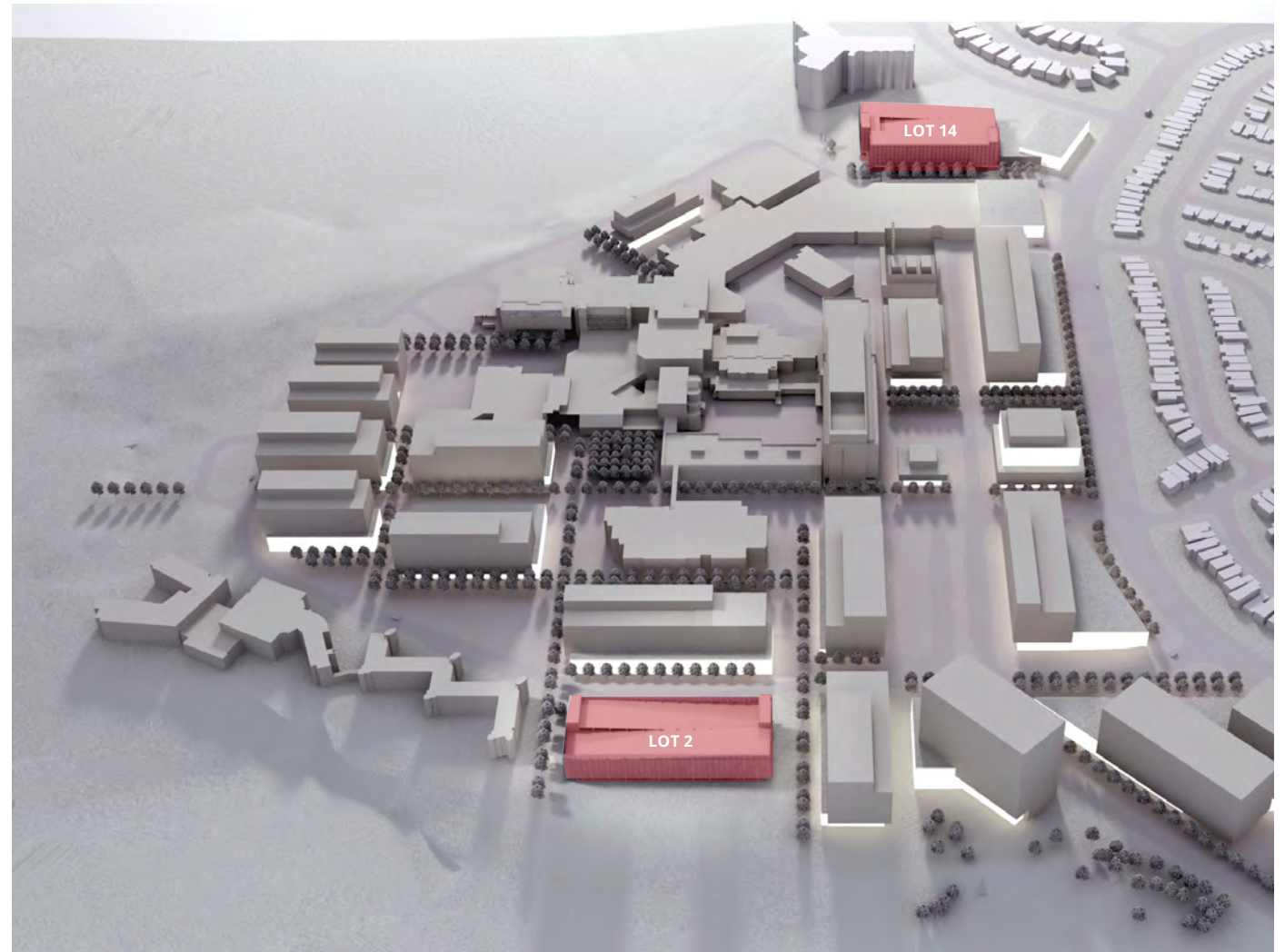
APPENDIX C

This Appendix captures additional exploration of the
PARKING STRUCTURES

APPENDIX C

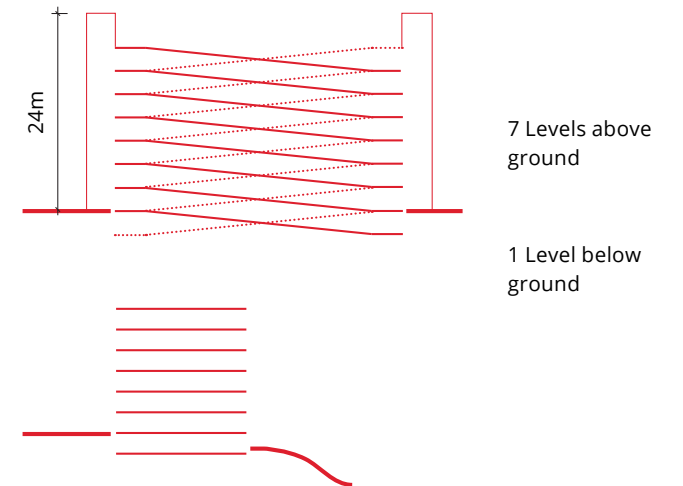
Lot 2 Parking Structure

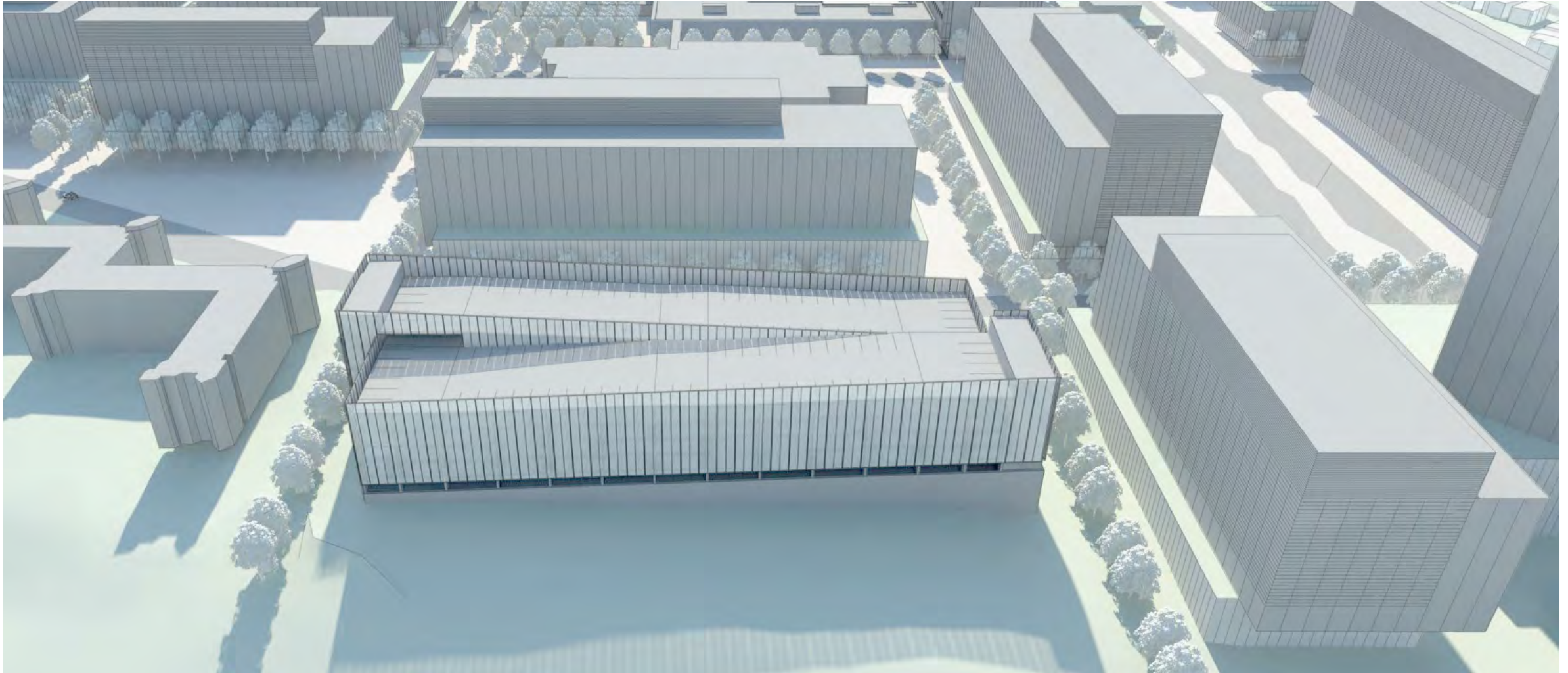
Based on the pending decommissioning of Lot 5 for the construction of the LRT and new Highway #27 access, an immediate replacement capacity study was advanced. Additional capacity was desired to free other parcels for development consistent with the CLUP. Two parcels were put forward as appropriate candidates. **Ultimately Lot 2 was preferred.**



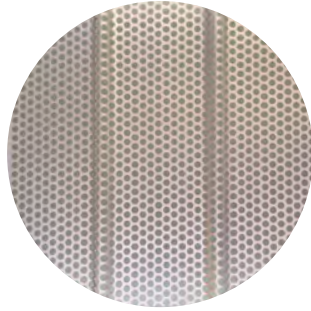


LOT 2
980





Parking Structure Materiality



APPENDIX D

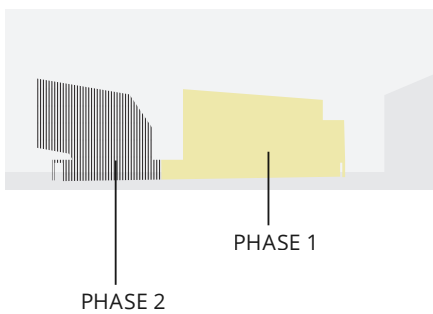
This Appendix captures the concept design of the
CENTRE FOR TECHNOLOGY & INNOVATION

APPENDIX D

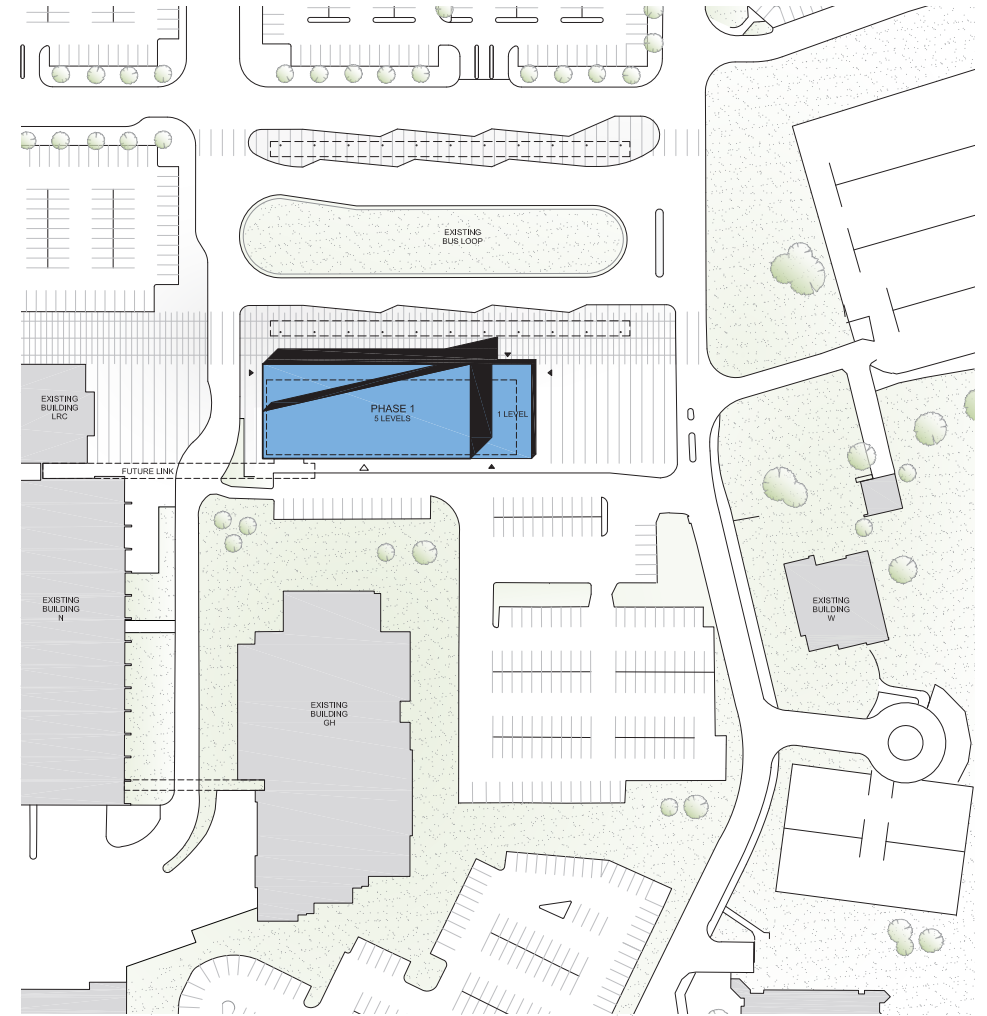
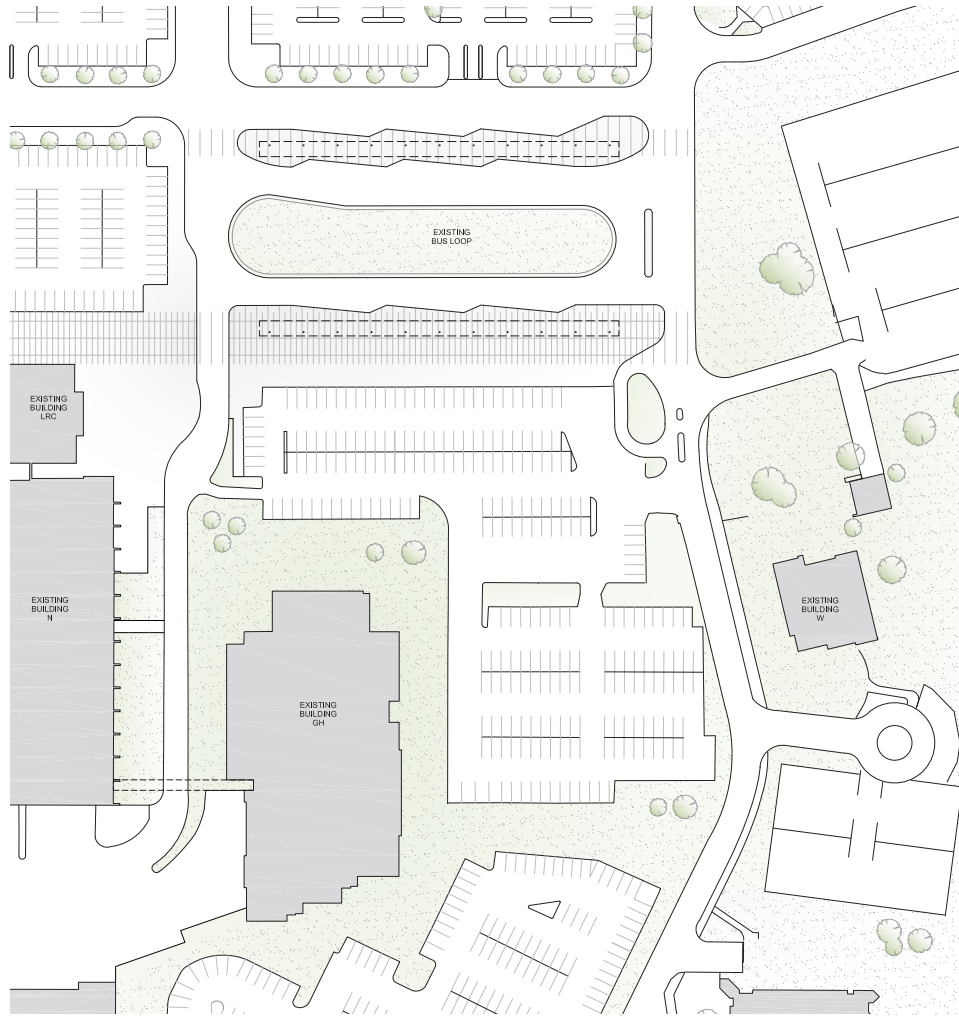
Centre for Technology & Innovation

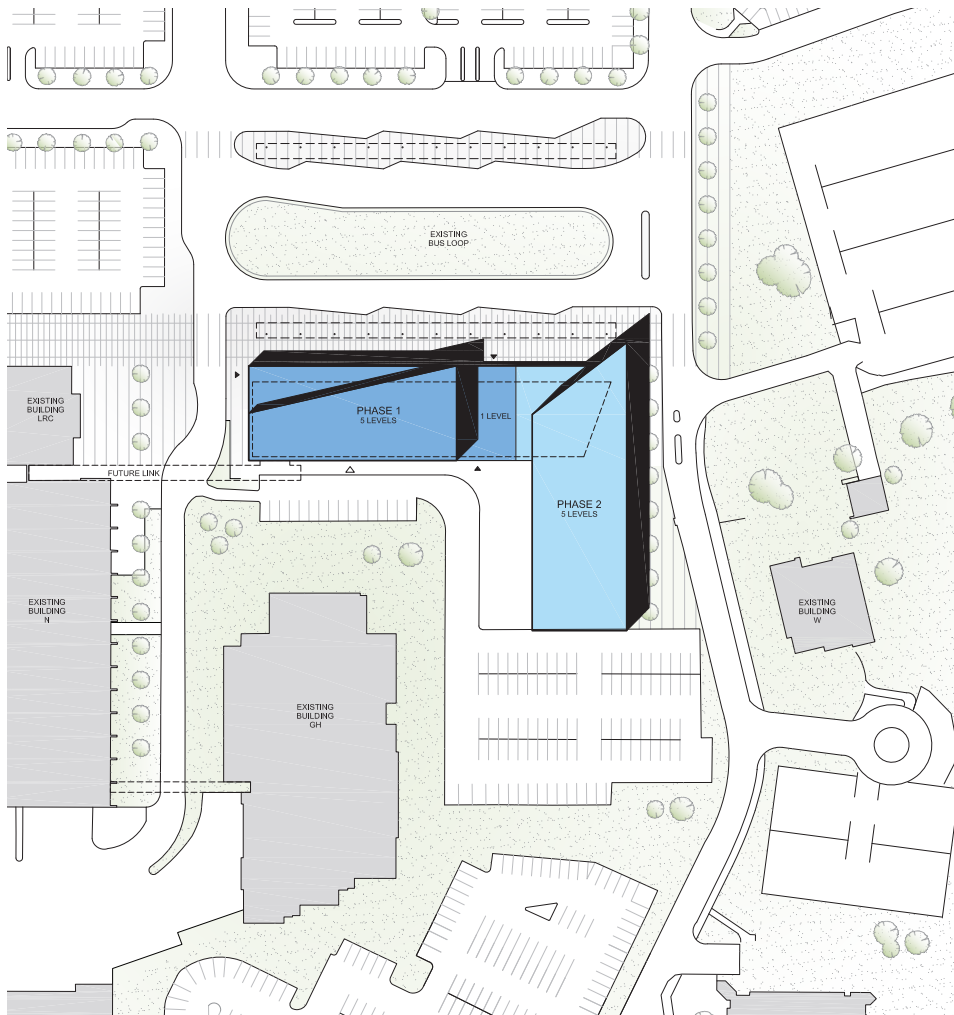
A concept design for the CTI was advanced based on CLUP principles as a proof-of-concept. This exercise demonstrates how CLUP considerations are implemented and CLUP ambitions achieved.

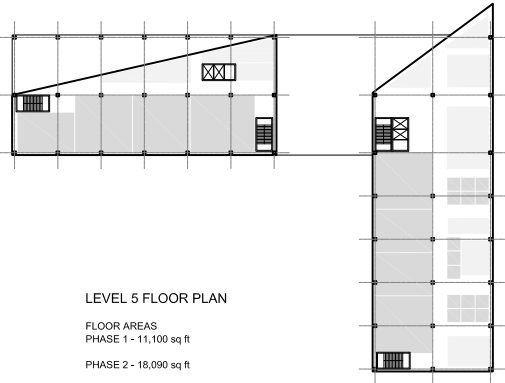
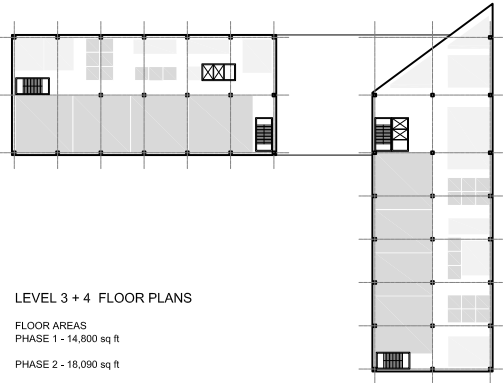
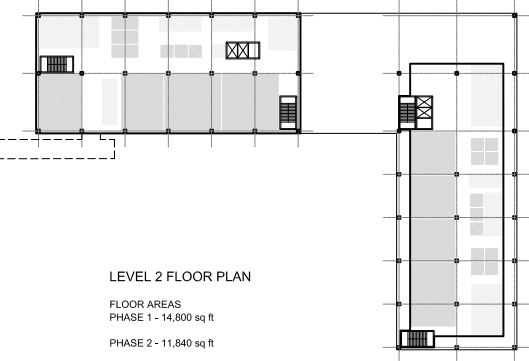
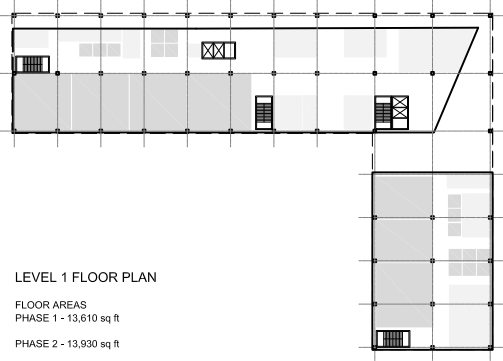


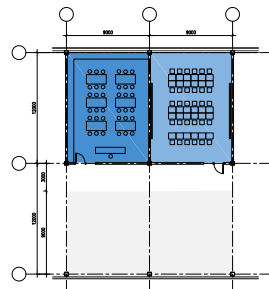


CENTRE FOR TECHNOLOGY & INNOVATION - North Campus
View from bus terminal

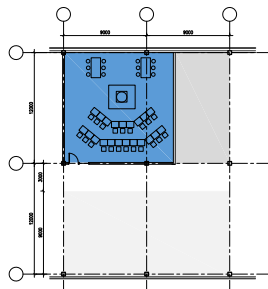




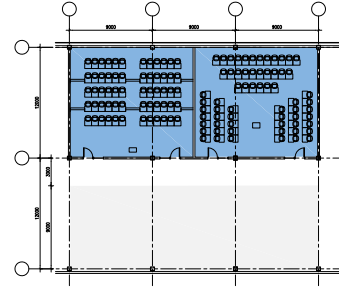




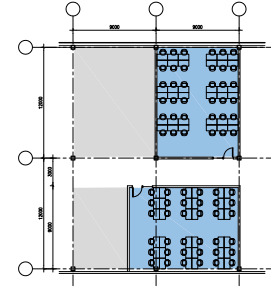
MOBILE TECHNOLOGY LABS



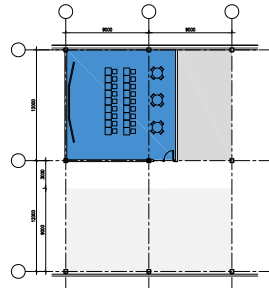
TECHNOLOGY INCUBATOR



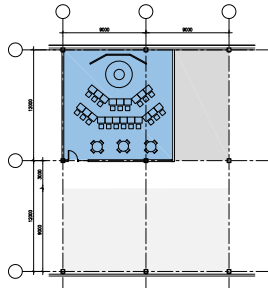
LARGE-SIZE CLASSROOM 50-60 CAPACITY



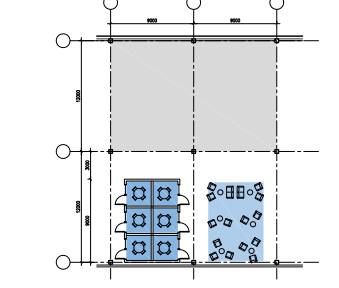
MEDIUM-SIZE CLASSROOM 30-40 CAPACITY



BIM + VIRTUAL REALITY LAB

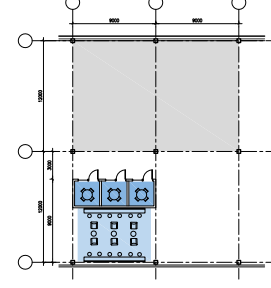


ADVANCED MANUFACTURING + MECHATRONICS

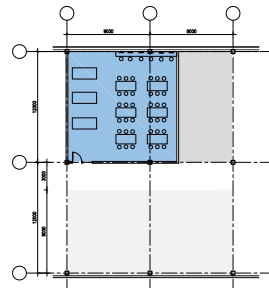


GROUP STUDY ROOMS

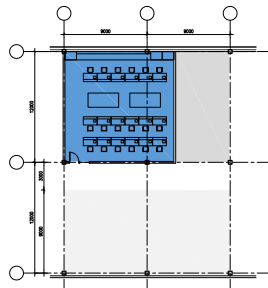
SOFT SEATING AREA



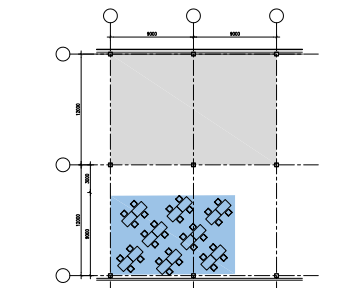
INFORMAL STUDY COUNTER



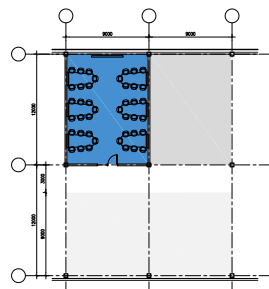
MAKER LAB



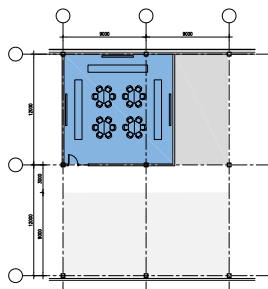
ELECTRONICS + POWER LAB



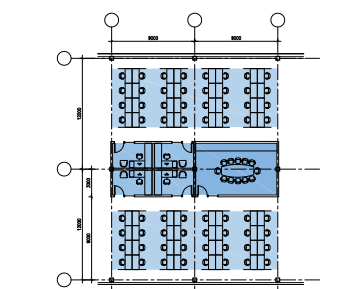
INFORMAL STUDY AREA



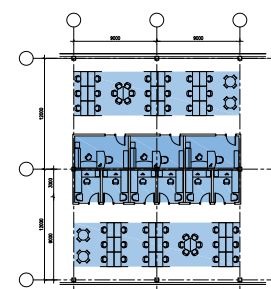
DIGITAL MEDIA STUDIO



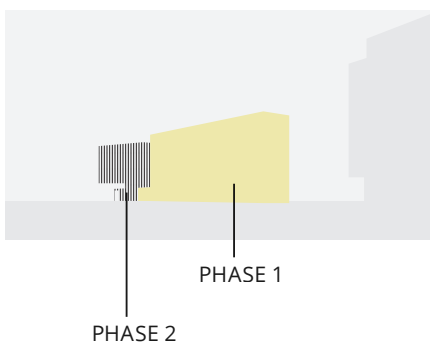
INFORMATION + COMMUNICATION TECH LAB



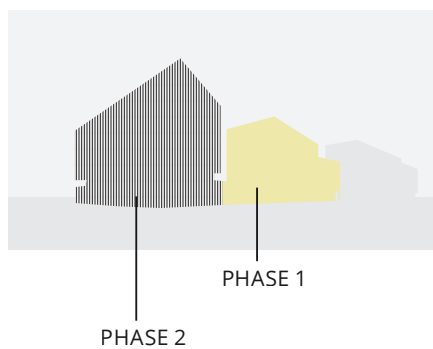
OFFICE LAYOUT 1



OFFICE LAYOUT 2



CENTRE FOR TECHNOLOGY & INNOVATION - North Campus
View on approach from west



CENTRE FOR TECHNOLOGY & INNOVATION - North Campus
View on approach from new Humber LRT Station

APPENDIX E

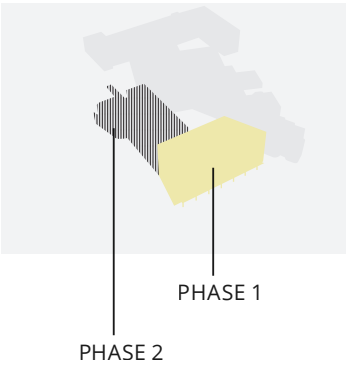
This Appendix captures the concept design of the
CENTRE FOR INNOVATION IN CREATIVE ENTERPRISE

APPENDIX E

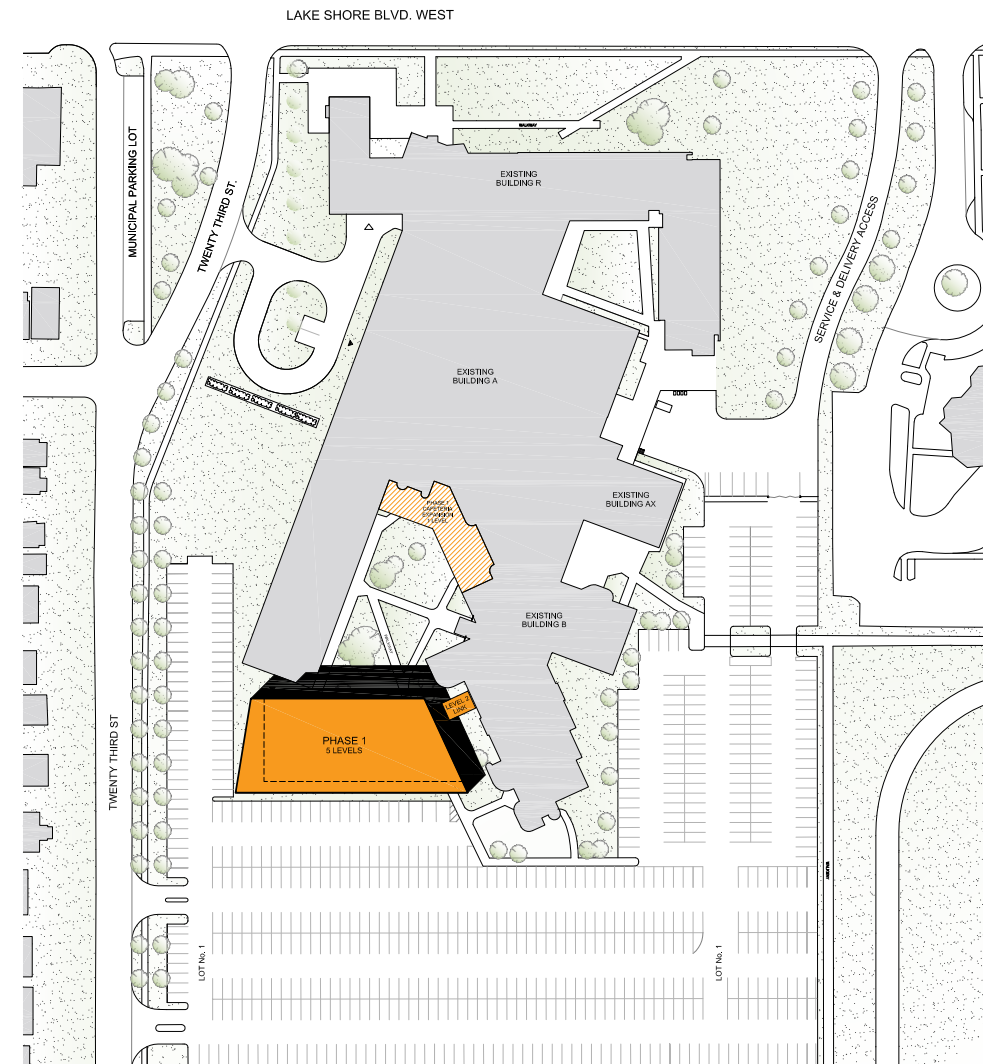
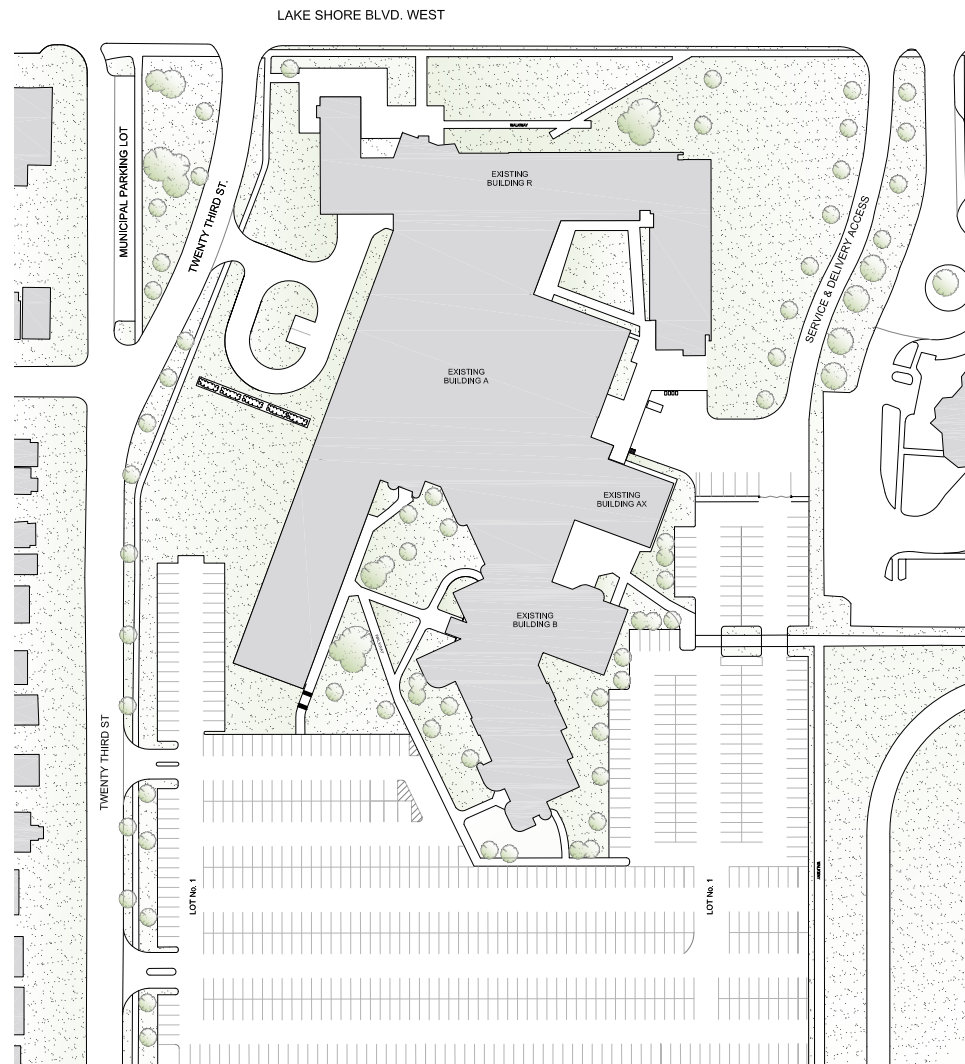
Centre for Innovation in Creative Enterprise

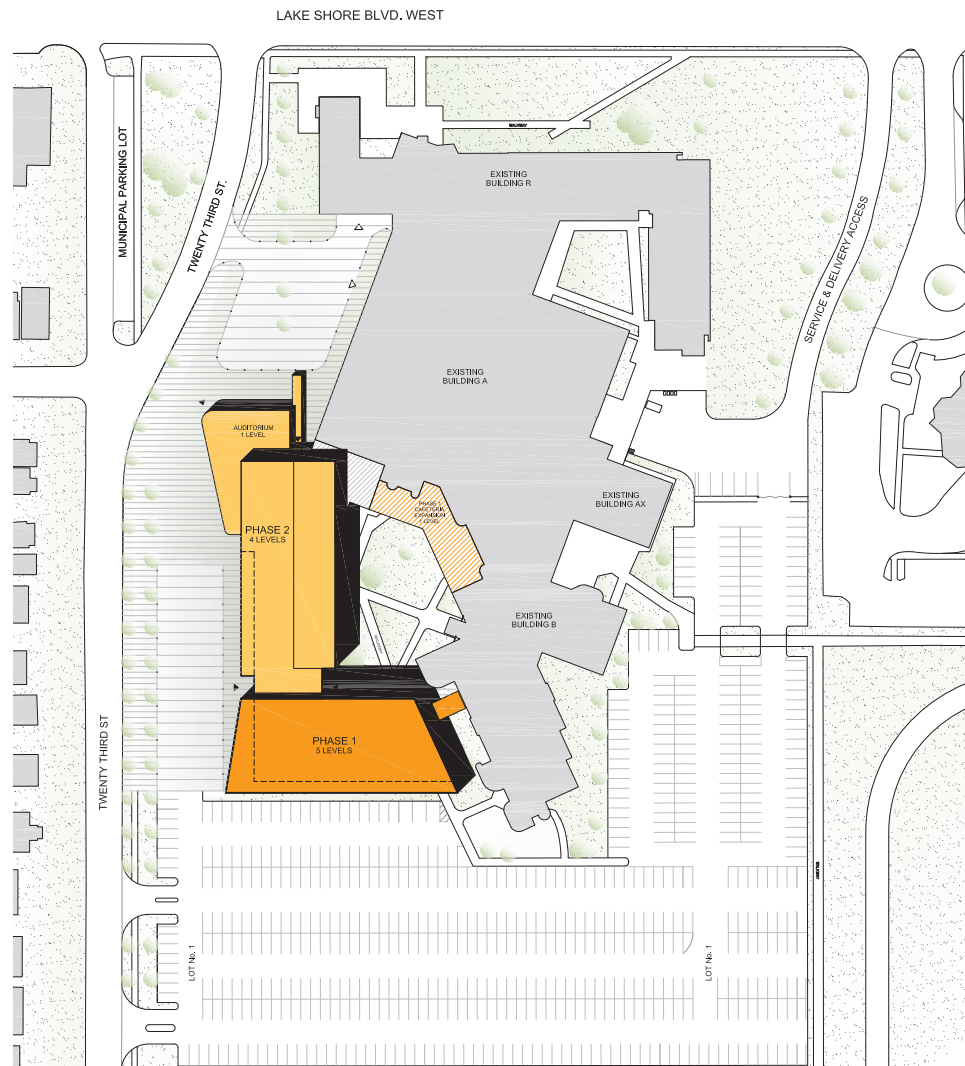
A concept design was advanced for the CICE based on CLUP principles. The design demonstrates a workable phasing and demolition scenario, and a massing strategy which is sensitive to its context.

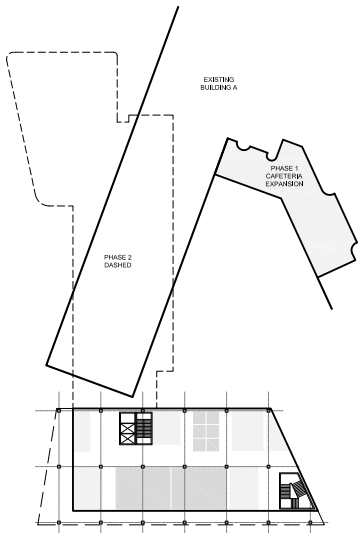
CENTRE OF INNOVATION IN CREATIVE ENTERPRISE - South Campus
Axonomic from the south-west corner





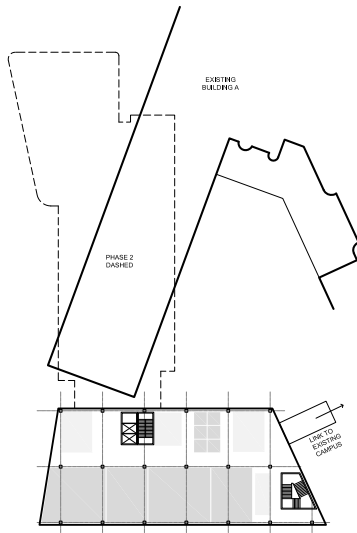






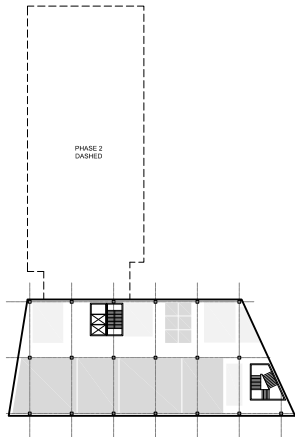
LEVEL 1 FLOOR PLAN

FLOOR AREAS
 PHASE 1 - 11,260 sq ft
 PHASE 1 CAFETERIA - 6,100 sq ft



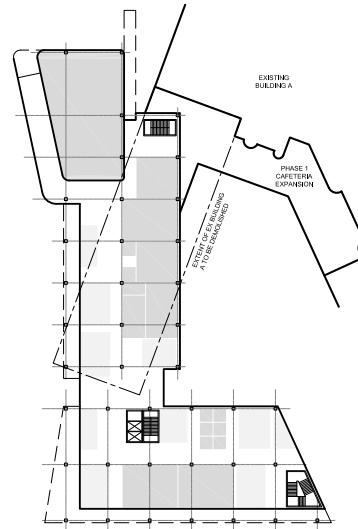
LEVEL 2 FLOOR PLAN

FLOOR AREAS
 PHASE 1 - 15,070 sq ft



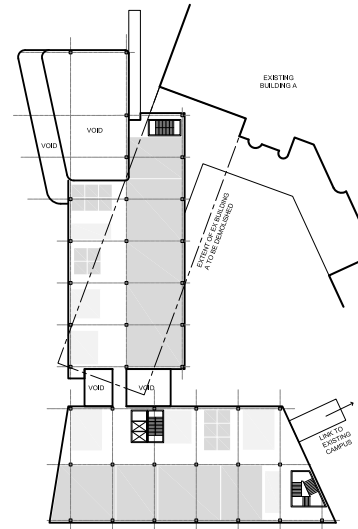
LEVEL 3, 4 + 5 FLOOR PLANS

FLOOR AREAS
 PHASE 1 - 14,470 sq ft



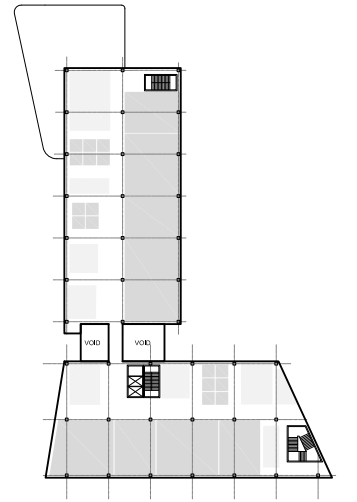
LEVEL 1 FLOOR PLAN

FLOOR AREAS
 PHASE 1 - 11,260 sq ft
 PHASE 1 CAFETERIA - 6,100 sq ft
 PHASE 2 - 19,600 sq ft



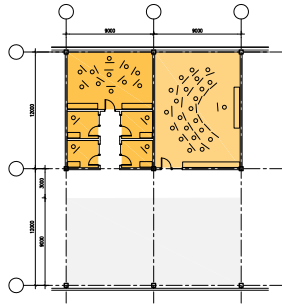
LEVEL 2 FLOOR PLAN

FLOOR AREAS
 PHASE 1 - 15,070 sq ft
 PHASE 2 - 11,000 sq ft

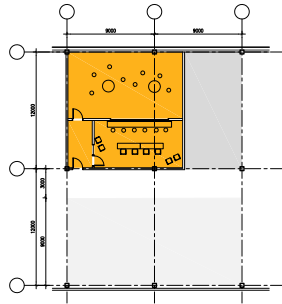


LEVEL 3 + 4 FLOOR PLANS
 LEVEL 5 FOR PHASE 1 ONLY

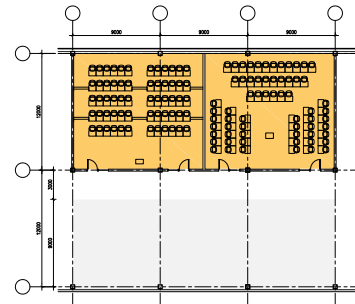
FLOOR AREAS
 PHASE 1 - 14,470 sq ft
 PHASE 2 - 15,130 sq ft



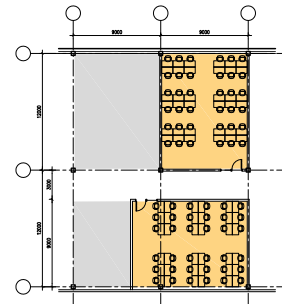
MUSIC REHEARSAL



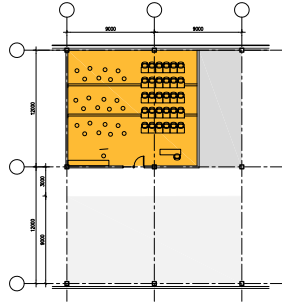
MUSIC STUDIO



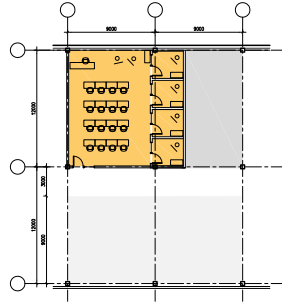
LARGE-SIZE CLASSROOM 50-60 CAPACITY



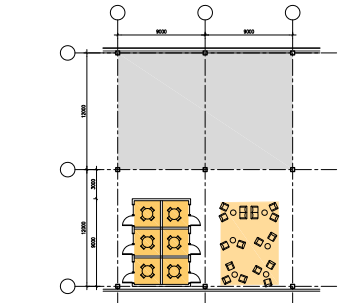
MEDIUM-SIZE CLASSROOM 30-40 CAPACITY



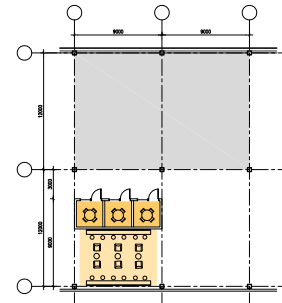
MUSIC CLASSROOM 1



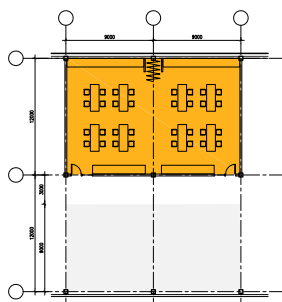
MUSIC CLASSROOM 2



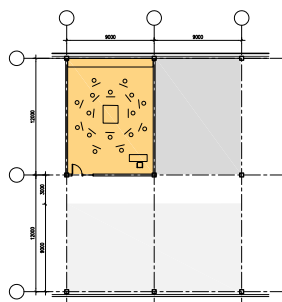
GROUP STUDY ROOMS
SOFT SEATING AREA



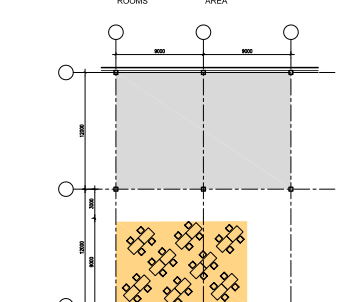
INFORMAL STUDY COUNTER



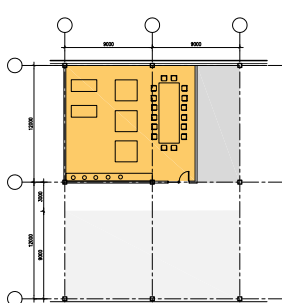
ART STUDIO



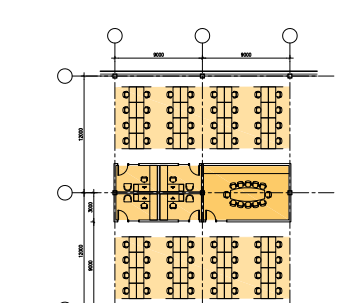
ART ROOM



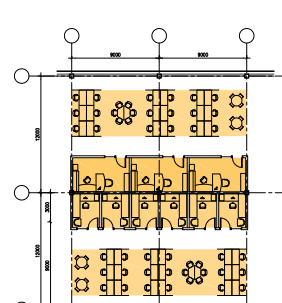
INFORMAL STUDY AREA



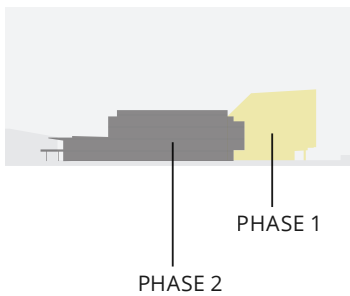
INSTALLATION / SCULPTURE STUDIO



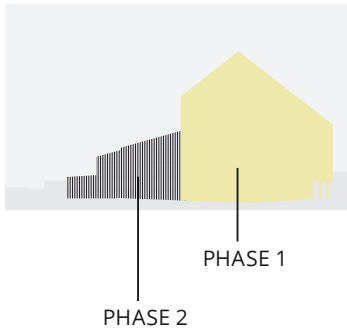
OFFICE LAYOUT 1



OFFICE LAYOUT 2



CENTRE OF INNOVATION IN CREATIVE ENTERPRISE - South Campus
Twenty Third Street elevation



CENTRE OF INNOVATION IN CREATIVE ENTERPRISE - South Campus
View north on Twenty Third Street towards Lakeshore Boulevard

APPENDIX F

This Appendix captures the concept design of the
NORTH CAMPUS LOT 4 & 5

APPENDIX F

Lot 4 & 5 Concept Design

A concept design for Lots 4 and 5 was explored as a precursor to the CLUP exercise. This yielded several important insights including important grading changes, pedestrian connection integrity, and prompted discussions on mixed use development potential, as well as the viability of shifting the centre of gravity towards the east.

Due to the prominent location and alternate-development possibilities of the parking structure site in this Concept Design, it was decided to explore other locations for a parking structure. Refer to Appendix C.



CAMPUS PLANNING CONSIDERATIONS

New LRT Station



CAMPUS PLANNING CONSIDERATIONS

Concept Sketch



CAMPUS PLANNING CONSIDERATIONS

(1) Street Frontages / Urban Edge



CAMPUS PLANNING CONSIDERATIONS

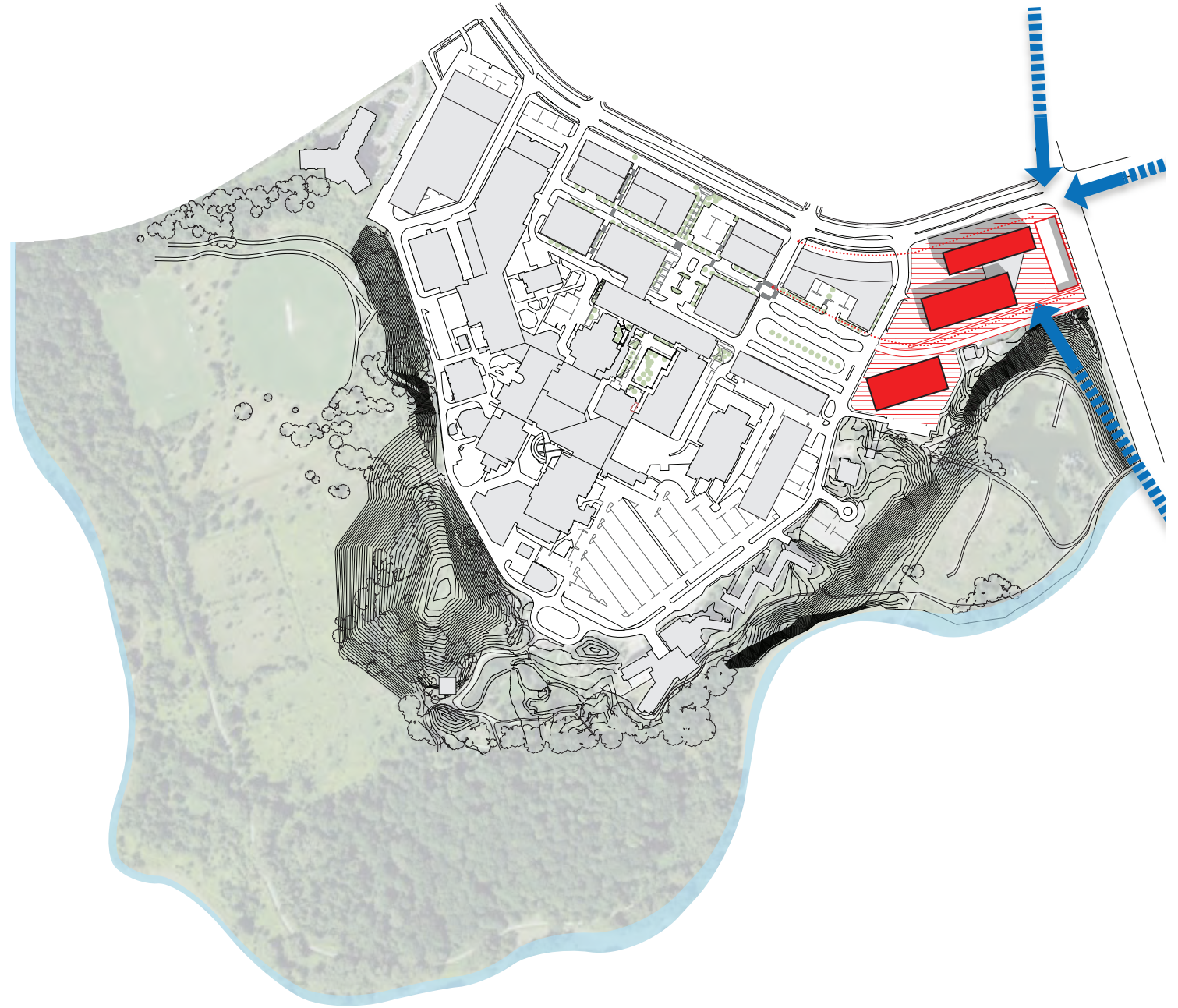
(1) Street Frontages / Urban Edge

(2) Engage the Ravine



CAMPUS PLANNING CONSIDERATIONS

- (1) Street Frontages / Urban Edge
- (2) Engage the Ravine
- (3) Front Door / Gateway



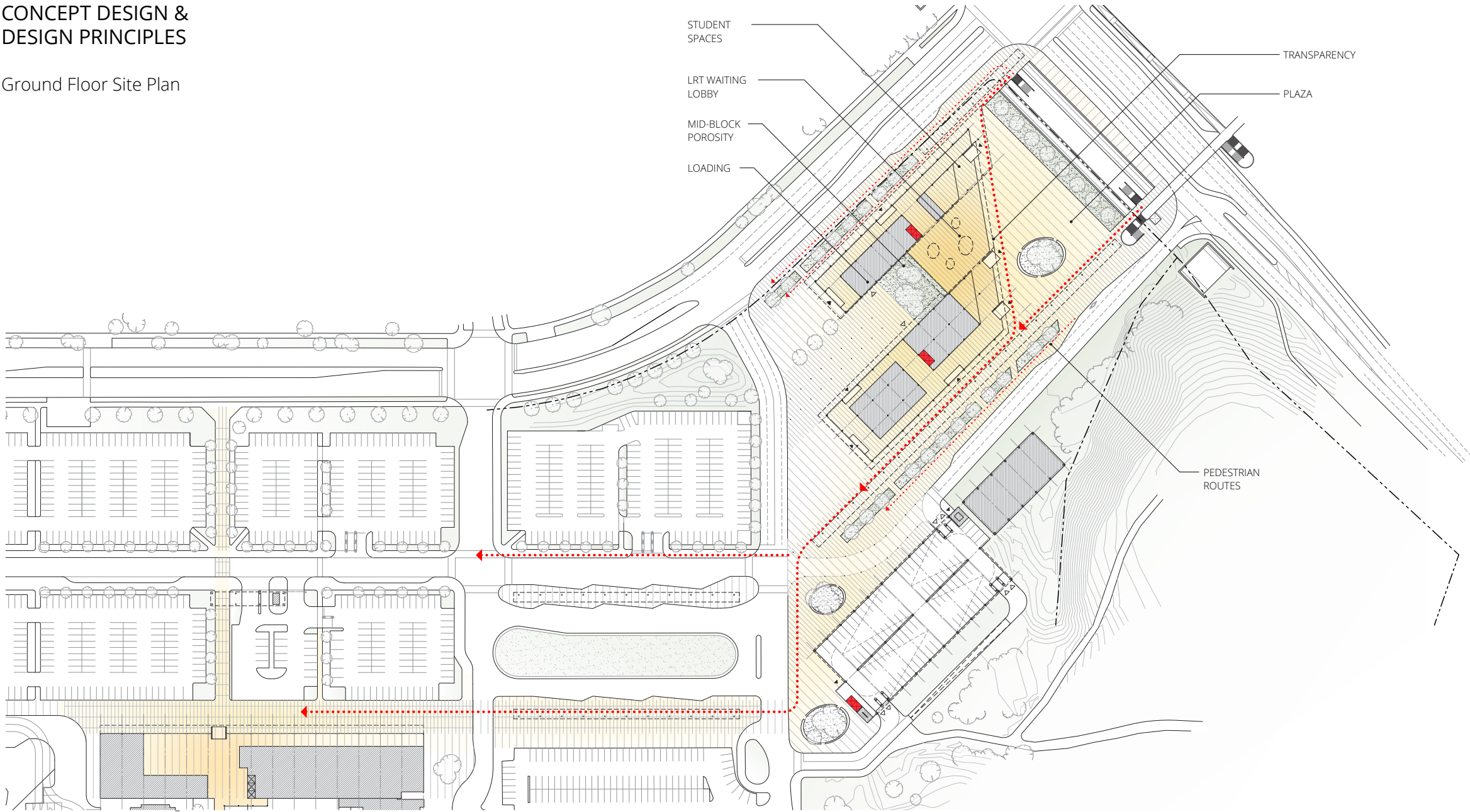
CAMPUS PLANNING CONSIDERATIONS

- (1) Street Frontages / Urban Edge
- (2) Engage the Ravine
- (3) Front Door / Gateway
- (4) Public Realm / Welcoming Pedestrian Environment



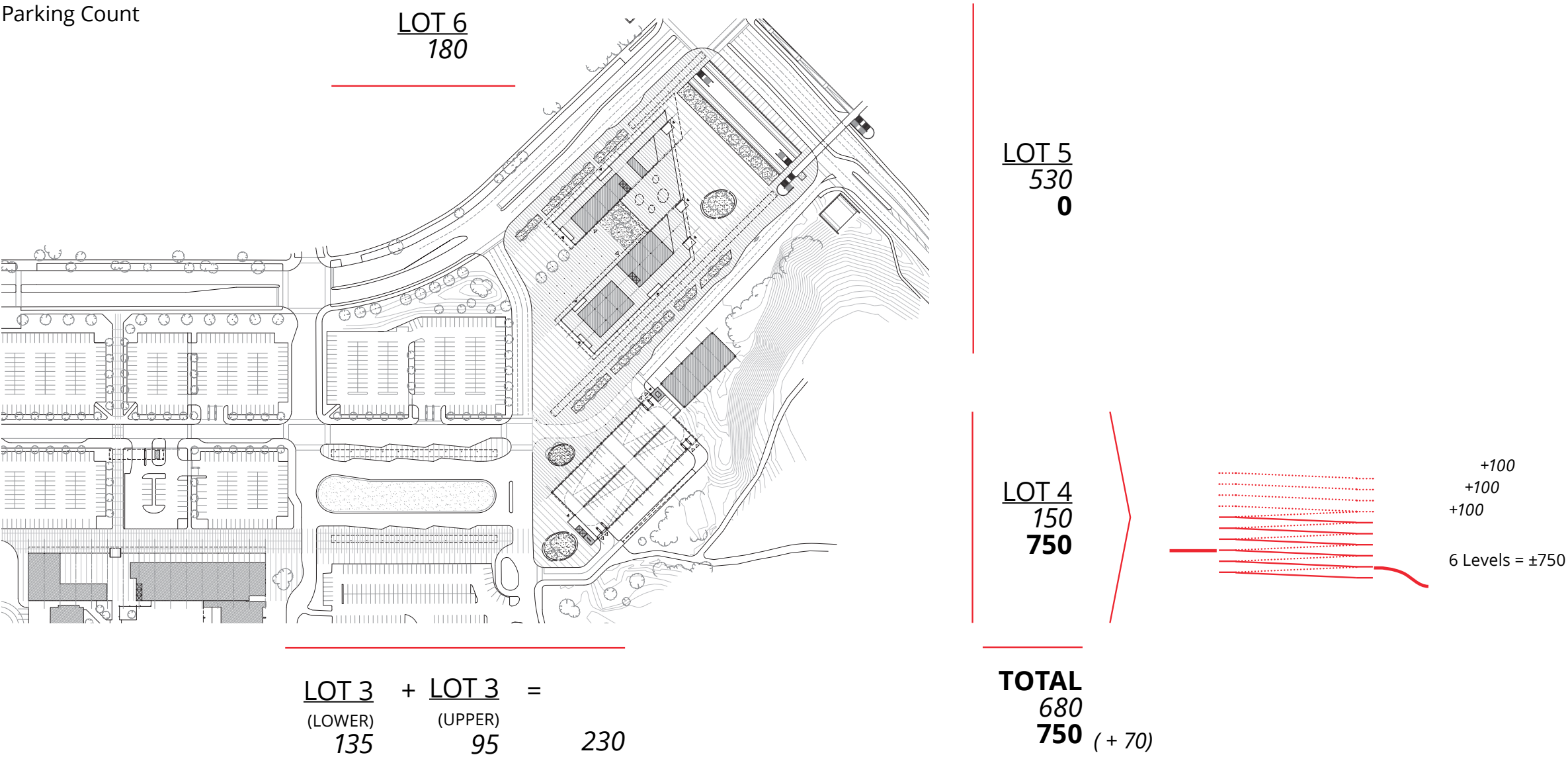
CONCEPT DESIGN &
DESIGN PRINCIPLES

Ground Floor Site Plan



CONCEPT DESIGN &
DESIGN PRINCIPLES

Parking Count



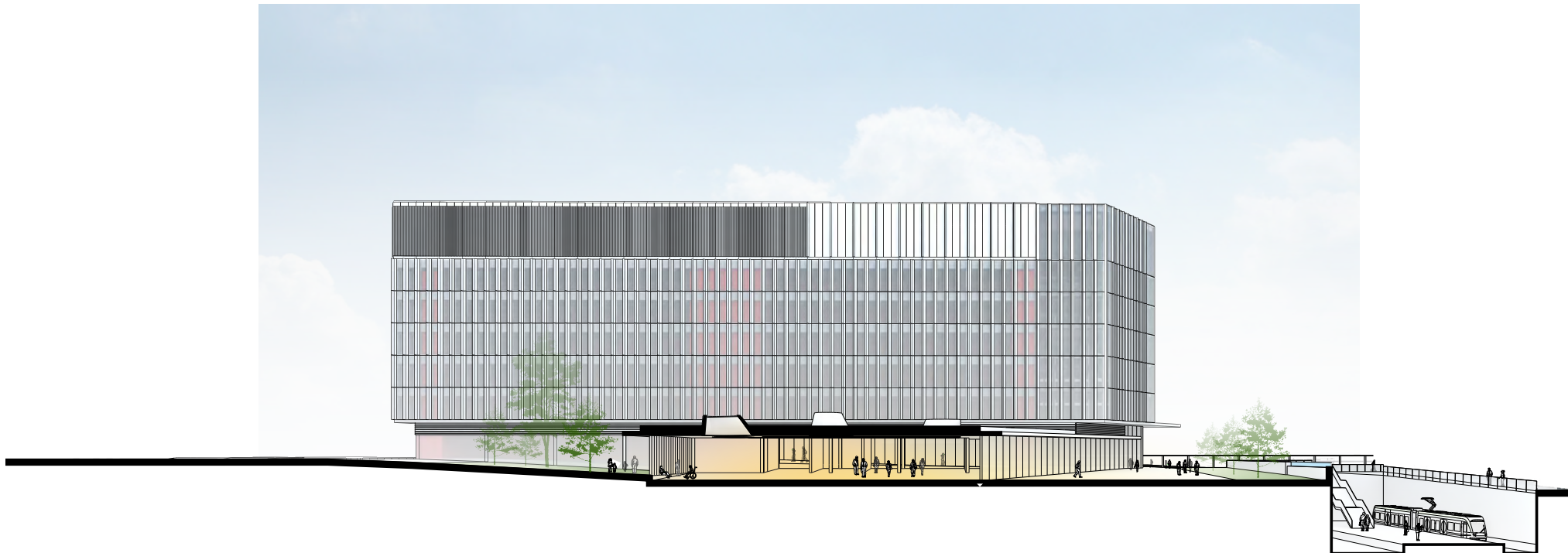


CONCEPT DESIGN & DESIGN PRINCIPLES

< View Along Humber
College Boulevard

View Upon Arrival From LRT >

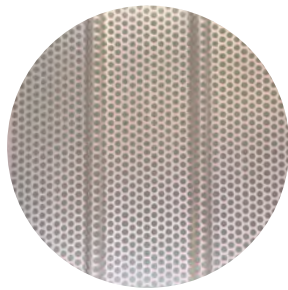




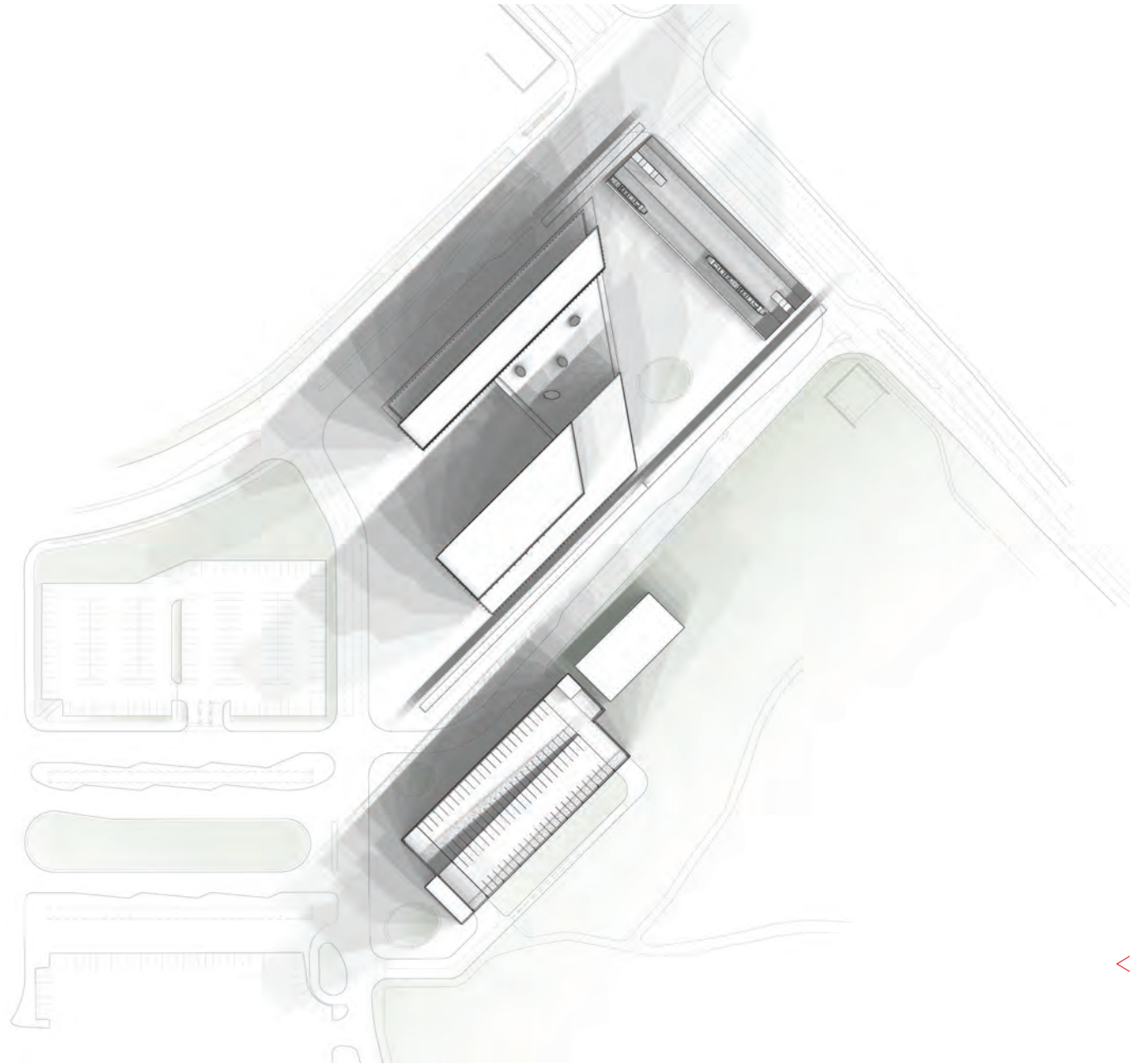
CONCEPT DESIGN & DESIGN PRINCIPLES

< Site Section

Parking Garage Materiality >



0800 hrs
0900 hrs
1000 hrs
1100 hrs
1200 hrs
1300 hrs
1400 hrs
1500 hrs
1600 hrs
1700 hrs



CONCEPT DESIGN & DESIGN PRINCIPLES

< Shadow Study on
September 21

View Across Highway #27 >



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