

2150 LAKE SHORE URBAN DESIGN GUIDELINES

2150 - 2194 - LAKE SHORE
BOULEVARD WEST
23 PARK LAWN ROAD
TORONTO

CPPIB Park Lawn Canada Inc
FCR (Park Lawn) LP

1/ VISION

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1.1

INTRODUCTION

The 2150 Lake Shore Urban Design Guidelines have been produced by Allies and Morrison on behalf of First Capital Realty to present the masterplan and urban design vision for the lands of the former Christie Cookie factory, and to support discussions with the City of Toronto, working groups, and other stakeholders as the development application proceeds.

The initial version of the guidelines were submitted as part of an OPA/SASP application by FCR to the City on October 30, 2019. Responses to comments received from the City in the first quarter of 2020 have been integrated into the current version as part of the May 2020 ZBA application.

The project establishes a strategic framework for the 2150 Lake Shore lands, to create a heart for Humber Bay Shores by delivering a new mixed-use development. This will be comprised of an intermodal transport hub, new office type uses (column 1), community amenities (column 3), an urban service/retail centre (column 2), new homes, and improvements to the local vehicular, cycling and pedestrian movement networks.

This guideline is organised into four chapters:

- The first chapter summarises **the vision** and the structuring moves of the 2150 Lake Shore masterplan, and describes the conceptual ideas upon which the guidelines are based.
- The second chapter presents **public realm guidelines** that focus on the co-ordination and delivery of a distinct, high-quality public realm framework that is crafted specifically for the 2150 Lake Shore site.
- The third chapter presents **block-level guidelines** that describe the massing, typology, and plot subdivision strategies that should inform the development of individual blocks within the scheme. These guidelines focus on creating a diverse range of desirable, liveable and workable buildings that contribute to a vibrant urban fabric.
- The fourth chapter presents **building-level guidelines** that aim to raise the architectural design quality of individual buildings by setting benchmarks for general arrangement, materiality and performance.

Together these guidelines orchestrate the efforts of various teams working on different blocks and building types in multiple phases into a coherent urban assemblage, one that will raise the quality of life in the area and generate a genuine pride of place, both for current and future residents.

1.2

THE VISION

URBAN AND GREEN

Positioned between downtown and the suburb, 2150 Lake Shore aims to deliver the best of the city with access to green and open spaces.



2150 Lake Shore sits between condominium towers and low-density development. It is in a special position to enjoy the best of both worlds: the access to outdoor amenities and green spaces common in the periphery, with the dynamic street-life and cultural buzz associated with the core.

2150 Lake Shore seeks to capture the vibrancy of downtown as well as the vitality of Toronto’s parks and ravines. It will do so through a careful balance of building typologies integrated with a landscape optimized for microclimate performance and biodiversity.

COMPLETING A PUZZLE

A void exists in the centre of Humber Bay Shores. 2150 Lake Shore aspires to be the heart for a new community.



Surrounded by condominium towers to the south and to the east, and facing expressway and railway lines to the west, the site of the former cookie factory will play a critical role in defining the future character of the area. As a large, consolidated property, 2150 Lake Shore has a unique opportunity to deliver a comprehensive level of placemaking that has not been possible with the smaller plots and piecemeal developments around it.

2150 Lake Shore will be a convivial neighbour, looking to blur the boundaries along Park Lawn Road and Lake Shore

Boulevard West. Through a sensitive and inviting public realm along these edges, the masterplan aims to uplift the pride of place across all of Humber Bay Shores.

Moreover, 2150 Lake Shore will provide the missing amenities, community services and job opportunities needed to establish a full-fledged neighbourhood, serving the needs of people from all walks of life.

SPACES, THEN BUILDINGS

At 2150 Lake Shore, buildings will prioritize their civic responsibilities and work together to create a great public realm.



Rather than competing for individual attention, buildings will collaborate to create a dynamic variety of new spaces, framing squares, parks, streets and promenades. The experience of pedestrians and cyclists will be paramount to the design of 2150 Lake Shore, with street alignments calibrated for interesting views and streetscapes.

The proportioning of space between buildings and the interconnection of these spaces will be baked into the structure of the masterplan, through blocklines, building height limits, setbacks and public rights-of-way. Design guidelines will promote the conscientious detailing of street-level facades– encouraging a high quality public realm through attention to materiality, comfort, sociability and safety.

WELL CONNECTED

A new multi-modal transit hub integrated into the urban fabric of 2150 Lake Shore will be a fundamental provision of the masterplan.



A new GO Train station will bring downtown jobs closer to local residents, and help make Humber Bay Shores an attractive employment destination in its own right. The station will reduce transit time to the TO Core to 12 min, and make the site accessible to a larger commuter pool within the Golden Horseshoe of southern Ontario.

The design of the 2150 Lake Shore street system and the transit hub have been co-ordinated to ‘normalize’ inter-modal transfers into the life of the city. Rather than isolating all exchanges within a single facility, connections to buses, streetcars, bikes, and pedestrian networks have been opened up to spread the benefits of street animation and footfall to the wider area.

A PLACE ‘OF THE PLACE’

Ultimately, 2150 Lake Shore aims to create a genius loci, a sense of spirit and identity for Humber Bay Shores.



2150 Lake Shore aspires to be more than a masterplan and become a real piece of the city. Its gravitas, scale, and visibility will change the image of Toronto at large, from aerial approaches into Pearson Airport to commuter perceptions from the Lakeshore GO Train and the Gardiner.

Even more crucial than this outward image will be the local sense of place and the new quality of life it will bring. 2150 Lake Shore will pay careful attention to the experiential qualities of space – of what it really feels like being there – so that Humber Bay Shores will count its name amongst the other well-loved neighbourhoods of Toronto.

SUSTAINABILITY

2150 Lake Shore has set an ambitious sustainability vision which has been translated into the Master Plan’s sustainability strategy.

The 2150 Lake Shore development will set a benchmark for sustainability and will inspire new Master Plans in Canada and around the world that are resilient to a changing climate. It supports the City of Toronto’s Resilience Strategy and contributes to TransformTO, the City’s ambitious climate action strategy.

The structure of the 2150 Lake Shore sustainability strategy uses a hierarchy of themes, objectives and criteria to articulate and define how the vision will be achieved. Seven themes, drawn out from analysis of the project’s impact on and/or contribution to each of the 17 United Nations Sustainable Development Goals, capture the breadth of the project’s response to the client’s ambitious sustainability aspirations and opportunities unique to the 2150 Lake Shore site.

The seven sustainability themes identified for the project (in no particular order) are:

-  Biodiversity and access to nature
-  Site-wide water management
-  Towards zero carbon
-  Materials and resource efficiency
-  Transport and mobility
-  Wellbeing and social value
-  Adaptable and climate resilient

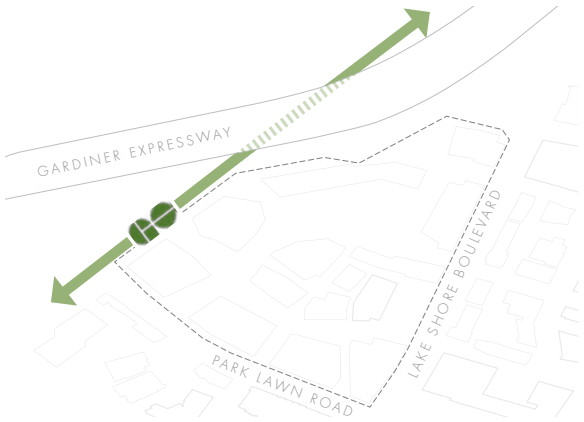
1.3

STRUCTURING MOVES

A NEW GO STATION

Introduce the Park Lawn GO Station

The concept Master Plan will provide a new GO Station, with the platform spanning across Park Lawn Road, enhancing transportation choice and relieving vehicular traffic in the area.



THE NEW RELIEF ROAD

Provide traffic relief for the neighbourhood with the new Relief Road

The “Relief Road” is a service road and bypass route running along the northern edge of the site, connecting the Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east. This diverts commuter traffic away from Park Lawn Road and Lake Shore Boulevard West, also providing access to below grade parking and servicing areas within the site. Diverting new and existing traffic north of the site to calm Park Lawn Road and Lake Shore Boulevard West will allow these streets to take on a more pedestrian friendly, main street character.



BLURRED BOUNDARIES

Repair site edges and extend connections into the site through an ‘urban picturesque’ street and block pattern

New internal streets extend from the surrounding street network, creating a loop with spokes that will draw transit vehicles, cars, pedestrians and bikes into the site, creating a multi-modal transit node at the GO station.

The non-orthogonal street network mediates between the regular street grid of the surrounding context with the triangular shape of the site, creating picturesque street views from oblique angles and block compositions as one walks through the area. The irregular street network also enhances the microclimate at street level by deflecting wind coming through the channels of the surrounding block grid. New development and ground level uses along the site edges will further improve the existing streets and integrate with the surrounding context.



A RICH OPEN SPACE STRATEGY

Deliver two new squares and a park for the community

Three major open spaces are complemented by a series of smaller open spaces to create a dynamic community-oriented public realm experience spread across the entire site. The new public park will provide outdoor amenities and greenery, with the two squares providing local places of gathering focused on different surrounding uses: service/retail (column 2), transport, and entertainment.



JOB OPPORTUNITIES

Establish a new employment area to relate to the Gardiner, Rail Corridor and Ontario Food Terminal

A cluster of new office uses (column 1) are concentrated around the GO station, Station Square and the public park. These uses contribute to a transition and buffer, supporting land use compatibility between sensitive uses to the south and the movement corridors and Food Terminal to the north. Office uses also round out the mix of residential, service/retail (column 2) and community services and facilities (column 3) anticipated on the site, creating a range of local, transit-oriented jobs – an important part of a complete community.



A COVERED GALLERIA

Create a system of publicly accessible covered spaces to draw pedestrians into and through the site

The galleria is conceived of as a covered pedestrian street, open to the elements but offering protection from wind, rain and snow, creating connections through the heart of the site. Creating an vibrant, all-season service/retail (column 2) environment and place of encounter in the centre of the site, the galleria also provides key pedestrian connections to the site's major open spaces, the GO Station, and to clusters of new office (column 1), residential, and service/retail (column 2) uses across the full site.



- 1 / Vision
- 2 / Public Realm Guidelines
- 3 / Block Guidelines
- 4 / Building Guidelines

1.4 MASTERPLAN

The masterplan begins with a strong public realm hierarchy, comprised of a tightly integrated network of streets, squares, parks, and laneways.

Building massing is crafted to support this public realm structure. Deployed throughout the massing is a refined mixed-use strategy.

Street level frontages are animated by service/retail (column 2), office (column 1), and select residential typologies, and key sites dedicated to civic uses and community services.

Mid-range levels are designated for suitable office (column 1), service/retail and commercial (column 2) uses, and the tallest buildings will focus on residential provision.



Illustrative roof plan

Residential component

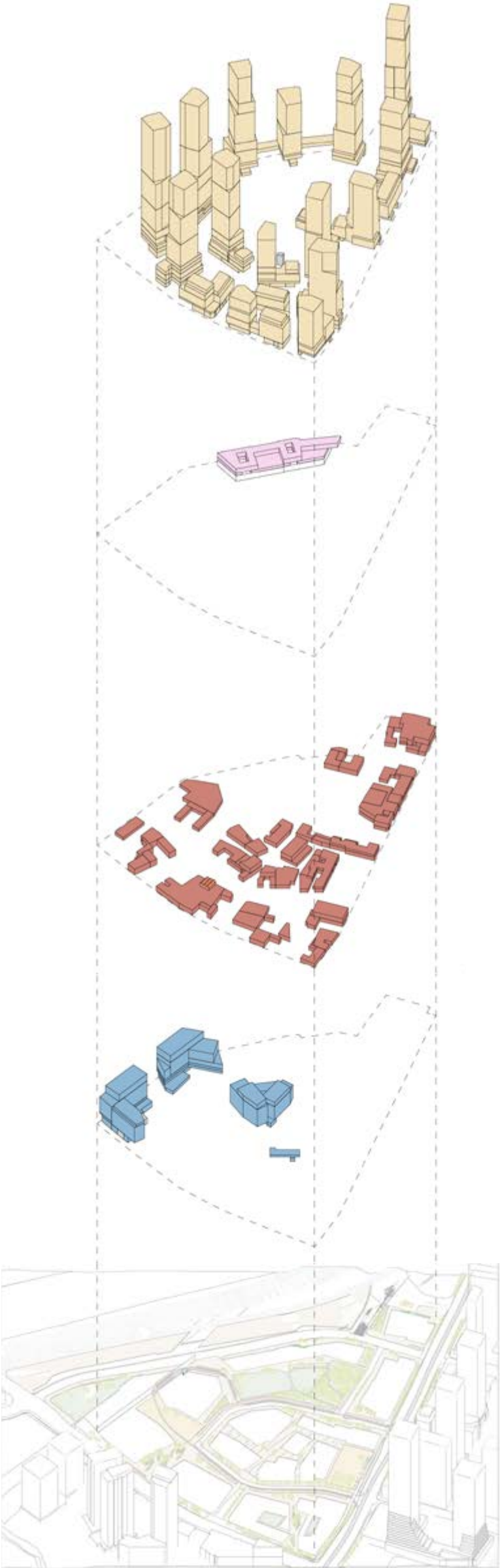
Institutional uses (Column 3)

Service/retail type uses (Column 2)

Office type uses (Column 1)

Landscape

Land use exploded axonometric



2/ PUBLIC REALM GUIDELINES

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2.1 GENERAL

Public realm guidelines establish the armature of public space that will define the experience of being in 2150 Lake Shore. They help guide the character of various places in the masterplan by defining expectations of use, quality, landscaping, microclimate, amenities and services to be provided, as well as the contribution of the buildings that interface with those places.



The Master Plan

2.2

BOULEVARD SQUARE

Boulevard Square will serve as a space of civic gathering not only for the masterplan but for all of Humber Bay Shores. An urban room will be formed by the setback of a family of towers working in conjunction with existing buildings across the road.

1.
- The ground floor frontages along Boulevard Square should be lined with Food & Beverage tenants to activate the square. Portions of the square in front of these units should be permitted to have outdoor seating and dining.
2.
- Commercial signage facing Boulevard Square may need to comply with a tenant signage design standard to create a coherent identity to the overall square.
3.
- Service entrances should not open onto Boulevard Square.
4.
- Landscape design of the square should be complementary to the landscape design of the boulevard and be read as part of the same domain.
5.
- Include a major art work to anchor the square and provide a visual ‘marker’ when seen from Lakeshore Drive
6.
- Landscape design of the Boulevard Square should create a positive microclimate for users and occupants of the square.
7.
- A water feature should be included with allow for both aesthetics delight, stimulate the senses and integrate (summer) play.

8.
- A waiting pavilion for public transit may be provided adjacent to Lake Shore Boulevard.
9.
- Buildings facing Boulevard Square should use larger compositional orders on the first and second floor facades to uplift the civic importance of the square.
10.
- Provide flexible space for a wide range of temporary seasonal events, including markets and winter ice rink. Service and utility provision for temporary uses should be integrated into the design of the Square.



Lake Shore Boulevard Square



View of Lake Shore Boulevard Square

2.3 STATION SQUARE

Anchored by the new GO Train Station on the north end, Station Square provides a dignified setting for the daily commute of the residents of Humber Bay Shores.

11. Station Square should be designed to integrate the shared streetcar/pedestrian surface in a safe and an attractive way.
12. The GO Train station should be clearly visible from the Loop Road and form a visual anchor to the north end of the square.
13. The shared surface material and patterning of Station Square should extend to the northern entrance of the Galleria to enlarge the sense of the square; the use of a raised table across the Loop Road should be considered and designed robustly to accommodate snow removal.
14. Provisions should be made for barrier free access between the different modes of public transport.
15. Ground floor frontages along Station Square should be lined with active-uses and service amenities focused on commuter convenience.
16. A waiting pavilion for public transit may be provided adjacent to the Loop Road.
17. Musical busking could be encouraged in Station Square by the designation of spaces that are suitable in terms of acoustics and circulation.
18. Convenience food carts and kiosks in Station Square could be supported by services and utilities, informal seating areas, and waste storage facilities.



Station Square



View of Station Square

2.4

THE GALLERIA

The Galleria will be a distinct figure at the heart of the masterplan. Taking its cue from covered markets all around the world, the Galleria will reinvent this familiar and recognisable building type into a new, historically resonant service/retail space (column 2) that projects a strong urban character.

19. The Galleria should be highly permeable to pedestrians, providing access from major nodes across the neighbourhood through a variety of passageways.
20. The surface treatment in the covered pedestrian zone should be robust and feel like an ‘outside’ material.
21. The galleria environment should be continuous with the outdoors, while providing protection from wind, rain, sun and snow.
22. The construction of the galleria roof should express its structural logic clearly; the structural logic can vary from space to space to provide differentiation and a sense of locality.
23. The galleria roof should take into consideration its year-round performance to extend microclimate comfort both in summer and winter.
24. The design of the roof should consider and mitigate the effects of snowdrifting and ice-damming.

25. The design of the roof should be considered visually from below and from above, as seen from adjacent roof tops and from towers above.
26. The lighting strategy should be studied both from below and from above. It should accentuate architectural and structural form of both roof and buildings, and minimise glare and light pollution upon neighbours.
27. The use of rooftop space for outdoor amenities should be maximised. In particular, buildings surrounding the galleria should be designed with rooftop amenity spaces complementary to the design of the galleria roof.

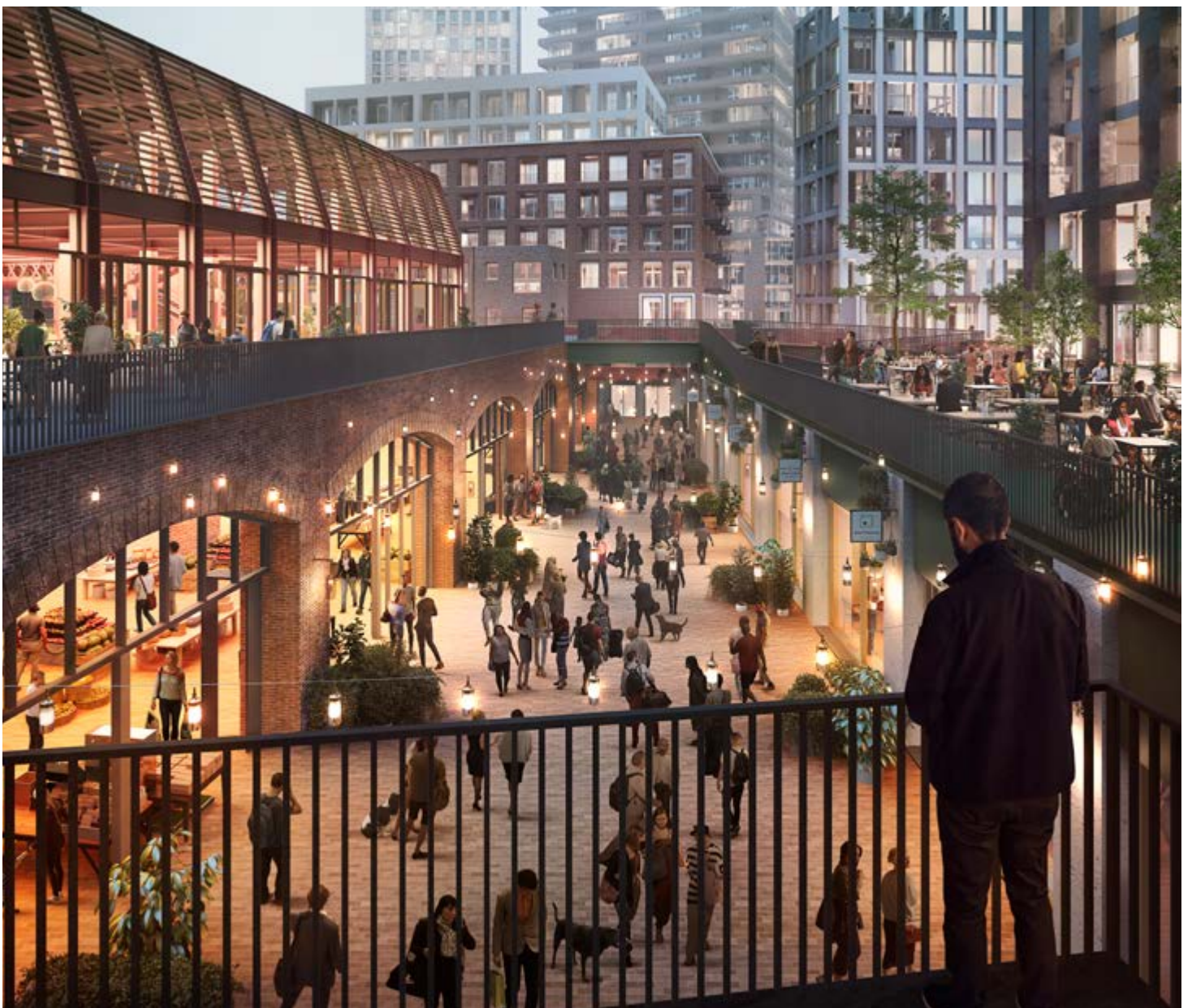


The Galleria



View looking towards the Central Hall within the Galleria

28. Buildings that form the perimeter of the Galleria should be read as distinct architectural elements, though structural systems may be shared. The galleria should be a complex space made up of straightforward buildings.
29. If fire suppression systems are required for the covered galleria, they should be carefully integrated and concealed where possible.



View of the back alley of the Galleria

2.5

THE PARK

The neighbourhood park will be the largest outdoor amenity in the 2150 Lake Shore masterplan and contribute park space to the Humber Bay Shores neighbourhood. It will provide spaces for play, relaxation, social gathering and the enjoyment of greenery.

30.
- The park should provide ample unprogrammed green space for general use. It should combine both enclosure and openness, and be composed of trees and lawn.
31.
- The park should stimulate bio-diversity and provide for the experience of the four seasons.
32.
- The park should ameliorate the microclimate, and provide both sunny and shaded areas.
33.
- The park should promote health and well being, including provision for active and passive recreation, jogging and outdoor gym areas.
34.
- The park should provide space for pets.
35.
- Play space and open areas may be subject to shared access agreements with adjacent institutional uses (column 3).
36.
- The Christie Cookie water tower should be used within the park in a meaningful and enjoyable way.
37.
- The park boundary to the street and transit right of way should be detailed to promote safety in an unobtrusive way. Soft planting areas, curb details and material strategies can help direct pedestrian flows.
38.
- Play provision within the park should be integrated into the overall landscape design strategy and include natural play. Play provision should not look like an add-on of generic equipment.
39.
- The lighting strategy for the park should minimise light pollution, whilst maintaining occupant safety.
40.
- Topography should be used to create seasonal outdoor recreational spaces (e.g. a winter sled run or a summer amphitheatre).
41.
- Boundaries to adjacent properties should be well designed, for safety, clear sense of ownership and maintenance responsibility.



The Park

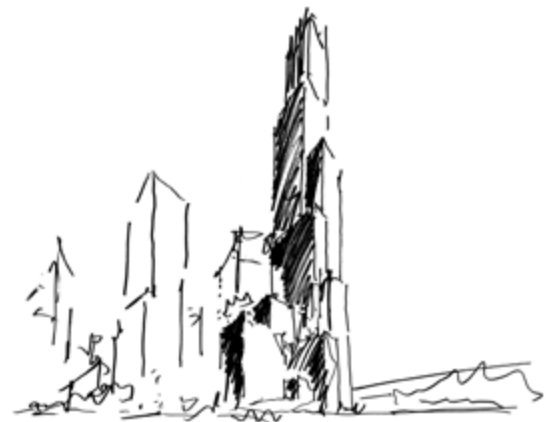


View of the Park

2.6 EASTERN GATEWAY

This block serves as an eastern gateway for the masterplan, being located in close proximity to the Gardiner off-ramp and highly visible to passing through-traffic.

- 42. With unobstructed views to and from the Gardiner Expressway, the massing of buildings in the eastern gateway should create an attractive profile for the masterplan. The tower building on Block F may be of a more distinctive architectural type.
- 43. The massing of buildings in the Eastern Gateway should be arranged to mitigate the impact of winds across the site and at street level.
- 44. Pedestrian approaches to the Eastern Gateway should be designed for safety with good lighting strategies and passive surveillance.
- 45. A green pedestrian connection should be made towards Jean Augustine Park.
- 46. Vehicular noise from the Gardiner access ramp into the Eastern Gateway should be mitigated by the use of unobtrusive acoustic measures such as planting or other soft, anechoic, reticulated surfaces. Large extents of parallel, reflective, hard surfaces should be avoided.



The Eastern Gateway



Approaching the site from Lake Shore Boulevard West

2.7

LAKE SHORE BOULEVARD

Classified by the city as a Major Arterial, Lake Shore Boulevard is the primary street address of the site. The primacy of this street is further underlined by the presence of the streetcar line, and being the site edge facing Lake Ontario and the largest quantum of existing urban fabric.

47. The hardscape, planting, and street furniture design of Lake Shore Boulevard should be complementary to that used in Boulevard Square to give the sense of a coherent district.
48. Crossing points traversing Lake Shore Boulevard should be located to efficiently and safely connect cycle paths to the Martin Goodman Trail in Humber Bay Shores Park.
49. The crossings from the site to Humber Bay Shores Park at the intersection of Lake Shore and Park Lawn merits additional consideration and design attention.
50. Consider colonnades or building overhangs to supplement the pedestrian sidewalk width and provide weather protection where possible.
51. The planting strategy on Lake Shore Boulevard should mitigate pedestrian level wind speed and microclimate to improve human thermal comfort along this street.



Lake Shore Boulevard



View looking west along Lake Shore Boulevard West

2.8 PARK LAWN ROAD

Though classified as major arterial, Park Lawn Road is subordinate to Lake Shore Boulevard, being shorter in extent at the city scale and visually truncated by bridges and overpasses. The priority for Park Lawn Road will be to establish a strong streetscape for the procession to Marine Parade Drive.

- 52. With wider sidewalks, the landscape design along Park Lawn Road should be more articulated and generous, with planting groves, seating areas and street furniture to provide areas of rest.
- 53. The tree planting strategy on Park Lawn Road should consider the north-south orientation to maximize shading throughout the day during the warmer months, to mitigate pedestrian level winds, and improve human thermal comfort.
- 54. Crossing points traversing Park Lawn Road should be located to efficiently and safely connect cycle paths to the South Mimico Creek Trail access points.
- 55. The greenery of this street should be complementary with that of Marine Parade Drive to the south.
- 56. Vehicular entrances to underground service areas and parking should be well considered, designed as part of the overall facade composition, and detailed for pedestrian safety.



Park Lawn Road



View looking south along Park Lawn Road

2.9

LOOP ROAD

The Loop Road forms the primary access road within the site, linking together the procession of squares and parks, and embeds the streetcar loop into the structure of the city.

57. Curb and building face alignments along the loop should vary to frame special street views and to provide additional space for the planting of groves and the provision of street furniture.
58. There should be no vehicular entry points to any buildings along the Loop Road. All access should be provided from remote entry points at the perimeter of 2150 Lake Shore through shared basement connections.
59. On-street parking should be permitted along one side of the Loop Road. Parking should be designed to integrate with the landscaping strategy.
60. Pedestrian crossings on the loop road could be an opportunity for art-inspired road markings.
61. Ample bicycle parking should be provided along the loop road, and distributed in co-ordination with expected demand from adjacent buildings.



The Loop Road



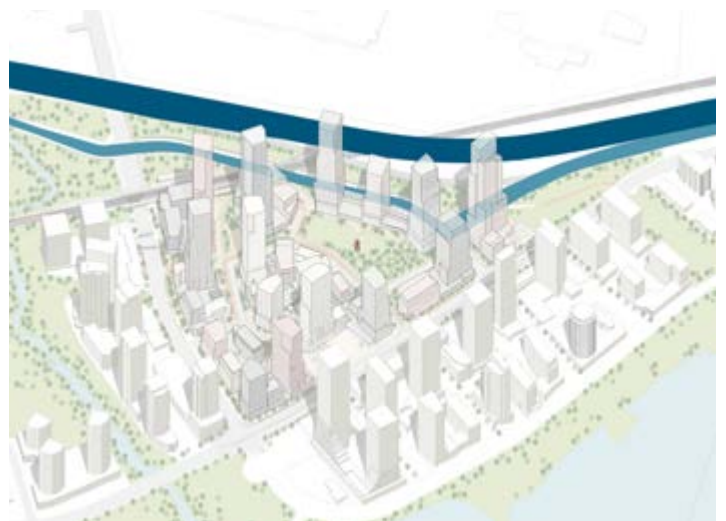
View looking south along the Loop Road into one of the largos

2.10 THE NEW RELIEF ROAD

The Relief Road provides a critical bypass road for through-traffic that protects the quality of other surface routes in the neighbourhood. It also provides service and construction access during the implementation of the masterplan.

- 62. The design of the retaining wall structure for the northern embankment of the road should be simple yet attractive, forming a strong northern boundary to the site and contributing to the pedestrian experience of the relief road.
- 63. The design of the overpass for the train station should be complementary to the design of the retaining wall structure.
- 64. Planting along the relief road should promote biodiversity.
- 65. The southern edge of the relief road will be hardworking with vehicular access points for the shared basements of the masterplan. Vehicular entrance points should be designed for robustness and safety.

- 66. Buildings along the relief road should be designed to convey normal, discrete buildings, and not the façade of a single mega-structure. Vertical articulation and breaks between buildings could be used to introduce articulation to the streetscape.



The New Relief Road



Aerial view of the masterplan

2.11

SMALL MOMENTS

A rich masterplan must pay equal attention between large scale moves and smaller ones, as the experience of a city is acquired one step at a time. 2150 Lake Shore will be seeded with many such small moments to animate life on the street.

67. Barrier free access design should be integrated into the overall landscape strategy. Accessible paths should not look like an afterthought.
68. Play provision and public art should be distributed strategically throughout the masterplan and implemented at a variety of scales to create a sense of serendipity and discovery across the area.
69. Street furniture and landscape design should encourage civic inhabitation in advantageous locations, such as sunny corners or parkettes.
70. Street art can be anticipated in a positive fashion by deliberate framing or material strategies in the design of buildings and civil structures (blank walls, retaining walls, underpasses, bridges).
71. Where street art is not desired, surfaces should be designed to be easily refreshed, or protected by unobtrusive measures such as planting.

72. Hardened measures for property protection should be avoided if possible (razor wire, galvanised fencing, grilled windows, blank walls).
73. Cycle parking should not encumber pedestrian flows.



View of a largo



View of the Groves



View of a Largo

3/ BLOCK GUIDELINES

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3.1 GENERAL

The development blocks at 2150 Lake Shore will each be a deliberate exercise in urban assemblage, the choreographing of individual buildings to create an attractive and engaging public realm, as well as a dynamic and civil relationship between neighbouring structures.

The following block-level guidelines balance the need for diversity and commonality between buildings, to establish the right level of individuality and collectivity to create a strong townscape.

General conditions applicable to all buildings are contained in this first section (3.1). They describe the baseline for delivering a stimulating, human-scaled urban environment.

Buildings can play roles in different grouping narratives simultaneously, particularly when seen from different distances and experienced at different scales. As such, the remaining sections of this chapter describe the logic of building groupings in an overlapping, non-exclusive manner (3.2-3.7). Building designers are encouraged to support all the grouping narratives that apply to their project.

The grouping narratives are described as ‘blocks’ and as ‘clusters’. Block narratives are driven by their relationship to roads and the surrounding urban fabric. As such their requirements tend to be expressed in terms of access, permeability, massing and the spatial framing of streets.

Cluster narratives are driven predominantly by the framing of larger spaces such as the Park or the urban squares, the projection of building hierarchy across the entire masterplan, and how they are perceived from longer distances.

Urban assemblages are supported by a range of other townscape elements, described in Section 3.8. They include additional urban roles that individual buildings should fulfil to create a better civic realm.



Long distance grouping study



Medium distance grouping study



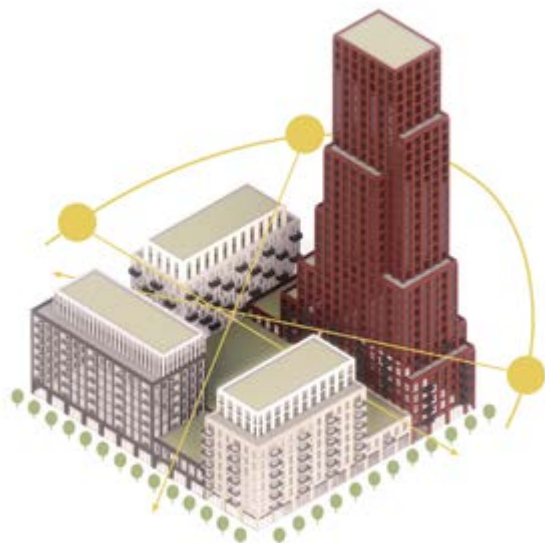
Close distance grouping study

General block guidelines

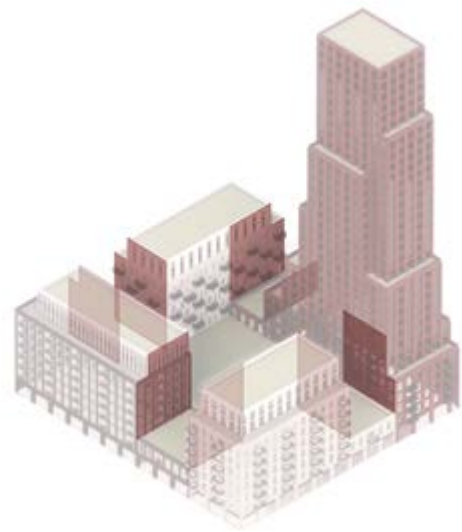
74. Urban blocks should be comprised of a diversity of building types and sizes as a compositional assembly to form a varied townscape. They should not be composed entirely of a singular type.
75. Blocks should have continuous streetwalls up to 4 storeys in height. Building gaps of 12m minimum should be introduced above 4 storeys intermittently to improve daylight access to streets and interior courtyards, as well as increase the number of double aspect units.
76. Building lengths should be limited through the introduction of vertical breaks, recesses and niches. Where different building masses abut and plot dimensions allow, the adjacent facades should not be coplanar. These moves mediate buildings with the human scale by creating a rhythm of facades at street level.
77. Curb and building face alignments should vary to create compression and expansion of the streetscape, and permit opportunities for generous landscaping and street furniture.
78. Buildings should be stepped to reduce down drafts and the improve of daylight access at ground level.
79. The proposed design of buildings and urban blocks should be visually tested through accurate visual representations. Renderings must reflect their context in a faithful manner. Visual test should be conducted from a diverse range of distances to assess the different aspects of architecture and urban design.



Promote diversity of buildings



Improve solar exposition to courtyards and sidewalks

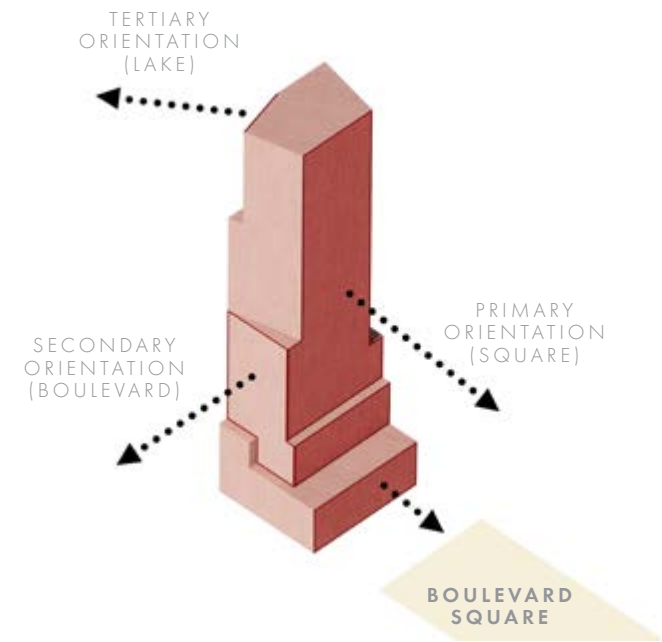


Increase Double Aspect Units

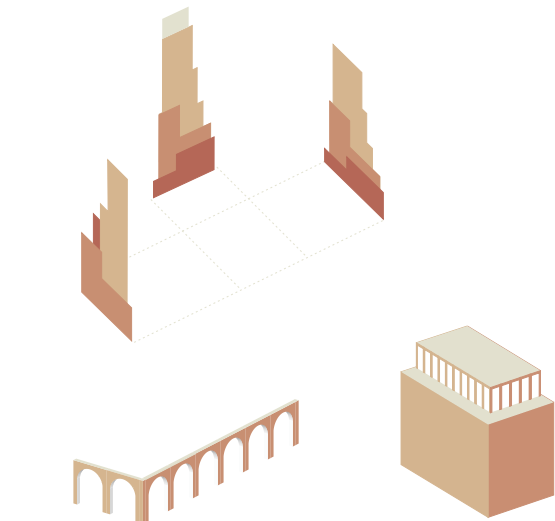


Grouping strategies

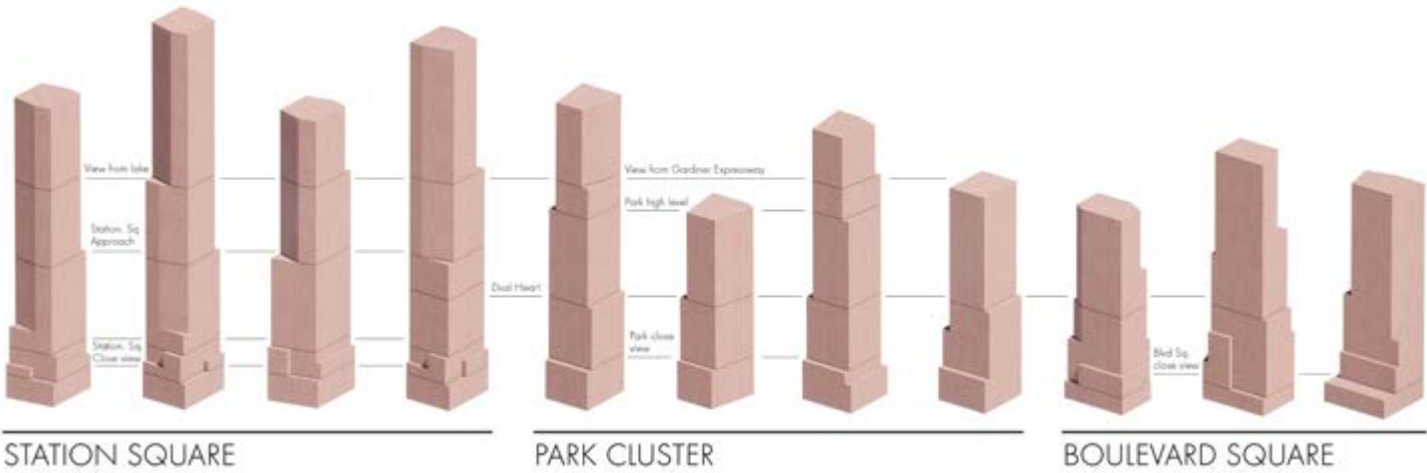
80. Buildings should be co-ordinated in massing, materiality and design with each other to support distinct grouping narratives and create a strong sense of place. All building types (low, mid-rise and tall buildings) can contribute to grouping narratives.
81. **Grouping strategy 1: Orientation.** Buildings should have a deliberate sense of orientation, responding to the group context, the environment, adjacent streets and spaces, and views. Orientation may be achieved by, amongst other means, volumetric shape, façade differentiation, and location of architectural elements.
82. Orientation may introduce hierarchy to building facades (i.e. primary, secondary, tertiary), but this does not imply the creation of fronts and backs. Some buildings may respond to more than one orientation (i.e. hinge buildings).
83. **Grouping strategy 2: Horizontal datum lines.** Expanding on Toronto design guideline concepts of tops, middles and bases, building groups can refer to common horizontal datum lines to enclose open spaces and establish a sense of collectivity. Horizontal datums can be created through, amongst other means, roof heights, stepping in mass, terrace locations, cornices and parapet design.
84. **Grouping strategy 3: Façade design.** Shared approaches to materiality, window and entrance design, reveal depths, window-wall ratios and structural expression can bind groups together.
85. Differentiating façade treatments can also contribute to a building’s sense of orientation.
86. **Grouping strategy 4: shared elements.** Reference to shared architectural elements, such as lanterns, distinct roof profiles, bays and balconies can bind groups together.



Grouping strategy 1: Building Orientation



Grouping strategy 4: Shared elements



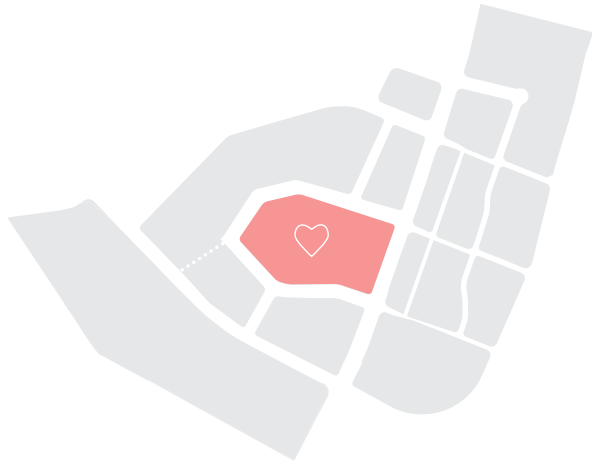
Grouping strategy 2: Horizontal datum lines

3.2

THE HEART BLOCK

2150 Lake Shore has a two-sided heart, comprised of an urban/commercial side centred on the Galleria, and a green/residential side centred on the Park. This duality captures the ambitions of 2150 Lake Shore to deliver the best of all environments to its residents.

87.
- The heart block should be serviced through underground connections. Vehicular service entrances should not be located on Loop Road. Emergency vehicle access to ground level is permitted.
88.
- Buildings within the heart block should contribute to a green roofscape for all components under 12 storeys tall. Intensive green roofs supporting larger trees and plants are strongly recommended.
89.
- Private and semi-private outdoor spaces should be carefully delineated with boundary treatments to protect the amenity value to occupants. Overlooks of private space should be mitigated and minimised.

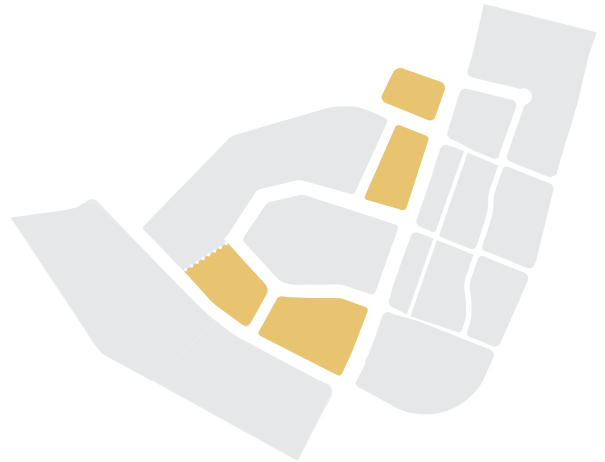


View looking at the Galleria

3.3 CONNECTOR BLOCKS

Connector blocks interface with existing streets and blocks to create a continuous urban fabric, reconciling the triangular site configuration with the existing street grid of the surrounding blocks.

90. The massing and setbacks of connector block buildings should respond to the scale of their respective streets and buildings across the road. Connector blocks should aid in the transition of scale between the major arterial road and interior access streets.
91. Where suitable, publicly accessible cross-block pedestrian pathways should be introduced to improve permeability of the site.
92. The visual impact of connector block buildings should be assessed with pedestrian-level perspective renderings along Lake Shore Boulevard and Park Lawn Boulevard, including the context of existing buildings.



View of Lake Shore Boulevard

3.4

EDGE BLOCKS

Edge blocks will play a crucial role relating the development with the Gardiner Expressway and the GO train line to the north, ameliorating environmental impacts, traffic and site access requirements.

93.
- Edge blocks should help mitigate noise emanating from transport corridors to the north of the site, through massing, material treatment, and landscape strategies.
94.
- Edge blocks may take advantage of their location adjacent to the Gardiner by siting appropriate office and commercial (column 1) uses at expressway levels.
95.
- Edge blocks should help normalise the quality of the relief road through appropriate frontages and sensitive facade design.
96.
- Edge blocks should not appear to be part of a single megastructure.
97.
- The visual impact of edge block buildings should be assessed with expressway-level renderings along the Gardiner Expressway from both eastbound and westbound directions.

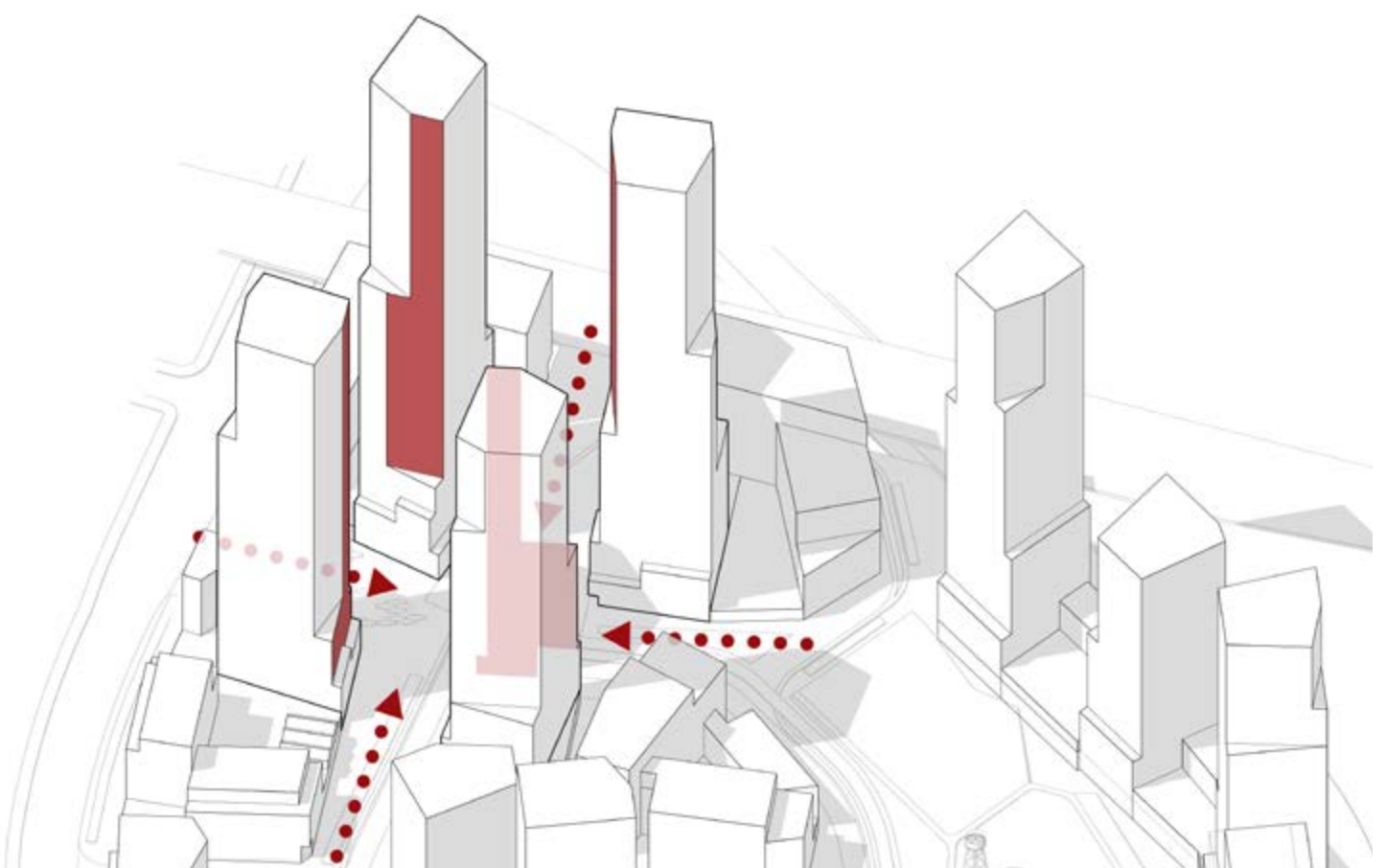


Aerial view looking at the masterplan and its relation to the Gardiner Expressway

3.5 STATION SQUARE CLUSTER

As the tallest cluster in the masterplan, the station square buildings anchor the massing for Humber Bay Shores and clearly marks the location of the transport hub.

98. At lower levels, buildings should have their primary facades addressing Station Square to emphasize the importance of this route.
99. At upper levels, buildings could vary their orientation to respond to the framing conditions created by neighbouring buildings within the cluster, as seen in
100. As the highest cluster in the masterplan, the use of intermediate horizontal datums in addition to top-middle-base would be beneficial.
101. As the highest cluster in the masterplan, shared elements at the upper levels could help unify the buildings and create a distinct landmark for the neighbourhood.
102. Medium and close distance views should test the manner in which the flanks of neighbouring buildings frame primary facades.
103. Long distance views should test the impact of buildings on the skyline as perceived along the Gardiner Expressway.

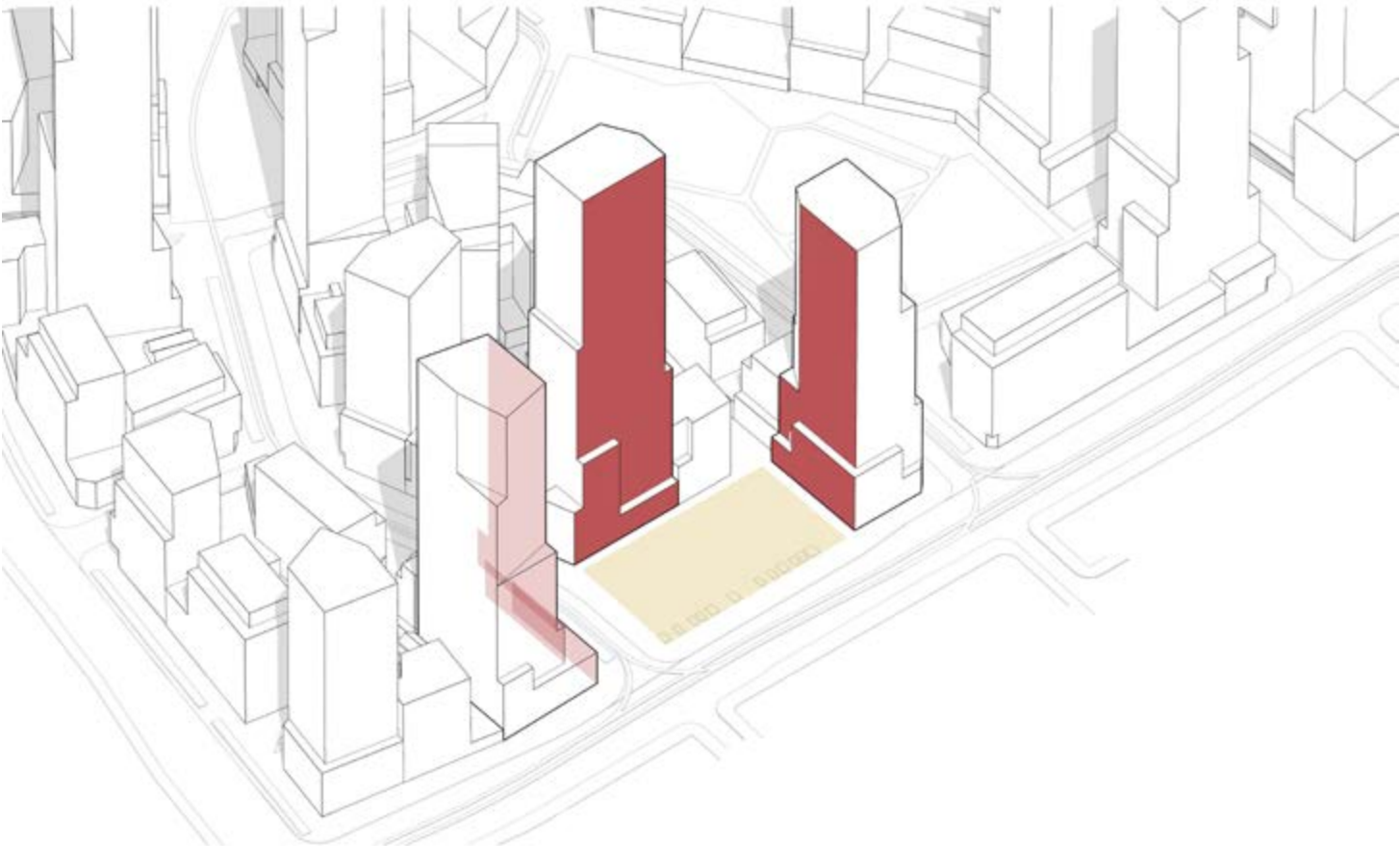
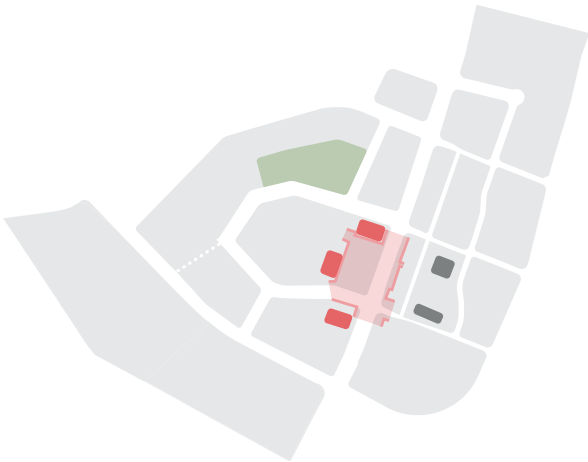


3.6

BOULEVARD SQUARE CLUSTER

The buildings of Boulevard Square create an urban room on Lake Shore Boulevard to establish a sense of arrival for a distinct place on this very long street.

104. Boulevard Square will be framed by buildings exposing their wider frontage towards the square to create a strong sense of enclosure.
105. Lower levels should be massed to create a loose horizontal datum that could include existing buildings south of Lake Shore Boulevard.
106. Lower levels should be massed to work well with the entrance to the Galleria, and to contribute to a comfortable microclimate.
107. The central tall building should occupy a higher position in the formal hierarchy than the tall buildings to the east and the west.
108. The visual impact of Boulevard Square buildings should be tested along Lake Shore Boulevard approaches to it, as well as views from Shore Breeze Drive.



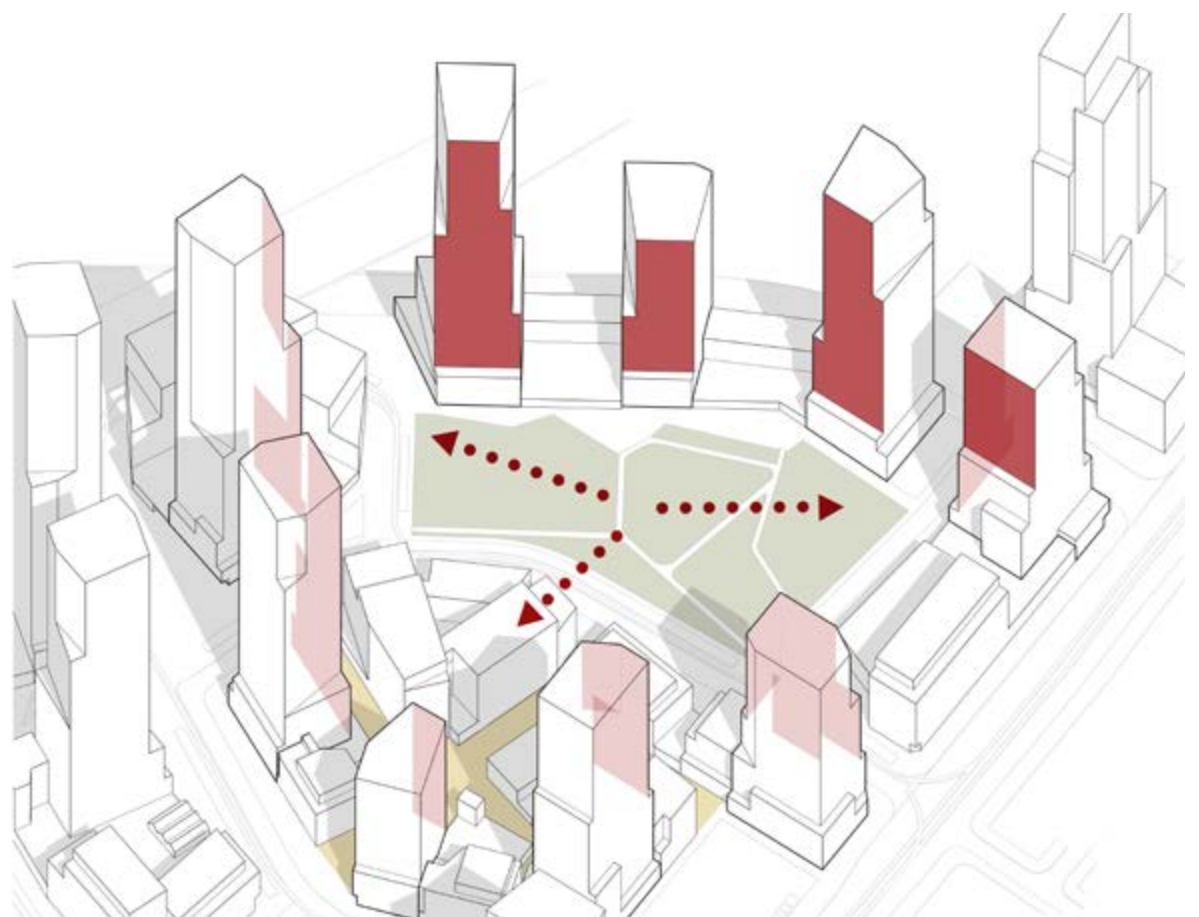
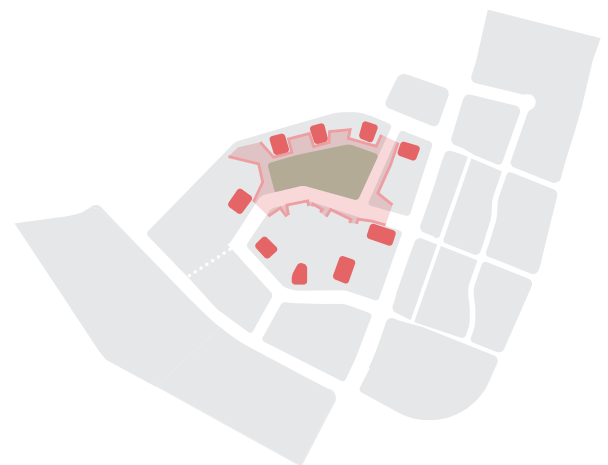
View of a largo

3.7 PARK CLUSTER

The buildings around the Park are diverse in type and use, but they will all contribute to its sense of enclosure. This sense will be expressed in different ways depending on the building orientation in relation to the park.

109. At lower levels, the southern edge should be comprised of discrete mid rise buildings with intermittent views in, creating a threshold for the heart block.
110. At upper levels, the southern edge may be defined by taller building elements, with architectural features that respond to the park.
111. The buildings along the northern edge should protect the Park from the Gardiner Expressway. The park-side face may be more open than the expressway-side. A horizontal datum should relate to the southern edge heart block buildings.
112. The buildings at both the west and the east ends of the Park should form visual anchors, terminating vistas across the park with prominent building façades.

113. The visual impact of Park Buildings should be tested along various approaches to it: the loop road, entrances and exits to the Galleria, and the eastern access road connecting the Loop road to the Relief road.
114. Visual impact should be tested from aerial renderings emulating views of the park from residential units above.



View of a residential court yard

3.8

OTHER TOWNSCAPE ELEMENTS

Hinge buildings

Hinge buildings are natural landmarks created by inflection points of the roadway network along a predominant path of travel. They occupy a prominent position in the townscape, and help with intuitive wayfinding.

The significance of hinges correspond to the scale of the roadway that they are adjacent to. The most significant hinge at 2150 Lake Shore is Block F, which sits at a major angular change in the Gardiner Expressway. Second to this is the hinge at the intersection of Park Lawn and Lake Shore Boulevard West, which creates a prominent corner for the site. Finally, a series of smaller local hinges can be found as one circumnavigates the Loop Road.

115. Hinge buildings should acknowledge and mediate between intersecting axis lines and grids in its layout.
116. The special condition of hinge buildings can be marked by a local exception from surrounding building heights and horizontal datum lines.

117. The impact of hinge buildings on streetscape should be visually assessed from pedestrian-level perspective renderings.



Hinge building anchoring the change of direction along the Loop Road (Street B)

Gateways

Gateways set a threshold for an area, announcing the transition to a new zone, use or character. Gateway buildings tend to sit at the entrance of access roads or flank the mouth of streets.

Like hinge buildings, gateways tend to correspond to the scale of the street they flank. For vehicular traffic, the Relief Road creates the two largest gateways, one at the Gardiner offramp, greeted by the Eastern Gateway cluster of buildings, and a second approach, coming off of Park Lawn and heading towards the train station bridge.

From a pedestrian perspective, the junctions between the Loop road and Lake Shore Boulevard, and to a lesser degree the access from Park Lawn Road, will play a significant role in greeting people and setting the architectural tone of the neighbourhood.

118. Gateways flanking a street should be assessed as a compositional pair; though they should share grouping characteristics, they do not need to be symmetrical.
119. Gateways can operate at different scales commensurate with the zones and the routes they demarcate (i.e. expressway off-ramp, arterial roads, loop road, access road, pedestrian route).



Gateway buildings framing the GO Station entrance

4/ BUILDING GUIDELINES

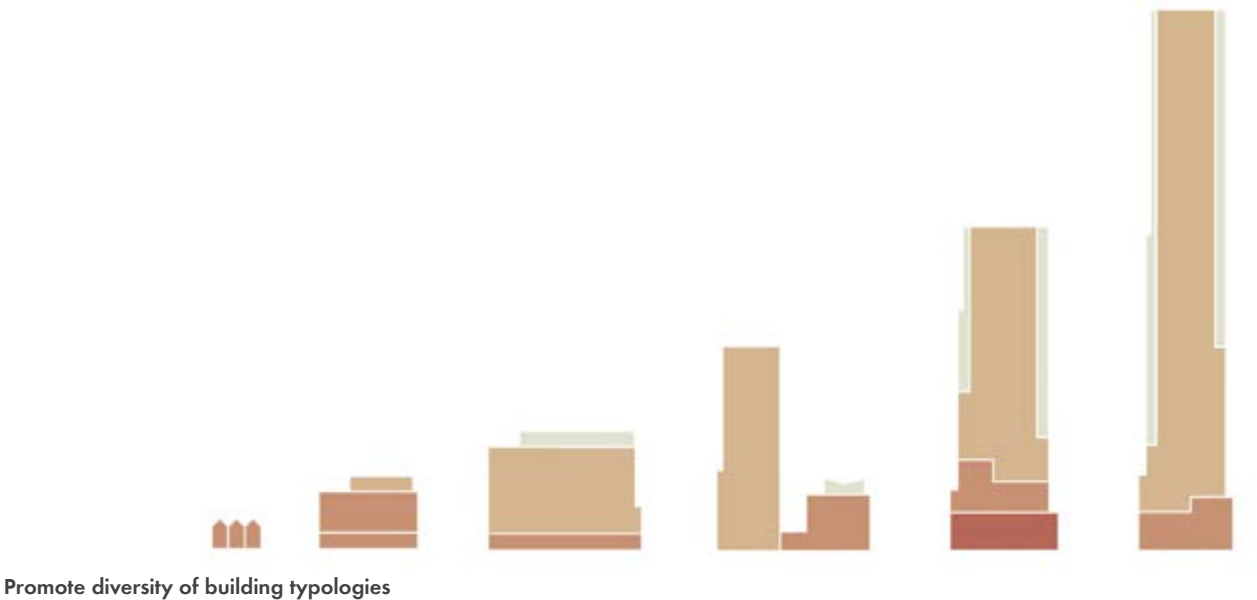
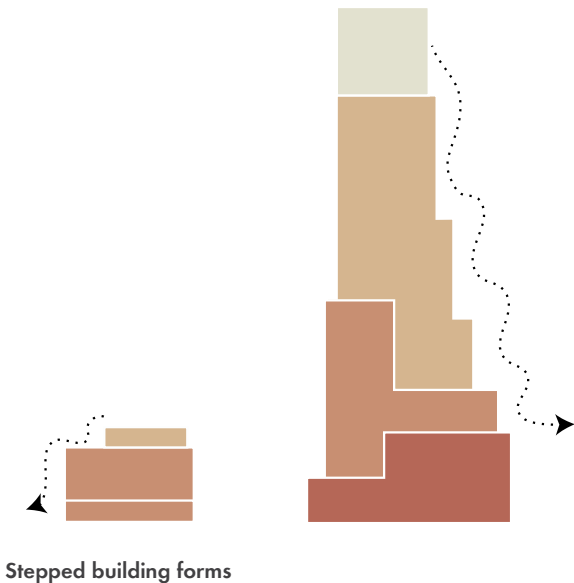
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4.1

GENERAL

Building guidelines set the expectations of architectural design quality that individual buildings should deliver. A strong masterplan vision is still dependent upon its component parts; matters such as tactility, tonality, detailing, layout, and local character can only be created one building at a time. Ultimately, the day-to-day experience of future residents in 2150 Lake Shore will be strongly influenced by the quality of the buildings delivered.

120. Buildings should be designed in context with neighbouring buildings, to be specific to their setting within the masterplan. They should balance uniqueness with their commonality to other buildings within their family groups (see Chapter 3).
121. Buildings should not be blindly duplicated without consideration of context. Buildings should respond to their site, orientation, and massing relationship with other buildings.
122. Buildings at 2150 Lake Shore should be land on the ground in a straightforward and intuitive manner. They should individually address the street to establish a sense of urban grain and create a strong rhythm of facades for the improvement of the pedestrian experience.
123. Buildings should follow the sustainability goals established in the masterplan vision, aiming for longevity and responsible use of resources. They should be designed to achieve low lifetime running costs and energy usage.



4.2

GROUND LEVEL

The first few floors of a building have the highest obligations to the public realm, with ground level frontages meriting extra design attention and detail.

124. The base of buildings should be designed and composed in relation to mid and high-rise portions. Base and upper portions should not meet in incongruous ways.
125. Ground level material and facade design should be rich and engage in the senses; the use of brickwork, stone and natural materials with special patterning, finishing and texturing are encouraged.
126. Faux brickwork should not be used on the ground floor level of any building, nor on any level accessible to the general public.
127. The design of main entrances should be presented in large scale, detailed drawings to provide opportunity for meaningful design review. A scaled human figure should be present on the drawing.
128. The design of service entrances should be well coordinated in the overall composition of the facade.



Views of various ground floor conditions

4.3

FACADES

Facades contribute to the overall townscape of 2150 Lake Shore, creating a quality of place when seen and experienced in aggregate.

129. Facades should express key aspects of building composition: how it meets the ground (base), the main body of the building (middle), and how it ends (top).

130. Facades should express a clear hierarchy in relation to the setting of the building: front, sides and backs. This is particularly important for buildings that define public spaces like the square or the park.

131. Buildings that belong to groups or families (see Chapter 3) should share compositional elements in the design of their elevations.

132. Buildings should be designed to minimise thermal bridging for occupant comfort and building resilience. They should be appropriately dressed for the Canadian climate.

133. Facades should take into consideration cleaning, maintenance, sustainability standards, and safety requirements.
134. Façade design should be carefully co-ordinated with the layout of service conduits, lighting and drainage elements. Ad-hoc, surface mounted elements should be minimized.

135. Special attention should be paid to the provision of private outdoor amenity space and how this is integrated into the facades. This will vary according to the type and height of the buildings.

136. The installation of private satellite dishes should be discouraged. Buildings should be designed with collective hook-up points for digital services.



Lake Shore Boulevard Elevation

4.4

BALCONIES

Balconies in 2150 Lake Shore should address well known design faults: limited usability due to harsh microclimate, the creation of psychological anxiety from height, their conversion into exterior storage spaces, and poor construction detailing leading to failure in the building fabric (mould, condensation, discomfort).

137. Where provided, balconies should be comfortable, safe and useful all year round.
138. Balcony design should be suitable for the floor level which they serve. At high building elevations, the use of inset balconies, loggias, and winter gardens may be preferable instead of projecting balconies for the creation of useful outdoor amenity space.
139. Privacy and sightlines should be considered where different units and balconies are in close proximity.
140. Wind mitigation should be considered in the design of balconies.
141. The soffits of balconies should be well detailed for visual cleanliness and to aid daylight penetration of residential units.
142. Thermal bridges should be mitigated at balconies.



View of Park Lawn Road

4.5 RESIDENTIAL

2150 Lake Shore aspires to be a great place to live for people of diverse ages and cultures.

143. A broad range of housing options should be provided, including a good tenure mix and a range of unit sizes.
144. Flexible, reconfigurable units are encouraged so that homes can grow with their occupants. Non-structural knock-out walls could be provided between some units to cater to multi-generational households.
145. The number of single-aspect north-facing units should be minimized.
146. The number of dual-aspect units should be maximized.
147. Residential units with private entrances at street level should have a good design solution for the location of waste bins, bicycles, and other paraphernalia.
148. Residential entrances in general should have a clear zone of ownership, such as a porch, niche, or alcove, where personalisation and inhabitation can take place.
149. The creation of semi-private spaces such as communal courtyards or terraces is encouraged.
150. Where outdoor amenity space includes planting, water-butts or rainwater cisterns should be provided.



View of residential buildings facing the park

4.6

OFFICES

The commercial offer at 2150 Lake Shore will contribute to the diversity of uses and its completeness as a piece of the city.

151. The sides of office buildings adjacent to the Gardiner Expressway should be considered primary facades and should be complementary in design with the Station Square buildings behind, as they will strongly shape impressions of 2150 Lake Shore from the Expressway.
152. Office buildings should offer flexible and diverse floorplates to meet the needs of both large and small tenants.
153. Office floor-to-floor heights, room depths and window sizes should be optimised for daylighting and thermal comfort.
154. Shared office amenities should support sustainability goals of the development, for example, showering facilities and repair centres for cyclists, electric vehicle charging stations, and prioritised parking for car-pools.
155. Tenants should have access to building systems monitoring in a clear and easily understood form to encourage sustainable behaviour in resource usage.



Office space facing the park

4.7 ROOFTOPS

Rooftop space is a valuable commodity that should be utilised in 2150 Lake Shore; it contributes to a broader townscape and the quality of life for local residents.

156. Where visible from above or from adjacent occupied spaces, rooftop building plant should be screened.
157. The use of rooftop space for outdoor amenities should be maximised. In particular, buildings surrounding the galleria should be designed with rooftop amenity spaces complementary to the design of the galleria roof.
158. Some service/retail and office (column 1 and 2) uses may benefit from rooftop space, such as garden centres, al fresco dining, beer patios, or sport facilities.



Residential roof terraces within the master plan

- 1 / **Vision**
- 2 / Public Realm Guidelines
- 3 / Block Guidelines
- 4 / Building Guidelines





