



VICTORIA PARK AVENUE & STEELES AVENUE

Development in the south-east quadrant of Victoria Park Avenue and Steeles Avenue will be consistent with the following urban design guidelines. They are to be read in conjunction with the urban design policies in the Official Plan.

LOCATION

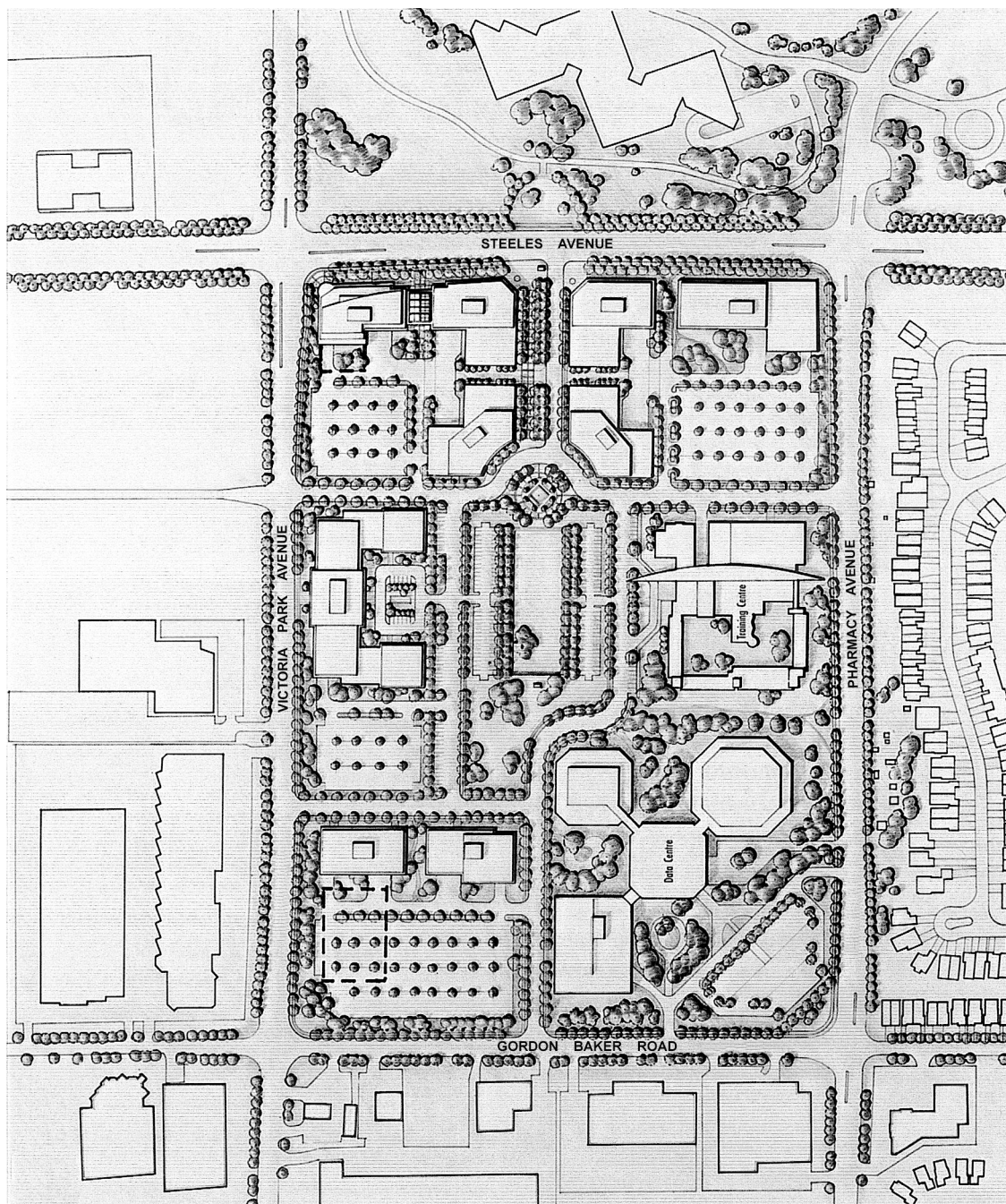
The guidelines apply to the block bounded by Victoria Park Avenue, Steeles Avenue East, Pharmacy Avenue and Gordon Baker Road.

GUIDELINES

The property is partly developed. It is the intent of the Bank of Montreal to develop the remainder of the block as a campus, with a range of office and high-tech industrial land uses and a potential hotel on the north-west corner of the block. The Bank has owned the property since the early 1970s and it proposes to maintain ownership and control over future redevelopment. It is intended that the local road system within the block, as well as the major landscaped open space elements will remain under the Bank's ownership and be maintained by it.

These guidelines are not intended to specify detailed architectural solutions, but rather to guide the on-going realization of an urban design concept for the block.

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Site Plan



Not to Scale
04-03

THE DEVELOPMENT CONCEPT

The development concept for the property divides the “superblock” into more traditionally scaled “development blocks” by maintaining and extending existing streets across the property and creating new streets. The new development blocks surround a central landscaped common that will act as a focus for the development. A north-south central axis has been incorporated in the site plan. This “green link” connects the boulevard entrance off Steeles Avenue to the landscape feature and lawn of the central common.

OBJECTIVES OF THE GUIDELINES

All development on the block will be of consistently high quality in keeping with the Bank of Montreal’s own high standards, as exemplified by the Institute for Learning on Pharmacy Avenue.

Future development on the block will be organized by the creation of a local internal road network, defining “blocks” for development.

Future development will directly address a comprehensive block-wide pedestrian circulation system that links adjacent individual buildings.

Future development on the block will be sited to frame a major landscaped common, located at the centre of the block.

Future development on the block will be guided by a transition in building height, beginning with the highest point at the corner of Victoria Park Avenue and Steeles Avenue and decreasing to the east and to the south.

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INTERNAL ROAD SYSTEM

The internal road system will be designed to enhance a visual link between the landscaped common and the green forecourt of the development on the north side of Steeles Avenue.

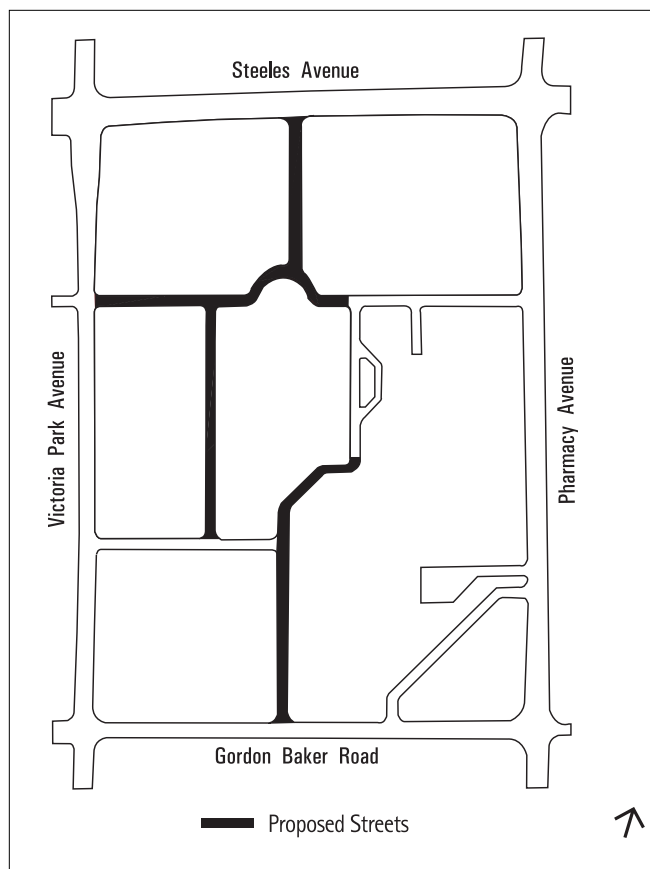
The internal road system will be accessible to the public and will include at least four points of vehicular access to the surrounding municipal street network.

Though privately owned and maintained, the internal road system will be maintained to municipal standards.

Should lands or buildings be sold or leased for longer than 21 years to parties outside the Bank, part of the internal road system will be made public to facilitate access to such non-bank facilities.

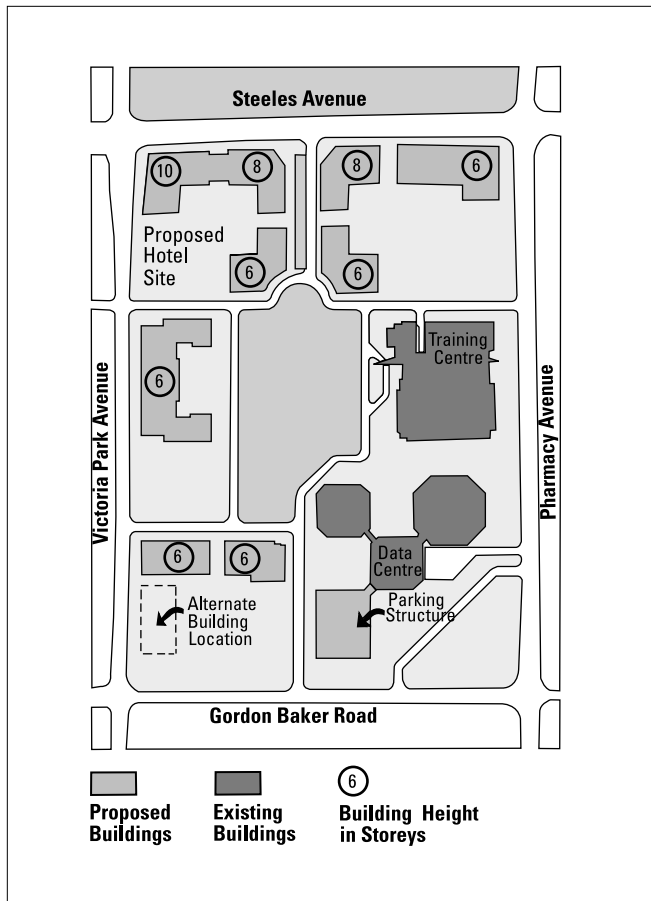
On-street parking will be permitted and incorporated into the design of the internal road system.

Priority will be given to the continuity and comfort of pedestrian circulation.



Streets and Blocks

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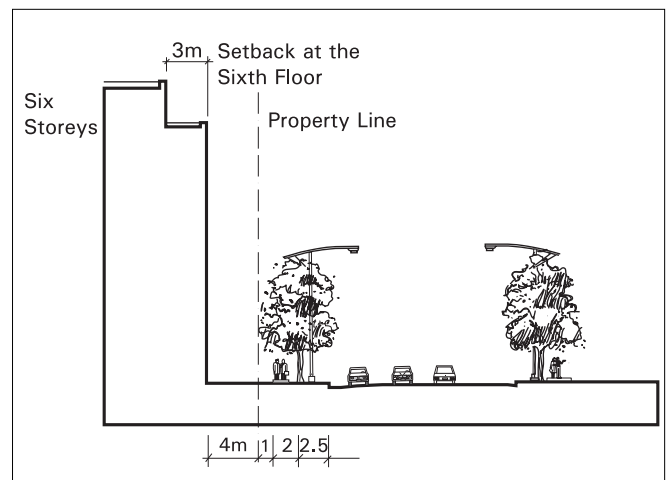


Built Form

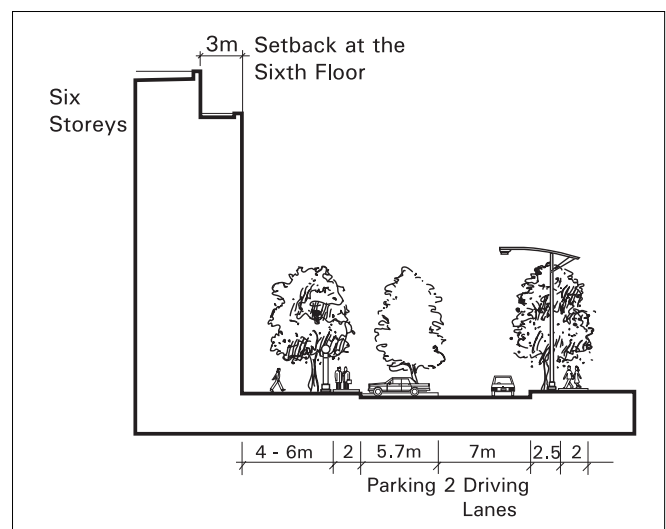
RELATIONSHIP OF BUILT FORM TO THE STREETSCAPE

Future development at the corner of Victoria Park Avenue and Steeles Avenue will be designed to accentuate this landmark location.

The internal street and sidewalk allowances will be as illustrated in these guidelines.

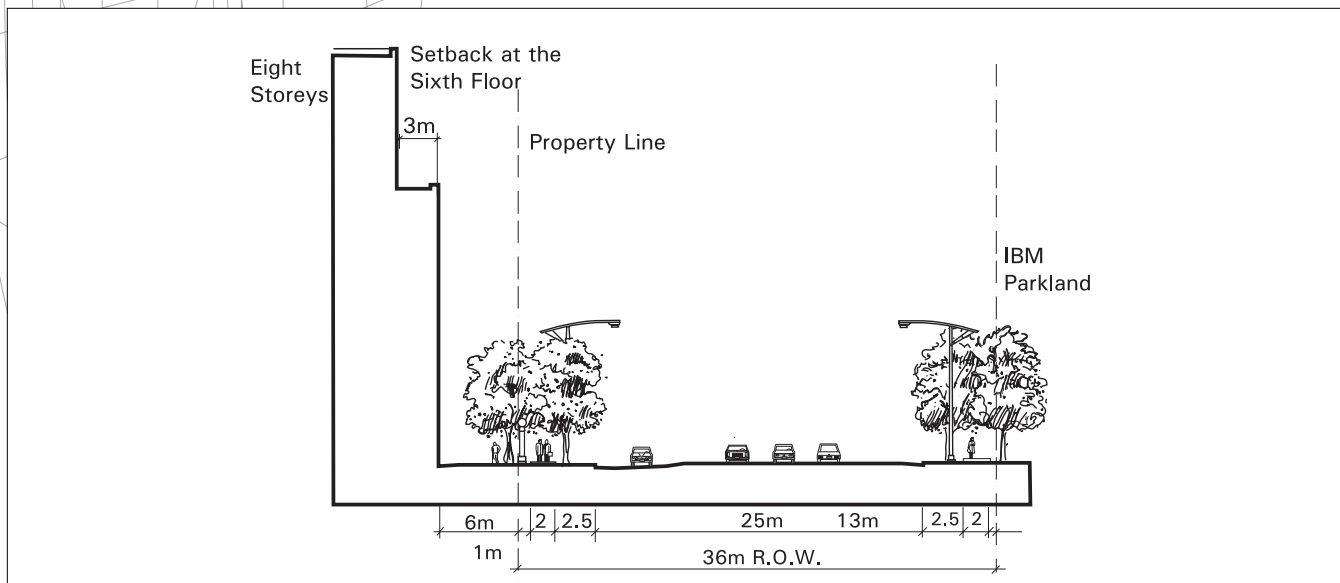


Typical Perimeter Street Section

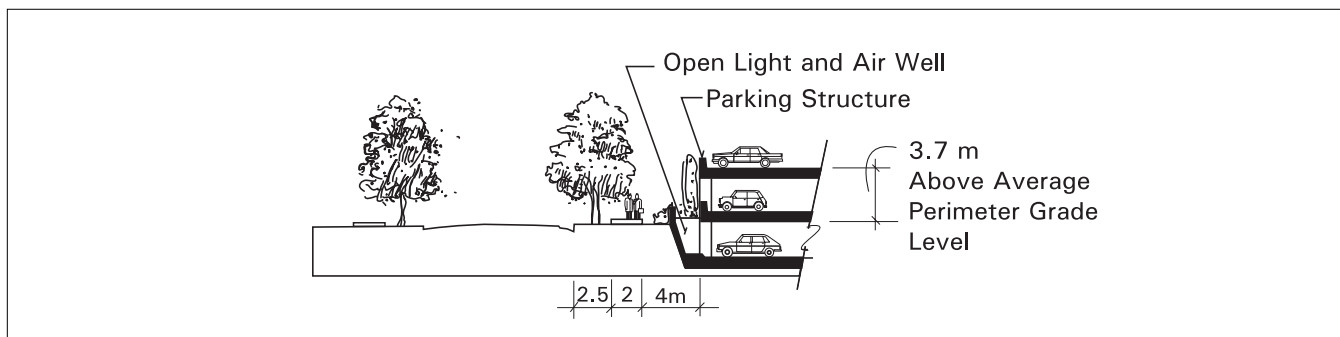


Interior Street with Perpendicular Parking – Section

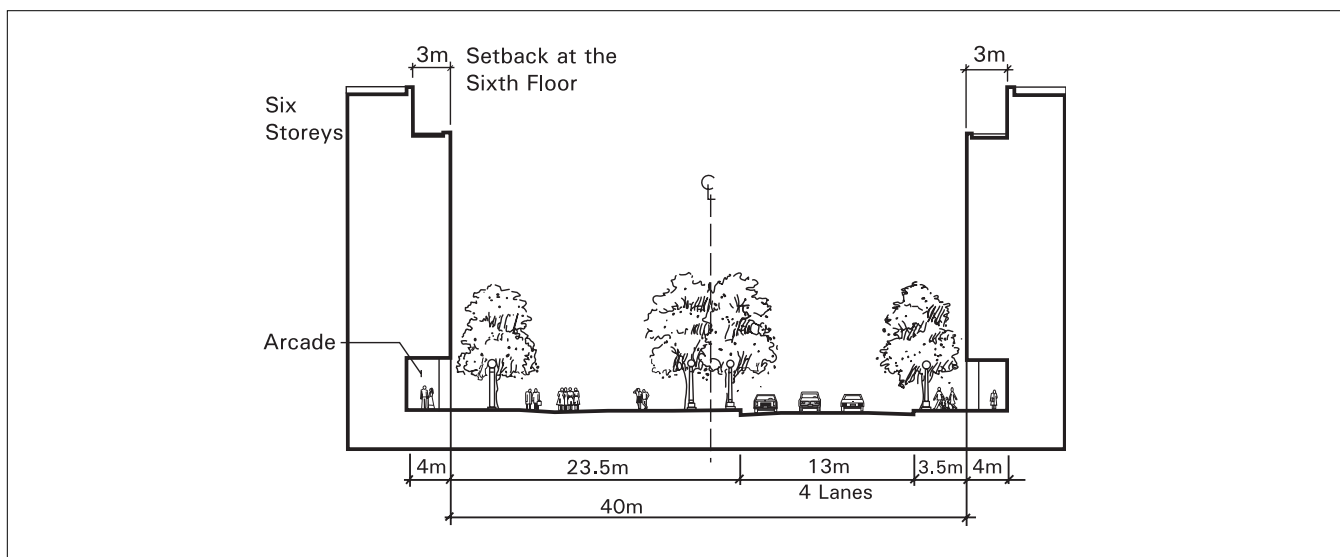
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Typical Section Through Steeles Avenue

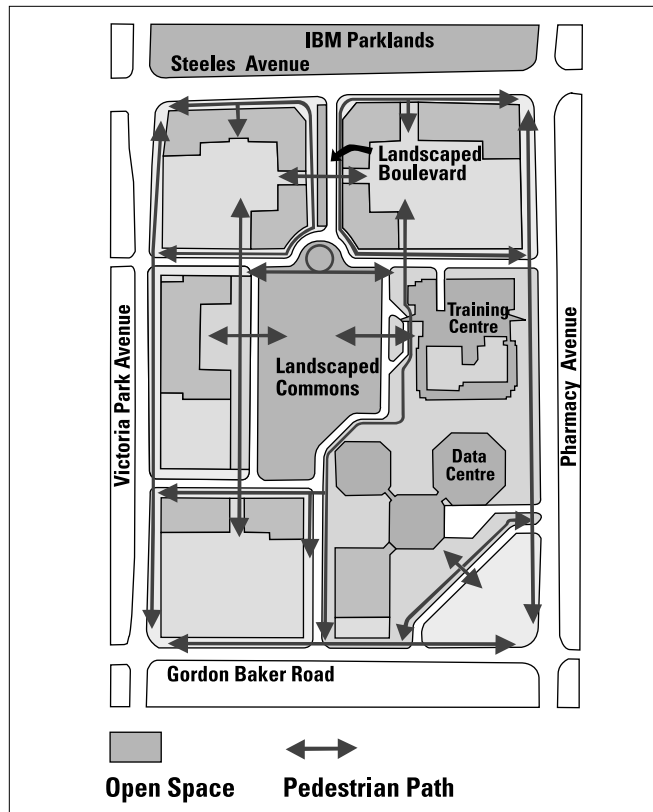


Typical Section Through Parking Structure



Typical Section Through Steeles Avenue

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PEDESTRIAN CIRCULATION

In order to facilitate pedestrian movement across the block, sidewalks will be constructed along at least one side of each internal street.

The boulevards will be landscaped with a continuous row of deciduous trees. The exception being Steeles Avenue where a double row is suggested.

OPEN SPACE SYSTEM

A large landscaped common will be provided in the centre of the block. This common will be limited to passive recreational uses, though surface parking areas may be included around its periphery.

PARKING

The use of above-grade parking structures will be permitted; however, such structures will be limited to a maximum height of 3.7 m. Appropriate landscaping will be provided adjacent to the perimeter streets.

Direct access to parking and service areas will only be from the internal road system, except for existing access points at the south-east corner of the block.

