

CITY OF POINTE-CLAIRE

PLANNING PROGRAM

2022

DRAFT BY-LAW XXX-2022

PRELIMINARY VERSION

TABLE OF CONTENTS

01

BACKGROUND

Introduction	5
Citizen engagement	6
	7

02

OVERVIEW OF THE LAND

Pointe-Claire: a bird's-eye view	9
Development history	10
Socio-demographic profile	11
Major destination areas	14
Mobility	16
Land use	18
Residential zones	22
Parks and green spaces	23
Ecological components	32
Community facilities	34
Commercial zones	36
Industrial zones	38
Constraints and nuisances	40
Summary of development issues	42
	44

03

VISION, GUIDELINES AND OBJECTIVES

Vision Statement	47
Approaches and objectives	48
Spatial organization concept	49
	51

04

VISIONS AND GUIDELINES

Major land uses	53
Land use density	58

05

BIBLIOGRAPHY

60

LIST OF FIGURES

Fig. 1. Agglomeration plan land use allocations for the City of Pointe-Claire	6
Fig. 2. Location of Pointe-Claire within the Greater Montreal area	10
Fig. 3. Pointe-Claire in its immediate surroundings	10
Fig. 4. Map of the island of Montreal. A. Jobin. 1834	11
Fig. 5. Evolution of Pointe-Claire's built environment from before 1920 to after 2010	12
Fig. 6. Pointe-Claire's archaeological heritage	13
Fig. 7. Built environment of Pointe-Claire. Chase. E. Goad. 1907	13
Fig. 8. Projected population growth. Pointe-Claire. 2016-2030	14
Fig. 9. Age pyramid. Pointe-Claire and census metropolitan area. 2006-2011-2016	14
Fig. 10. Highest certificate, diploma or degree attained by population aged 15 and over in private households. Pointe-Claire. 2016	15
Fig. 11. Median income of private households. Pointe-Claire and census metropolitan area. 2016	15
Fig. 12. Pointe-Claire's major destination areas	17
Fig. 13. Street hierarchy	19
Fig. 14. Bicycle paths and public transit systems	21
Fig. 15. Modal share of different means of transport. 2013	21
Fig. 16. Percentage of land occupied by each type of zone. Pointe-Claire. 2019	22
Fig. 17. Heat islands in the City of Pointe-Claire	22
Fig. 18. Distribution of housing units by type of construction. Pointe-Claire. 2016	23
Fig. 19. Land use - detached houses vs. other types	23
Fig. 20. Heritage, areas to be redeveloped and TOD areas	31
Fig. 21. Parks and green spaces	33
Fig. 22. Ecological components	35
Fig. 23. Canopy (tree cover)	35
Fig. 24. Community facilities	37
Fig. 25. Commercial services	39
Fig. 26. Current uses of the Pointe-Claire Industrial Park	41
Fig. 27. High-volume rail and road networks	43
Fig. 28. Spatial organization concept	51
Fig. 29. Major land uses	57
Fig. 30. Major land uses	59

01

BACKGROUND

BACKGROUND

INTRODUCTION

A planning program dictates the major land use and development orientations of the city, in accordance with the Quebec Act respecting land use planning and development (CQLR c A-19.1). This document is the result of the five-year review process required by the Act, thereby repealing the City of Pointe-Claire Planning Program that has been in effect since 2011.

The exercise is part of the City's desire to take stock of the evolution of its landscape over the past 10 years and to update its planning and development vision for the coming decade. It also involves identifying the strategies and means to be implemented to achieve this vision, including the major land uses and their densities.

The process is also taking place against the backdrop of major urban projects, notably the upcoming implementation of the Réseau express métropolitain (REM), which provides significant opportunities for the redevelopment of the community's employment sectors, residential stock and commercial activities. The City therefore intends to set clear guidelines for these changes in a manner that is harmonious with the existing urban fabric and the values of the local community.

COMPLIANCE WITH THE AGGLOMERATION PLAN

As the City of Pointe-Claire is a member of the Montreal Urban Agglomeration Council, this Planning Program is in compliance with the Montréal urban agglomeration land use and development plan, adopted unanimously in 2015. This document includes the development guidelines shared by all of the urban entities in the agglomeration, notably the pan-Montreal infrastructure projects, major land uses, minimum residential densities, and heritage areas. These requirements are mostly derived from the Communauté métropolitaine de Montréal's Metropolitan Land Use and Development Plan (2012).

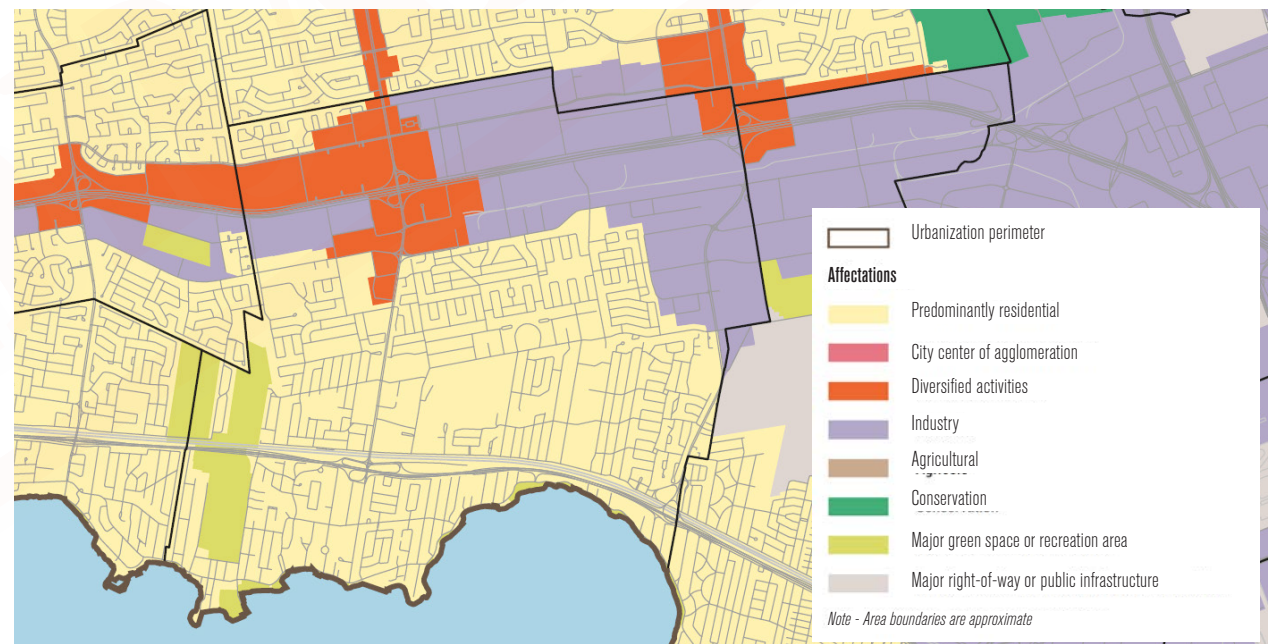


Fig. 1. Agglomeration plan land use allocations for the City of Pointe-Claire

(Source: Montreal urban agglomeration land use and development plan, January 2015. Excerpt from Map 20. Major land uses)

BACKGROUND

CITIZEN ENGAGEMENT

The revision of the Pointe-Claire Master Plan is based on a citizen consultation process carried out before the project. An online poll was launched by the City in September 2019, engaging 343 residents and identifying development issues that citizens care about.

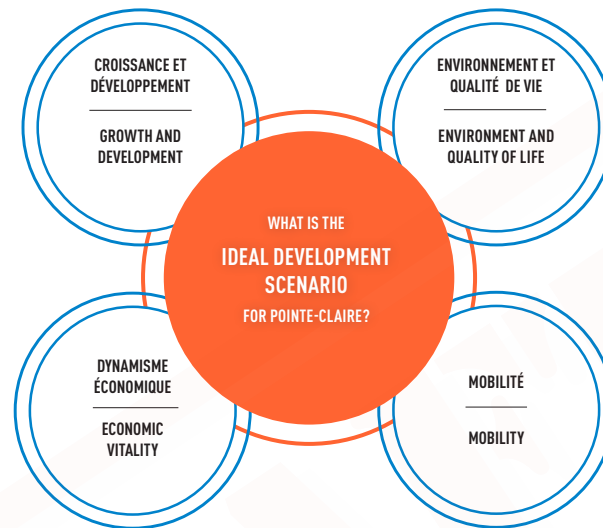
Afterwards, interested respondents were able to participate in ideation workshops held on the evenings of November 19 and 20, 2019 at City Hall. During these events, citizens gathered around tables representing their districts (7 to 10 people per table, for a total of 70 participants).

Following a general presentation of the findings of the earlier land overview, the participants were able to start a discussion on the City's development issues, structured according to the following four main themes:

- Growth and development
- Environment and quality of life
- Mobility
- Economic vitality

The activity, designed to get participants to think about their own future, was ultimately meant to define an ideal scenario for the City in the coming years and to identify possible ways to get there. The results of the group discussions were presented to the entire assembly, thus concluding the workshops.

The results of these workshops have guided the elaboration of the current Planning Program's vision and development guidelines. These consultation activities were a first step in the participatory process, and the City will continue with this process over the coming months.



Word cloud representing the City of Pointe-Claire according to the participants

BACKGROUND

CITIZEN ENGAGEMENT

Participants in the online poll and participatory workshops articulated concerns and visions that are summarized as follows:

- Citizens value the strong **sense of community** that exists throughout the City and want to see this continued in new residential developments.
- The notion of **access to housing** is of concern to many people. Measures should be put forward to ensure the presence of affordable housing and a variety of types of homes, allowing citizens to spend all stages of their lives in Pointe-Claire.
- The **architectural quality of new constructions** and the preservation of the character of the older neighbourhoods were repeatedly mentioned. They are a source of concern, and measures to control new construction are desired. Incentives for the renovation of existing homes were also suggested, thereby helping families remain here.
- The **green spaces and Lake Saint-Louis** are an invaluable asset to the population. It is important to enhance them and increase their accessibility. Citizens also agree on the need to protect mature trees and to improve the availability of parks and community facilities in new residential developments, particularly in the sectors located north of Hymus Boulevard.
- The **upcoming arrival of the REM** is of concern to many citizens, particularly with regard to access to its stations and issues of land speculation in the TOD areas. In an ideal scenario, participants would see the City exercise more control to address these issues.
- The citizens unanimously wish to see an improvement in **the north-south axis**, particularly on the main arteries and on both sides of Highway 40. While they recognize that car use is necessary in a city like Pointe-Claire, they would like to see improved alternatives to automobiles in the form of safe, efficient, user-friendly development for pedestrians, cyclists and public transit users.
- Almost unanimously, the participants would like to see a **green shift in** new construction in the City. In particular, they propose that the City adopt heat island control, greening and sustainable construction measures for new projects and major renovations.
- In order to consolidate Pointe-Claire's role as the **economic hub**, pedestrian-friendly development was suggested. Many citizens would like to see the addition of local businesses in the heart of the residential and industrial sectors to decrease car dependency and make business locations more attractive.



A table in use during the participatory workshops

Source: Provencher_Roy, 2019

02

OVERVIEW OF THE LAND

OVERVIEW OF THE LAND

POINTE-CLAIRE: A BIRD'S EYE VIEW

Pointe-Claire is a city on the West Island of Montreal, known for its famous peninsula that offers an exceptional view of Lake Saint-Louis. Located about 30 minutes by car from downtown Montreal, the municipality covers an area of 18.9 km² and has a population of 31 380. It is bound to the north by Dollard-des-Ormeaux, to the east by Dorval, to the south by Lake Saint-Louis and to the west by Beaconsfield and Kirkland.

Two major highways and a railroad crossing the territory from east to west have the effect of splitting the city into three distinct entities. Residential zones dominate the urban fabric, while a commercial hub and an industrial park of regional scope occupy a prime location on the edge of the Félix-Leclerc Highway (A-40), in the north of the city.



Fig. 2. Location of Pointe-Claire within the Greater Montreal area

Source: Société de transport de Montréal, 2016



Fig. 3. Pointe-Claire in its immediate surroundings

Source: Société de transport de Montréal, 2016



Pointe-Claire Windmill

Source: Provencher_Roy, 2019

OVERVIEW OF THE LAND

DEVELOPMENT HISTORY

The urbanization of the territory of Pointe-Claire began in the 17th century, when the Sulpicians were lords of the island of Montreal. They began to grant concessions along major waterways, notably around Beaurepaire Point in 1678. The peninsula known as “Pointe Claire” was a strategic location for a fort, and the Sulpicians began building a windmill (1709-1710) and then a stone church (1713). These structures are the most prominent signs of the City's rich archaeological heritage, and more particularly of the area around the point.

The parish of Saint-François de Sales, which later became the parish of Saint-Joachim-de-la-Pointe-Claire, appeared in 1713. The first subdivisions were built on the edge of the winding road along Lake Saint-Louis from La Présentation (Dorval) to the western end of the island. At the time, the parish included Saint-Charles, Saint-Jean and Saint-Rémi (later renamed Des Sources) which provided access to the Rivière des Prairies to the north. The first lots follow an orthogonal grid typical of the Montreal region, developed as farmland. In 1845, the sisters of the Congrégation de Notre-Dame acquired the windmill and built a new convent on the point (1867).

Pointe-Claire was incorporated in 1845 and became a municipality in 1854. The advent of the Grand Trunk Railway (Canadian National, linking Montreal to Belleville, Ontario) in 1855 accelerated the urbanization of the area by reducing the travel time from downtown Montreal to 45 minutes. The beaches of Lake Saint-Louis were now popular with well-off Montrealers, who saw Pointe-Claire as an ideal vacation spot. Recreational and tourist services and facilities were consolidated, and summer homes were gradually converted into permanent residences. Pointe-Claire gradually became a true suburb of Montreal.

It was during the second half of the 20th century that urbanization really took off. The advent of Highway 2 (now Remembrance Highway A-20) in 1940, the democratization of the automobile, and the post-World War II population explosion accelerated the construction of suburban housing in the northern portion of the community. This led the urban grid to abandon its original orthogonal form in favour of a sinuous, bucolic layout. It is estimated that 35% of Pointe-Claire's housing was built between 1946 and 1960. As a result of this rapid urbanization, the City of Pointe-Claire was officially recognized as a city in 1958.

At the same time, the employment sector was growing. The first industry to settle in Pointe-Claire was the Montreal Terra Cotta Company. From 1912 to 1962, the company operated a brick and tile factory on the site where Terra-Cotta Natural Park is located today. The site has also been recognized as being of

archaeological interest. In the 1960's, the construction of Félix-Leclerc Highway (A-40) on the northern fringe of the territory allowed for the creation of the first major commercial hub of the West Island, the Fairview Pointe-Claire shopping centre (1965), as well as the establishment of a major industrial park.

The establishment of these major facilities (shops, highways) accompanied the development and consolidation of the residential fabric throughout the second half of the century. Today, the majority of the lots have been developed, and there are few vacant lots left. The contemporary stage of urbanization in Pointe-Claire is therefore part of a trend of redevelopment and optimization of the territory.



Fig. 4. Map of the island of Montreal. A. Jobin. 1834
Source: BAnQ (background map), 2019

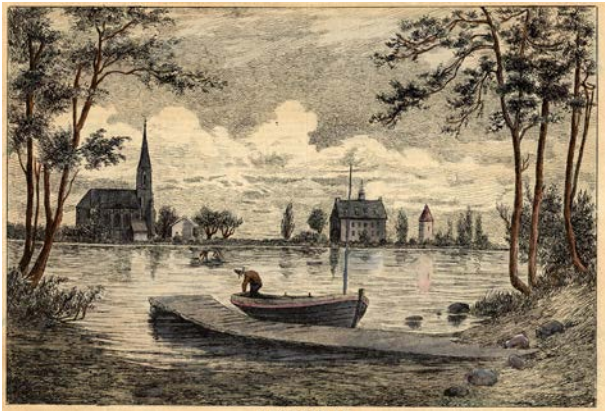
OVERVIEW OF THE LAND

DEVELOPMENT HISTORY



Fig. 5. Evolution of Pointe-Claire's built environment from before 1920 to after 2010

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018



Pointe-Claire. Circa 1875

Source: McCord Museum, 2019



Snack bar at the Maples Inn, Lakeside Street. Circa 1960s

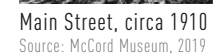
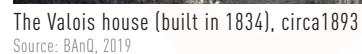
Source: BaNQ, 2019



Equinox Square, in the Greenwich neighbourhood

Source: Housing Guide, 2018

DEVELOPMENT HISTORY



OVERVIEW OF THE LAND

SOCIO-DEMOGRAPHIC PROFILE

The demographic and socio-economic profile of the City of Pointe-Claire contains data deemed relevant to guide municipal decision-making in the coming years, particularly by allowing for the planning of residential growth and the creation of new community facilities. The information provided in this section is drawn from Statistics Canada's 2016 census and from population projections by the Institut de la statistique du Québec (ISQ).

POPULATION GROWTH

The City of Pointe-Claire had 31 380 residents in 2016. This represents a population increase of 590 individuals (4.0%) compared to 2006. In comparison, the Montreal metropolitan area (census metropolitan area or CMA) had a population growth of 12.7% for the same period. Like many suburban municipalities on the Island of Montreal, the City of Pointe-Claire is becoming denser in order to accommodate a constantly growing population on a almost fully developed territory. In 2006, the gross population density was 1595.8 people per square kilometre, while the CMA had a gross population density

of 789.3 people per square kilometre. Ten years later, this density measure was still higher in Pointe-Claire, at 1,660.3 people per square kilometre compared to 890.3 for the metropolitan area. Nevertheless, it should be noted that the increase in population density was three times higher at the CMA level (+12.7%) than in Pointe-Claire (+4.0%) over the last decade.

According to data from the Institut de la statistique du Québec (2011), Pointe-Claire's population growth was forecast to continue, reaching a population of 33 065 in 2031. However, real estate development projects, concentrated in the north of the city near the REM stations, imply growth of nearly 8000 inhabitants ($\pm$ 4000 households), for a total of 39 380 inhabitants expected by 2030.

AGING OF THE POPULATION

The trend towards an aging population is steadily increasing in Pointe-Claire. Comparing the age pyramid of the population for the years 2001, 2006, 2011 and 2016, we see that the proportion of individuals of working age (15 to 64 years) is steadily decreasing compared to that of people aged 65 and over (23.8% of the population in 2016). In absolute numbers, this population class increased from 4305 individuals in 1996 to 5,415 in 2006, and then to 7475 in 2016. This trend is expected to continue over the next decade and beyond, while the projected number of seniors in 2026 is 9175 (ISQ 2011).

It should be noted that although this phenomenon is present across the entire Montreal region, it is slightly lower than it is in Pointe-Claire. In 2016, individuals aged 65 and over made up 16.4% of the CMA's population base, while they represented 23.8% of Pointe-Claire's population. Thus, the demand for senior-friendly homes and facilities in the community is expected to increase in the coming years.



Fig. 8. Projected population growth. Pointe-Claire. 2016-2030
Source: City of Pointe-Claire, 2019

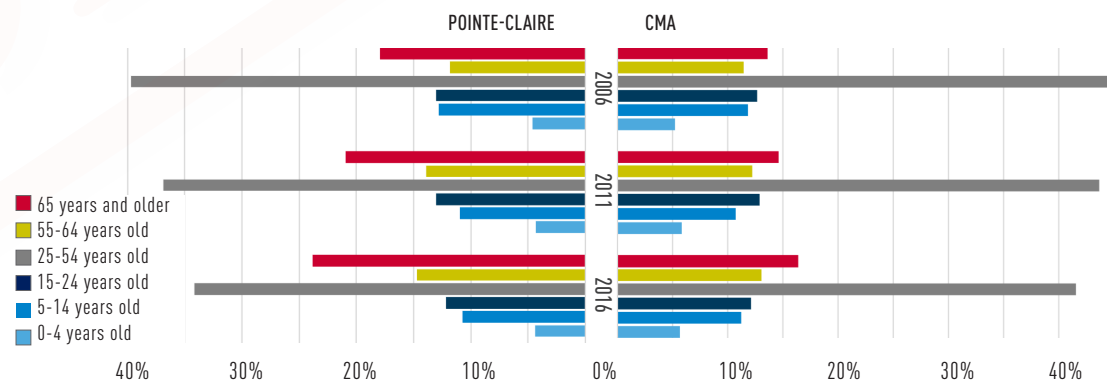


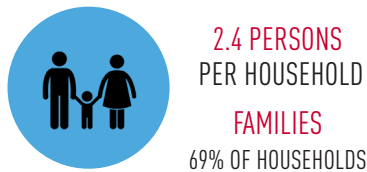
Fig. 9. Age pyramid. Pointe-Claire and census metropolitan area. 2006-2011-2016
Source: Statistics Canada. 2006, 2011 and 2016 censuses

OVERVIEW OF THE LAND

SOCIO-DEMOGRAPHIC PROFILE

HOUSEHOLD COMPOSITION

Households in Pointe-Claire have an average of 2.4 people. There are 8590 families in the community, representing 69.4% of total households. This proportion has remained unchanged from 2006. In comparison, families represent 63.8% of households in the Montreal metropolitan area.



LANGUAGE PROFILE

In 2016, 53% of Pointe-Claire's residents were native English speakers, down 2% from 2006. Just over one-fifth of the population (22%) designate French as their native language, while 25% have native languages without official status, 4% more than in 2006. English remains the language most spoken at home for a majority of residents (68%), compared to 19% for French and 13% for other languages.

EDUCATION

The citizens of Pointe-Claire are highly educated. In fact, 68% of the working population (15 years and older) has a post-secondary diploma or degree, compared to 61% at the CMA level. In addition, 37% of working-age individuals have a university degree, diploma or certificate at the bachelor's level or higher in Pointe-Claire, while this proportion is 26% for the entire census metropolitan area.

LABOUR FORCE AND UNEMPLOYMENT

The labour force participation rate is slightly lower in Pointe-Claire (62%) than in the metropolitan area (66%). However, unemployment is also lower, at 6.2% compared to 7.5% for the CMA.

INCOME

Pointe-Claire residents are generally better-off than those in the metropolitan area. The median household income in the community, calculated before taxes, is \$80 242, compared to \$61 790 for the CMA. Following this trend, the proportion of individuals from low-income households is half as high in Pointe-Claire (6%) as in the CMA (12%). Nevertheless, 2000 people are living in financial insecurity, 410 of whom are under the age of 18 and 415 of whom are over the age of 64.

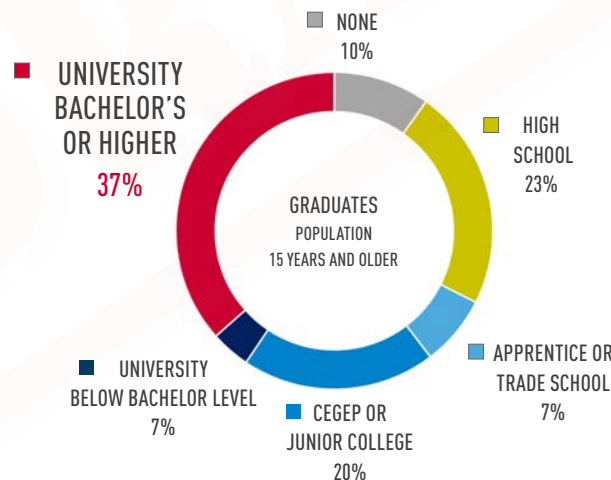


Fig. 10. Highest certificate, diploma or degree attained by population aged 15 and over in private households. Pointe-Claire. 2016
Source: Statistics Canada. Census 2016

MOBILITY

Data on the mobility of Pointe-Claire residents over the past five years indicates that only 31% of residents moved during this period. Of these, 43% were already living in Pointe-Claire, while 5020 individuals (57%) from outside the City chose to settle in the community, including 1115 from outside Canada.



Fig. 11. Median income of private households. Pointe-Claire and census metropolitan area. 2016
Source: Statistics Canada. Census 2016

MAIN FINDINGS RELATED TO THE SOCIO-DEMOGRAPHIC PROFILE

- Anticipated population growth between 2016 and 2030: +8000 inhabitants
- An aging population
- Large proportion of families
- A well-educated and affluent population
- 2000 individuals living in financial insecurity

OVERVIEW OF THE LAND

MAJOR DESTINATION AREAS

Pointe-Claire is a municipality whose influence extends beyond its borders, thanks to the presence of regional (West Island) and even metropolitan facilities. Eight major commercial, institutional and recreational/tourism centres are identified in the planning program. They are as follows:

- The industrial activity center is spread across three sectors: a northern industrial sector, an eastern industrial sector and a western industrial sector. These sectors are daily destinations for workers, many of whom do not live in Pointe-Claire.
- The downtown area, whose influence is largely due to the presence of the Fairview Pointe-Claire shopping centre. With over one million square feet of retail space, it is the West Island's primary shopping centre. It is also identified as a "major hub" in the Montreal Agglomeration Plan. The entire western portion of this vast 29.9 hectare property remains undeveloped to date and its development will contribute to the attractiveness of the site and the city in general. In addition, the commercial core is complemented by other regional facilities, namely the hotel complex located around the Félix-Leclerc Highway (A-40) interchange, as well as the Terrarium shopping centre east of Saint-Jean Boulevard. In order to reinforce the visibility of this hub while allowing for the sustainable development of the territory, the special planning program (SPP) of the downtown area was adopted.
- The Mega Centre Des Sources, located north of the Félix-Leclerc Highway (A-40) and west of Des Sources Boulevard, and the Galeries des Sources east of the boulevard in Dollard-des-Ormeaux. These shopping centres are distinguished by the entertainment businesses they offer. The hub's

reach is smaller than that of Cadillac Fairview, and it is identified in the regional Plan as an "intermediate hub."

- The Valois Village is a mixed-use sector, of commercial and residential activity, with a range of services offered to the local population (gas station, convenience stores, hairdressers, pharmacy) and specialized shops that attract customers from elsewhere.
- The Pointe-Claire Plaza is a commercial complex that offers a range of local services to residents, such as grocery stores, boutiques, a pharmacy, a bank, an SAQ and medical and educational services.
- Lakeshore General Hospital, serving the West Island and identified as a "Metropolitan and Agglomeration Health Facility" in the regional Plan. It is an integral part of the Centre intégré universitaire de santé et de services sociaux (CIUSSS) de l'Ouest-de-l'Île-de-Montréal. It is the workplace of 1600 employees and serves a population base of nearly 300 000 people living in Dorval to the tip of the island, in addition to workers from the region's employment sectors and visitors from outside Montreal.
- Pointe-Claire's Civic Space, which houses all municipal services. The community's main public recreation facilities (arena, aquatic centre, etc.) and culture facilities (library) are located here, and their service area extends well beyond the city limits. The vicinity of the Civic Space extends to Terra-Cotta Natural Park (40 hectares), an elementary and high school, and the Plaza Pointe-Claire shopping centre.
- Five high schools located throughout the City.

They serve the entire West Island, in particular the cities of Beaconsfield, Kirkland, Sainte-Geneviève, Dollard-des-Ormeaux and the Pierrefonds-Roxboro borough of the City of Montreal.

- Pointe-Claire Village, with its village setting and institutional core (convent, windmill, church, etc.), bears witness to the origins of Montreal's urbanization. Many visitors converge there each year, making it a hub for the entire metropolitan area. This sector is covered by an SPP that reaffirms its recreational and tourism activity and proposes concrete actions to increase its appeal.

The destination areas described in this section are the driving force behind Pointe-Claire's appeal, and some are in the process of being redeveloped (Pointe-Claire Village, downtown, etc.). However, their presence within the well-consolidated urban fabric can bring its share of challenges. For example, the large parking areas created to serve the many visitors create heat islands and can be detrimental to the quality of active transportation routes and the permeability of the urban fabric. Through traffic to access the destinations is also a nuisance to residents. The potential for expansion of some of these major facilities is further limited by the lack of vacant space around them. Thus, planning must address the specific needs of these major hubs.

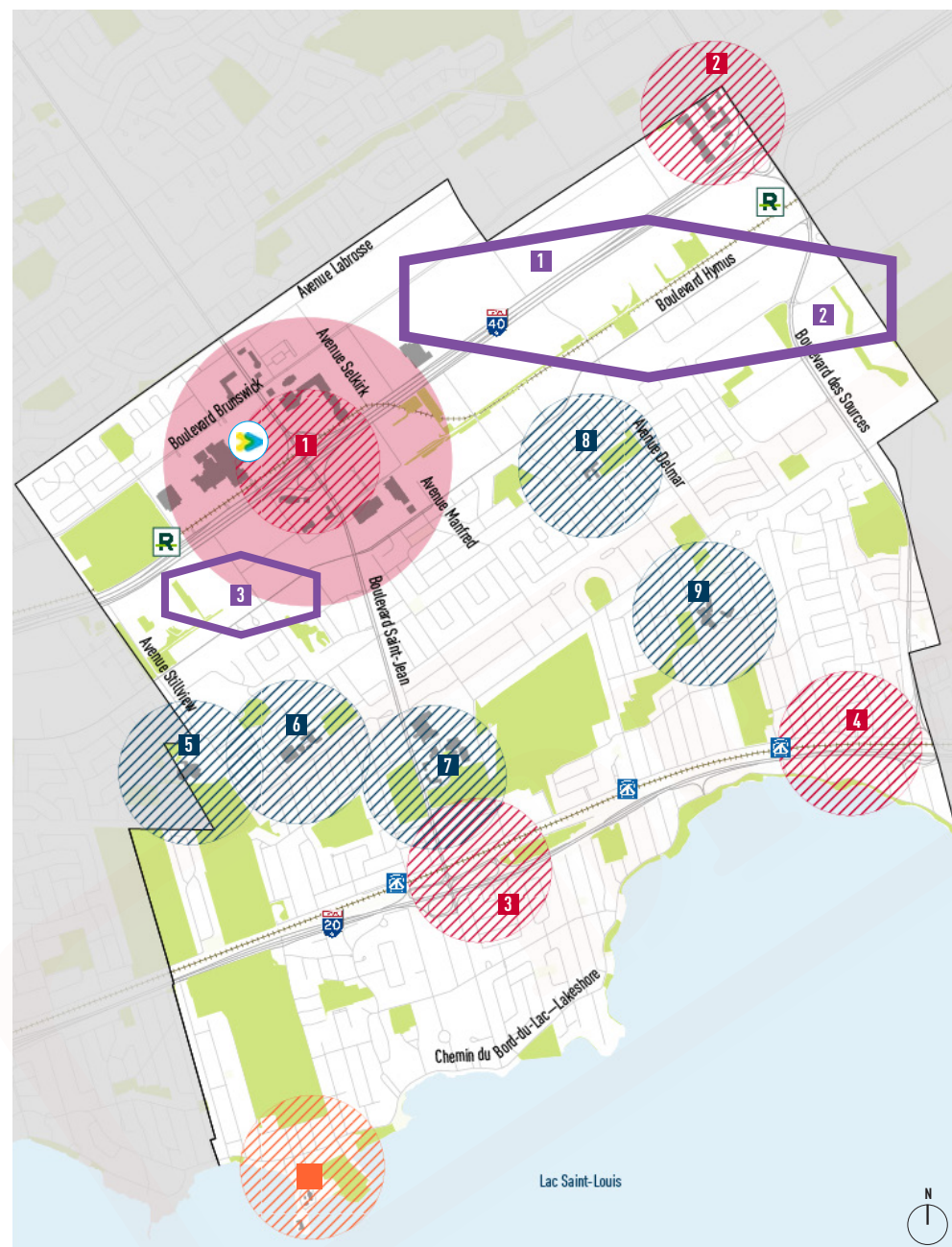
MAIN FINDINGS RELATED TO

MAJOR DESTINATION AREAS

- Seven regional hubs (West Island)
- Planned or anticipated expansion projects
- Through traffic in adjacent neighborhoods
- Heat islands caused by parking lots

OVERVIEW OF THE LAND

MAJOR DESTINATION AREAS



LEGEND

- Pointe-Claire boundaries
- Train station (Exo)
- REM station
- Bus terminal (STM)
- Parks and natural areas
- Regional destination areas (West Island)
- Supra-regional/metropolitan destination areas
- Metropolitan area economic hubs

- 1** Northern industrial sector
- 2** Eastern industrial sector
- 3** Western industrial sector

Commercial hubs

- 1** Downtown
Fairview Centre Pointe-Claire
Complex Pointe-Claire
Terrarium Centre
Hotel Complex
- 2** Mega Centre Des Sources and Galeries des Sources (Dollard-des-Ormeaux)
- 3** Plaza Pointe-Claire
- 4** Village Valois

Institutional hubs

- 5** Lakeshore General Hospital
- 6** École secondaire Félix-Leclerc
- 7** Civic Space
Pointe-Claire Public Library
Pointe-Claire Aquatic Centre
Bob Birnie Arena
John Rennie High School
Terra-Cotta Natural Park

- 8** Horizon High School
- 9** Saint-Thomas High School

Recreational/tourism hub

- 10** Pointe-Claire Village

Fig. 12. Pointe-Claire's major destination areas

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

OVERVIEW OF THE LAND

MOBILITY

ROAD NETWORK

The road network is critical to the spatial organization of the City of Pointe-Claire. Crossed from east to west by two regional highways, the Félix-Leclerc or Trans-Canada Highway (A-40) to the north and Remembrance Highway (A-20) to the south, the municipality benefits from increased accessibility and visibility. Nevertheless, the presence of this heavy infrastructure constitutes significant barriers to local mobility, having the effect of dividing the territory into three distinct entities.

Travel in the north-south direction is essentially provided by the collector artery that is Saint-Jean Boulevard, while Des Sources Boulevard along the eastern boundary of the territory mainly serves the industrial parks of Pointe-Claire and Dorval. This situation creates congestion on Saint-Jean Boulevard, particularly on the 2.5-kilometre stretch connecting the two highways during rush hour. For example, it is estimated that nearly 2200 vehicles per hour cross the Saint-Jean/Hymus intersection during the morning peak period, while 3650 vehicles per hour cross the Saint-Jean/Félix-Leclerc Highway (A-40) overpass during the same period (GBI - 2018).

This problem could be partly solved by extending Jacques-Bizard Boulevard and Sommerset Street to Hymus Boulevard, and by building a new interchange on the Félix-Leclerc Highway (A-40). This project, piloted by the Ministère des Transports du Québec (MTQ), is included in the Agglomeration of Montreal's Transportation Plan (2008) and reaffirmed by the

Agglomeration of Montreal Plan (2015). However, no timetable for completion is known at this time. The recent redesign of the intersection of Saint-Jean and Hymus boulevards has made it possible to improve the safety and ease of pedestrian crossings, while improving traffic flow.

A network of main, secondary and local streets completes the upper network. It provides for the transit of motorists within the northern, central and southern parts of the territory. The street grid is described in detail in the section of this chapter devoted to the description of the various living environments in the City of Pointe-Claire.



Intersection of Saint-Jean and Hymus boulevards before renovation. 2010
Source: Google Maps, 2019

HISTORIC ROUTES

Several roads have guided the development of the territory through different eras, and these routes have a significant historic interest today (Figure 13). Bord-du-Lac - Lakeshore Road is a remnant of the first settlements on the shores of Lake Saint-Louis and is bordered by numerous historic properties. The Montée Saint-Jean/Avenue Douglas-Shand/Avenue Maywood axis has also been identified as a founding route of historic interest as it allowed for the development of the City to the north. Montée Saint-Rémi, later renamed Boulevard Des Sources, is also a founding route of interest.



Intersection of Saint-Jean and Hymus boulevards after renovation. 2018
Source: Google Maps, 2019

OVERVIEW OF THE LAND

MOBILITY



Fig. 13. Street hierarchy
Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

LEGEND

- Pointe-Claire boundaries
- Train station (Exo)
- REM station
- Railroad
- Highway
- Main artery
- Secondary artery
- Collector artery
- Historic road



Sain-Jean interchange of the Félix-Leclerc Highway (A-40)
Source: Google Maps, 2019

OVERVIEW OF THE LAND

MOBILITY

COLLECTIVE NETWORK

The municipality is particularly well-served by commuter rail service. Three stations of the Exo 1 - Vaudreuil-Hudson line operated by Exo serve the territory. They are located north of the Remembrance Highway (A-20) on the former Canadian National Railway (CN) rail link, each with a pedestrian underground tunnel to access it from south of the highway. In addition, more than 20 bus routes criss-cross the territory, converging at the terminus established on the site of the Fairview shopping centre. However, it is important to note that the service offered by Exo commuter trains, as well as STM bus lines, like public transportation elsewhere in the suburbs, is often infrequent, unreliable and inconvenient, with headways often exceeding thirty minutes between passages and routes that crisscross the territory. Although it is often efficient for trips to downtown Montreal, trips within the City of Pointe-Claire and the West Island often take much longer than the same trip by private transportation. This contributes to upholding the role of the automobile as the preferred mode of transportation in Pointe-Claire, except for those who do not have access to it (young people, low-income households, etc.).

The Origin-Destination Survey (2013) reveals that the automobile remains the primary mode of transportation for trips originating in Pointe-Claire. Although this share has decreased slightly, with 82.1% of trips made by automobile in 2013, compared to 84.3% in 2003, the share of trips made by public transit is increasing sharply, with a share of 12.2% in 2013, compared to 8.3% in 2003. The share of active travel also increased by 0.1 to a 5.6% share in 2013.

These figures must be qualified, however, since during the morning peak period, more than 21.1% of trips are made by public transit, while 70.3% are made by car. Moreover, 4% of Pointe-Claire residents use more than one mode of transportation (e.g. car + train).

For the West Island as a whole (including LaSalle, Côte-Saint-Luc and Saint-Laurent), Pointe-Claire residents are more likely to use their car to get around, with 82.1% compared to 76% for the West Island as a whole. They are also less likely to use public transit for their trips, with 12.2% compared to 16%.

The upcoming arrival of the REM is therefore promising, as it will allow for better service locally with a new means of structuring public transportation.

The advent of the REM, which is scheduled to begin service in 2023, will substantially improve the West Island's public transit system. Two REM stations will be built in Pointe-Claire. The first will be located downtown at the intersection of Fairview Avenue and the Félix-Leclerc Highway (A-40) service road. Eventually, this station will be served by 17 bus lines. No park-and-ride facilities are planned at this time, which poses a challenge to the ability of surrounding streets and lots to handle the demand. Agreements with the owners of the surrounding shopping centres are a possible solution. The second station, located on Des Sources Boulevard, will provide increased accessibility to the industrial hub of Pointe-Claire and Dorval. Four bus routes will connect to this station, while a 500-space park-and-ride facility will be built.

This project provides several development opportunities, especially for the employment sectors. However, it also presents challenges in terms of traffic flow to and from the downtown station, resulting in increased traffic on Saint-Jean Boulevard. This makes the extension of Jacques-Bizard Boulevard all the more relevant and necessary.



Exo commuter train in Pointe-Claire station

Source: Provencher_Roy, 2019

MOBILITY



- Pointe-Claire boundaries
- Rails
- Train station (Exo)
- REM station
- Bus terminal (STM)
- Bus line
- Bicycle path
- Planned bicycle infrastructure
- Bus Terminus Fairview-Pointe-Claire



- A territory split in three by heavy transport infrastructure
- Congestion on Saint-Jean and Des Sources boulevards
- Nuisances for sensitive uses near high-speed roads and main railroads
- Planned location of two REM stations
- A public transit offer to be linked with the REM
- An active mobility network to be improved

OVERVIEW OF THE LAND

LAND USE

Figure 16 depicts the proportion of each urban function in terms of land use. The City of Pointe-Claire was built according to a classic pattern of segregated uses dominated by residential zones (31% of the territory) developed in a suburban mode. Institutional zones are marginal in terms of land use (5% of the territory), and most of the major facilities are concentrated in the civic centre. Commercial zones are well present (10% of the territory), mainly embodied by the shopping centres Fairview Pointe-Claire, Complexe Pointe-Claire, Terrarium Centre, Mega Centre Des Sources and Plaza Pointe-Claire. In addition, the city has a vast industrial park located on both sides of Félix-Leclerc Highway (A-40) and along Des Sources Boulevard, occupying a significant 13% of the territory.

It is interesting to note the relative amount of space devoted to vehicular traffic (21%) compared to parks and green spaces (6%) and the built environment. This demonstrates the centrality of the automobile in the development of Pointe-Claire. The ubiquity of paved surfaces is particularly noticeable at the highways and in the north of the city on commercial and industrial properties, where many urban heat islands are visible, as shown in Figure 17.

While the city's spatial layout and travel patterns make automobile traffic a key consideration in municipal decision-making, the preservation and enhancement of green spaces is also a significant issue for the community.

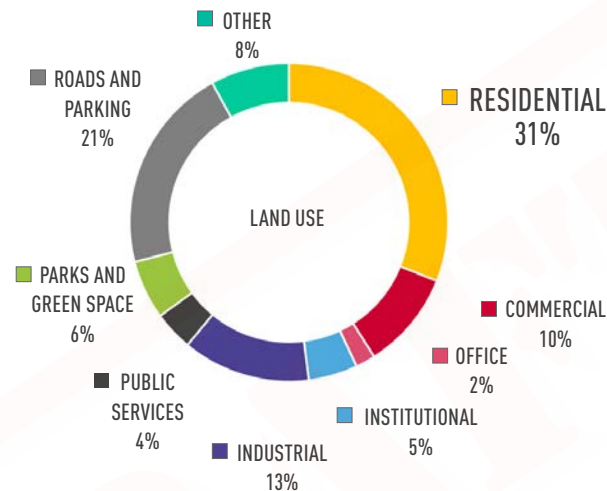


Fig. 16. Percentage of land occupied by each type of zone. Pointe-Claire. 2019

Source: Communauté métropolitaine de Montréal. Portraits territoriaux. 2019

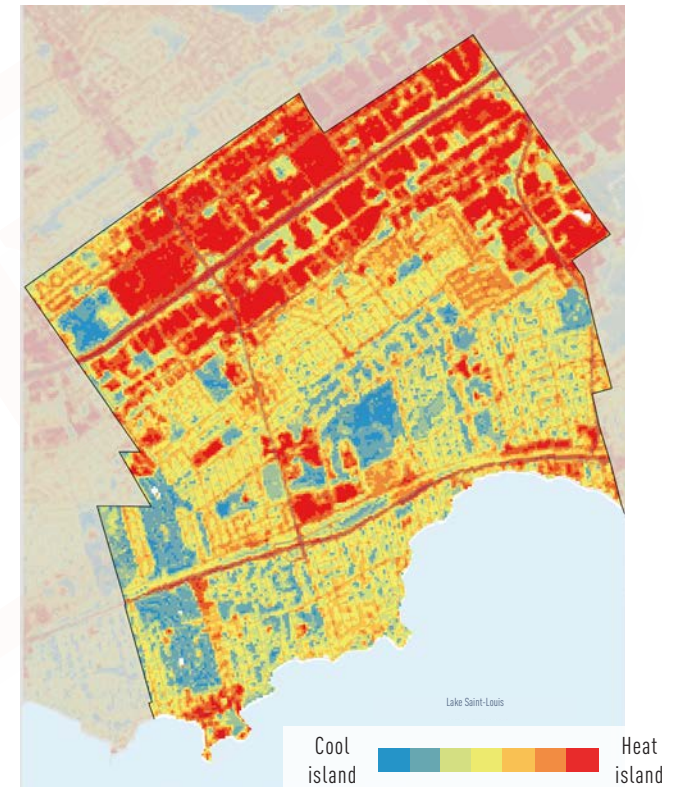


Fig. 17. Heat islands in the City of Pointe-Claire

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

MAIN FINDINGS RELATED TO

LAND USE

- Predominance of residential areas
- High proportion of paved surfaces (space for cars)
- Heat islands concentrated in the northern portion of the City

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

OVERALL RESIDENTIAL PORTRAIT - (CENSUS 2016)

Over the past 10 years, the number of occupied dwellings in Pointe-Claire has increased from 12 049 (2006) to 12 375 (+2.7%). Pointe-Claire's gross land use density, calculated for the entire territory, is 6.79 dwellings per hectare.

The most common type of housing remains the detached single-family house, which represents 53% of the private housing stock and occupies nearly 83% of the residential land use (see Figures 18 and 19). In second place are buildings of five floors and more, which comprise 18% of the total number of dwellings in the City, while occupying only a small part of the territory.

In terms of tenure, 70% of households in Pointe-Claire own their home (56% for the CMA). Statistics Canada estimates the average value of dwellings at \$416,061, which is 13% higher than the CMA average (\$366 974). It should be noted that this value recorded a spectacular 52% jump in 10 years in Pointe-Claire (\$273 121 in 2006). The property assessment roll of the City of Montreal, which administers the Pointe-Claire roll, estimates the average value in 2019 to be \$394 110, a 26% increase since 2013, when the average value was assessed at \$313 719.

Moreover, between January 2017 and September 2019, the price of residential property increased by 14.1% in the Montreal Census Metropolitan Area (Source: Statistics Canada, Residential Property Price Index). For the Montreal Metropolitan Area, between January and June 2021, the average Centris® price increase was 25% compared to the same period in 2020 (compared to an increase of 6% from 2018 to 2019 and 17% from 2019 to 2020) (CMHC, 2021).

With the pandemic, the overheating of the real estate market has worsened across Canada, and Pointe-Claire is no exception. According to Centris.ca, in the 4th quarter of 2021, the price of a single-family home in Pointe-Claire increased by 22% to reach \$755,000, almost twice the price of 2016, in five years.



Detached single-family home
Source: Provencher_Roy, 2019

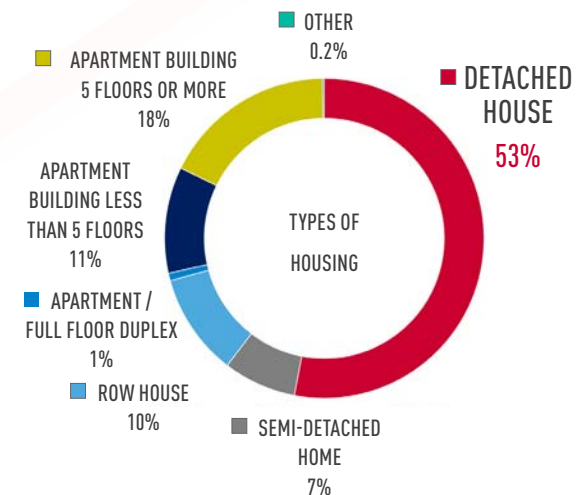


Fig. 18. Distribution of housing units by type of construction.
Pointe-Claire, 2016

Source: Statistics Canada, Census 2016

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

GLOBAL RESIDENTIAL PORTRAIT – (RECENSEMENT 2016)

According to Jean-Philippe Meloche, a professor at the School of Urban Planning and Landscape Architecture at the University of Montreal, although the situation in the Montreal Metropolitan Area is far from being comparable to the real estate markets of Toronto and Vancouver, in recent years there has been a growing disconnect between household income and the cost of housing in the Montreal Metropolitan Area (Radio-Canada, 2021).

With an overall aging housing stock (82% of housing units were built prior to 1991) and 895 units (7%) in need of major repair, the pressure to demolish and rebuild modern, more affluent homes is being felt.

The various residential neighbourhoods in Pointe-Claire are described in this section. Although there are some differences in the built environment or urban layout, these neighbourhoods are distinguished by their overall homogeneity, partly due to the period when they were built.

The residential fabric is divided as follows:

1. Bord-du-Lac (the Village, Cedar and Lakeside)
2. Sunnyside and Veterans' neighbourhoods
3. Valois
4. Lakeside Heights and Cedar Park Heights
5. Oneida and Downtown

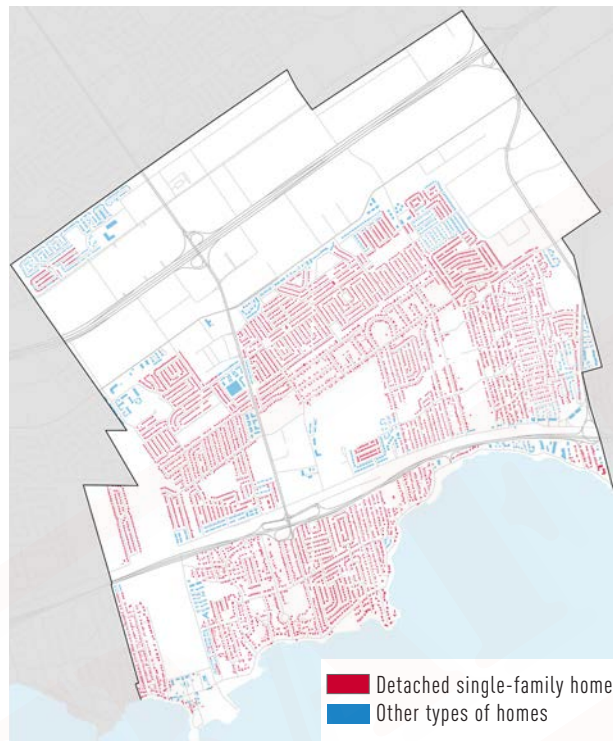


Fig. 19. Land use - detached houses vs. other types
Source: City of Pointe-Claire, 2019



12 375 HOUSING UNITS
+2.7% SINCE 2006

6.79 UNITS / HA
CMA - 3.96 UNITS / HA



70%
OWNER-OCCUPIED

\$416 061
AVERAGE VALUE OF DWELLINGS
ACCORDING TO STATISTICS CANADA

+52%
SINCE 2006

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

BORD-DU-LAC (THE VILLAGE, CEDAR AND LAKESIDE)

The development of the city began on the shores of Lake Saint-Louis, around present-day Pointe-Claire Village. The Cedar and Lakeside neighborhoods were then developed until mid-century. These sectors are characterized by an orthogonal street grid in the oldest sectors, and then become more organic and inspired by the precepts of the garden city for sectors developed with the advent of the automobile (Cedar, Lakeside). More recently, Valois Bay sector has seen the construction of very high-density blocks, like the Lakeshore towers or the Bayview CHSLD, in contrast with the existing urban fabric. Today, this high density is putting pressure on the rest of the older built environment, which is primarily composed of single-family detached homes.

The residential built environment in the Pointe-Claire Village area is very homogeneous in type, characterized by flat-roofed or low-sloped single-family homes of similar scale and location, with small front setbacks. Along Bord-du-Lac -Lakeshore Road, there are mixed commercial and residential buildings. The Pointe-Claire Village area has been in the process of revitalization since the adoption of a Special Planning Program (SPP) in 2016. The orientations of the SPP, which is an integral part of the planning program, aim to control new real estate projects in order to preserve the human scale of the village and to stimulate the renovation of the existing housing stock.

The Cedar Park and Lakeside areas stand out for their many single-family homes. Cedar Park has been identified as the first true permanent residential development in Pointe-Claire Parish, and is classified

as an Area of Outstanding Historic Value, along with the Point, the Village, the Beaconsfield Golf Club, Stewart Park and the cemeteries. The lots are mostly narrow (± 15 metres) and deep (± 75 metres), with a large front setback (± 15 metres) that leaves a lot of room for vegetation. The built environment is mainly composed of imposing single-family homes with different cladding materials (plaster, boards, brick, stone), a sign of the different periods of construction and renovation.

One sub-sector stands out: Bowling Green, developed under garden city principles by architect Frederick Todd around 1907, is also considered an area of outstanding historic value. There are a dozen residences clad in noble materials (cedar shingles, fieldstone), inspired by the Arts and Crafts style. These imposing buildings, located on large landscaped lots, enjoy a mature tree canopy and a breathtaking view of Lake Saint-Louis.

Even today, it is in these sectors south of Remembrance Highway (A-20) that the majority of buildings of outstanding historic value are found, including several homes: Maison Legault, Maison Charles-Wesley-MacLean (now Stewart Hall), Maison Napoléon Charbonneau and Antoine Pilon.



Lakeshore Road, Pointe-Claire Village
Source: Provencher_Roy, 2019



Bowling Green Avenue single-family home
Source: Provencher_Roy, 2019

OVERVIEW OF THE LAND

RESIDENTIAL ZONES



Maison Antoine Pilon, located at 258 Lakeshore Road
Source: Provencher_Roy, 2019



St. Joachim Church
Source: Provencher_Roy, 2019



Aerial view of Pointe-Claire Village and the founding neighborhoods along the shores of Lake Saint-Louis
Source: Google Maps, 2019

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

SUNNYSIDE AND VETERANS' NEIGHBOURHOODS

Developed in the early 1940s, the Sunnyside and Veterans' neighbourhoods symbolize the new real estate boom after World War II.

Located north of Remembrance Highway (A-20), on the edge of Terra-Cotta Natural Park, where the factory of the same name was once located, the Sunnyside neighborhood unfolds in an organic, orthogonal pattern. The streets converge on a large planted promenade, Sunnyside Park, providing an alternative pedestrian route between Belmont Avenue to the south and St. John Fisher Elementary School. The veteran and Arts and Crafts style houses, clad in red brick, have stood the test of time. They are located on large lots (± 700 square metres), at a distance of about 10 metres from narrow streets. The area is identified as an urban landmark.



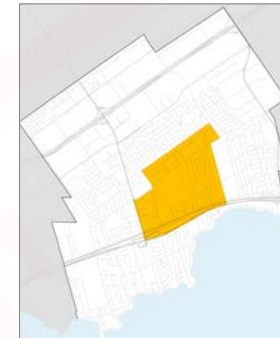
Circle Avenue single-family home

Source: Provencher_Roy, 2019



Original house in the Quartier des Vétérans, Saint-Louis Avenue

Source: Provencher_Roy, 2019



Aerial view of Sunnyside on the edge of Terra-Cotta Natural Park

Source: Google Maps, 2019



Contemporary construction in the Quartier des Vétérans

Source: Provencher_Roy, 2019

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

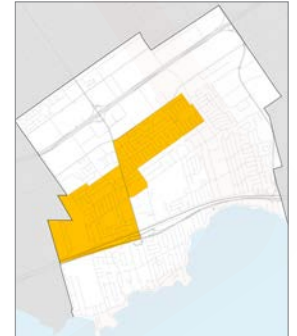
LAKESIDE HEIGHTS / CEDAR PARK HEIGHTS

As residential development increased in the middle of the century, the older neighbourhoods were quickly built up and very little vacant land remained. With the democratization of the automobile and the baby boom, the desire for home ownership was increasingly felt and Pointe-Claire saw the construction of new neighbourhoods north of Remembrance Highway (A-20), sometimes offering several hundred homes. Lakeside Heights, with its many detached single-family homes built by Magil in the late 1950s, is a perfect example of this, as it has been designated as an urban landmark. It has an organic street pattern with a very homogeneous architectural framework (red brick cladding, large plots, planted yards and mature trees). This residential type can also be found in the Cedar Park Heights neighborhood, which was developed in the early 1960s with the construction of Lakeshore General Hospital.

The consolidation of the residential fabric in a suburban mode symbolizes the period of development from the early 1950s to the 1980s.



Aerial view of the Lakeside Heights area
Source: Google Maps, 2019



Original home in the Magil developments north of Lakeside Heights
Source: Provencher_Roy, 2019

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

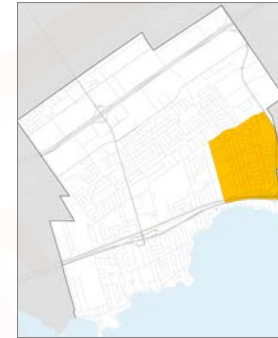
VALOIS

The former village of Valois has evolved in parallel with the rest of the City of Pointe-Claire. Although it was incorporated into the parish in 1911, this area still has all the amenities to make it a living environment in its own right. There is a village core offering shops and services around Valois train station along Donegani Avenue, and a residential area to the north. The Valois station, the old post office and the library have been designated as historic buildings.

The Valois sector first developed along the river with the resort industry, before becoming a residential sector in the 1920s and expanding northward. Residential development west of King Avenue began in the first half of the century and is characterized by the omnipresence of detached single-family homes in a relatively well-preserved country style. The eastern portion was eventually developed after World War II. There are larger homes, often with garages. The architectural styles are highly varied and exhibit

different trends. The exterior cladding is even more varied, ranging from brick to wood to boards. However, most styles are harmonized by the presence of a front porch or patio.

The Valois Village Special Planning Program was adopted in 2017 to revitalize the village core. This revitalization involves redefining the village's identity, restructuring the various urban developments to make it a friendly and lively place to live, while creating a comfortable and safe environment for active modes of transportation. An architectural and urban style guide was also adopted to steer the transformation of the residential fabric located to the north of the village while respecting the original features.



Valois Village Concept Plan

Source: City of Pointe-Claire, Valois Village SPP, 2017



Aerial view of Valois

Source: Google Maps, 2019

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

ONEIDA

Pointe-Claire's population growth, which rose with the exodus from Montreal to the suburbs, will continue to increase. Following the consolidation of the Cedar Park Heights and Lakeside Heights areas, real estate development continued east of Delmar Avenue with the construction of the Oneida neighbourhood.

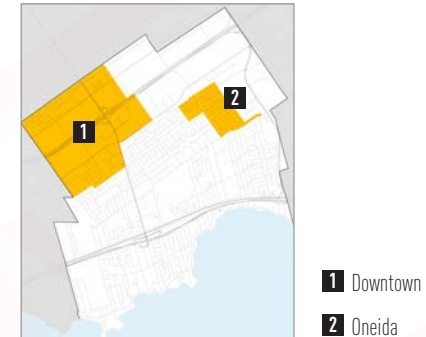
Mainly built during the 1980s, its development in the south continued until the end of the 1990s. The built environment is characterized in particular by older single-family semi-detached homes, and more recent cottage-style residences. The urban fabric is denser, with smaller lots and setbacks than in the surrounding neighbourhoods.

DOWNTOWN

This final phase of residential development is located around Hymus Boulevard, reaching the northern edge of the City. Although characterized by the presence of numerous industries as part of Pointe-Claire's industrial park, the downtown area began to see the development of a residential built environment in the early 2000s. This neighbourhood is mixed-use and diverse in built environment types. A Special Planning Program (SPP) is in effect for the downtown area in order to better control the development of vacant spaces and the redevelopment of underutilized spaces in relation to the arrival of an REM station, in accordance with the principles of TOD (Transit-Oriented Development) areas.

Six-storey buildings and row houses punctuate Hymus Boulevard along its entire length from Stillview Avenue to Delmar Avenue. Another set of multiplexes made for seniors is located on the edge of Lakeshore General Hospital, bordering Seignior, Stillview and Frobisher avenues. Finally, the Greenwich neighbourhood, currently under development, combines townhouses and multi-family residences west of Saint-Jean Boulevard.

A final residential area north of Brunswick Boulevard emerges from downtown. Developed in the 1980s, this area is home to many single-family homes, mainly semi-detached or row houses. A few townhouses also line Hermitage Avenue. The process of residential densification is also noticeable in this area, with the construction of a six-to-nine-storey complex near the Fairview shopping centre. It should be noted that various mitigation measures (height modulation, concealment of parking areas, planted front yards) have been put forward to harmonize new projects with the existing built environment.



As a result of the aging population, the number of seniors' residences in the City of Pointe-Claire is increasing. The construction of housing and the creation of living environments designed according to the principles of universal accessibility is a major challenge. However, the versatility of the development is necessary, particularly to allow for the eventual conversion of the residences to condos or conventional rental housing once the demographic trend has reversed.



Aerial view of Oneida
Source: Google Maps, 2019



Aerial view of the higher density area on the edge of Downtown
Source: Google Maps, 2019

OVERVIEW OF THE LAND

RESIDENTIAL ZONES

Although there are several types of homes in the City of Pointe-Claire, the single-family detached house remains the most common one, and still seems to be popular with young families. With an overall aging housing stock and a growing need to accommodate new housing within a well consolidated territory, the pressure to transform and densify the existing fabric is being felt. Based on ISQ population projections for 2031 and average household size (2016), it is estimated that close to 1400 new housing units will need to be built over the next 10 years. The process of residential densification, already well underway in the downtown area, but also elsewhere in the territory, remains a major challenge for urban planning in the area. In this regard, two major trends are emerging in Pointe-Claire.

A first trend observed within the older suburban neighbourhoods is the subdivision of large lots to accommodate two new single-family detached buildings (Vétérans and Sunnyside neighbourhoods). Particular attention must therefore be paid to preserving the distinctiveness of the older neighbourhoods, in order to retain their original cachet and to allow for new construction that respects the scale and the architectural style of the existing buildings.

At the same time, the City is required to direct urban growth around the major public transit hubs, in accordance with the requirements of the Land Use and Development Plan (LUDP) and its Metropolitan counterpart (PMAD). The territory thus includes five Transit-Oriented Development (TOD) areas around the three existing train stations and the two proposed REM stations (see Figure 20). Minimum residential density thresholds are set for any new construction or reconstruction in these areas, and targeted redevelopment on certain lands will address this

challenge. In addition, some well-established sectors (downtown, Valois Bay, etc.) are seeing higher-density buildings built in the heart of the existing fabric. If the optimization of land use is desirable in terms of sustainable development, the harmonious cohabitation of new construction with older ones remains an important issue.

The loss of vegetation cover is another threat that needs to be controlled. Outdoor design methods and lifestyles have changed since the middle of the last century, and the existing built environment is not necessarily in harmony with these changes. Single-family residential development has a real environmental impact: the expansion of parking lots or the increase of paved areas in side and back yards with the installation of pools or outdoor patios very often requires cutting down trees. The loss of vegetation cover, both through the reduction of the canopy and of grassy or planted areas in favor of pavement or asphalt, leads to an increase in heat islands that is sometimes difficult to counteract. The neighbourhood of Oneida exemplifies this phenomenon, with a tight urban fabric and low canopy coverage.

Finally, the sharp increase in property values since 2006 (+54%) has a direct impact on the cost of housing in Pointe-Claire. Renters are seeing their rents increase while fewer people are qualifying to purchase a home. It can therefore be concluded that the older built environment is not always affordable to households, and that many real estate projects are targeted at a clientele other than families with children (condos for the elderly, housing units with two bedrooms or less, etc.). In this context, the attractiveness of the territory for families is a significant issue.



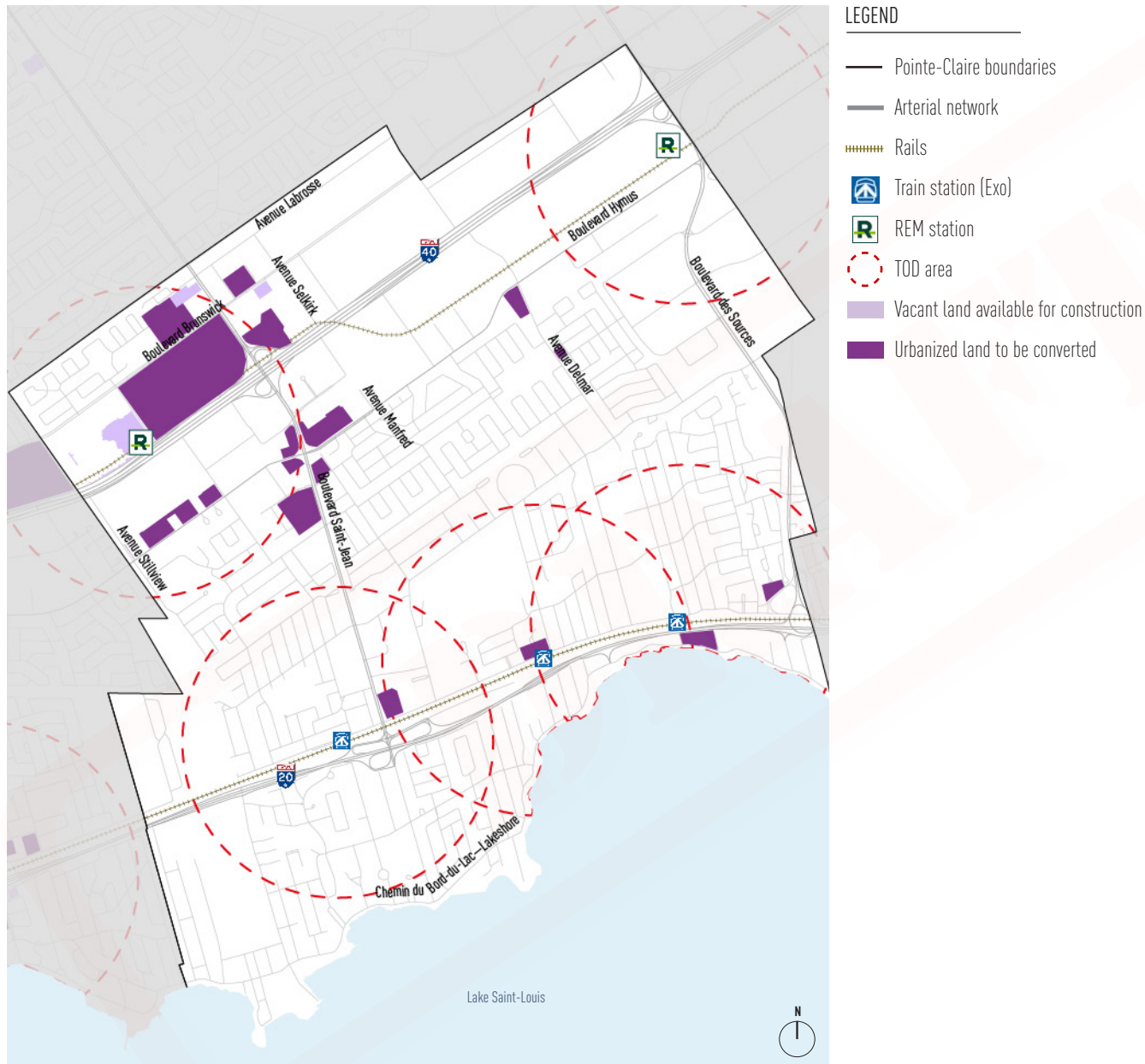
Case study of a lot subdivision on Saint-Louis Avenue in the Veterans' neighbourhood
Source: Google Maps, 2019



Disparity in canopy index between older and newer neighborhoods
Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

OVERVIEW OF THE LAND

RESIDENTIAL ZONES



LEGEND

- Pointe-Claire boundaries
- Arterial network
- Rails
- Train station (Exo)
- REM station
- TOD area
- Vacant land available for construction
- Urbanized land to be converted

MAIN FINDINGS RELATED TO

RESIDENTIAL ZONES

- High proportion of single-family detached homes
- 52% increase in real estate values in 10 years
- Distinctiveness of historic districts and older neighbourhoods
- Few vacant lots available for construction
- Cohesiveness of new buildings in an already established urban fabric
- Minimum residential density threshold of 40 to 60 units per hectare in TOD areas

Fig. 20. Heritage, areas to be redeveloped, and TOD areas

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

OVERVIEW OF THE LAND

PARKS AND GREEN SPACES

The supply of public parks in Pointe-Claire is large and varied. Various environments (waterfront, natural, recreational, etc.) are offered to users. Figure 21 illustrates the distribution of parks in the territory. They fall into four main categories:

- Block parks (± 0.35 hectare), vegetated plots of land for recreation and play, are generally used by people living within a 400 metre radius (5 minute walk).
- Neighbourhood parks (± 2.0 ha), often include a playground and sports field, and sometimes a parking area. They serve residents located within a 800-metre radius (± 10 -minute walk).
- Municipal parks (3.0 to 8.0 ha), where a variety of sports equipment or facilities of municipal interest (docks, Stewart Hall Gallery, etc.) are concentrated. They attract customers from all over the City.
- Regional parks, such as Terra-Cotta Natural Park, a large wooded area frequented by residents from all over the West Island due to its proximity to the aquatic centre and arena. Alexandre-Bourgeau Park, located in the heart of Pointe-Claire Village and offering an exceptional view of the built heritage and Lake St. Louis, also has a regional impact.

In total, there are approximately 106.4 hectares of public parks in the territory. This equates to a ratio of 3.4 hectares per 1000 inhabitants. This value is slightly lower than the Quebec standard for the availability of parks and green spaces, which is 4.0 hectares per 1000 inhabitants (MLCP, 1989).

Including the large private green spaces (Lakeview Cemetery and Beaconsfield Golf Club) as public parks gives a total of 200.7 hectares, or 6.4 hectares per 1000 population. These spaces, though not public, benefit the population by offering them additional contact with quality green spaces.

In terms of development, the City invests heavily in the maintenance of its recreational infrastructure. The redevelopment of Alexandre-Bourgeau Park and the shoreline is planned for the next few years as part of the Pointe-Claire Village Special Planning Program (SPP).

As for the distribution of green spaces on the territory, it appears to be balanced within the older districts. However, there is more scarcity in the northern area. The intensification of residential uses near the Félix-Leclerc Highway (A-40) makes the need for green spaces in this sector more and more critical.

This is particularly relevant given that new residential developments on the edges of Downtown are mainly for the elderly, who are less likely to travel long distances to enjoy green spaces and are more vulnerable to pollution and the impact of heat islands on their health.

MAIN FINDINGS RELATED TO

PARKS AND GREEN SPACES

- Dearth of green spaces in the northern portion of the city
- A variety of sports and leisure facilities
- Large green spaces located on private property



Sailing base of the nautical club

Source: Provencher_Roy, 2019



Outdoor pool at Alexandre-Bourgeau Park

Source: City of Pointe-Claire, 2019

OVERVIEW OF THE LAND

PARKS AND GREEN SPACES



LEGEND

- Pointe-Claire boundaries
- Arterial network
- ⋯ RAILS
- ⓘ Train station (Exo)
- Ⓜ REM station
- Public park
- Private green space
- 1 Cadillac Fairview land
- 2 Horizon High School land
- 3 Montreal Airport land
- 4 Lakeshore Cemetery
- 5 Beaconsfield Golf Club
- 6 Colombarium Remembrance Garden

Block parks (± 0.4 ha, play and relaxation)

- Amberley, Newton Square, Empress, Augusta, Stockwell, Jack-Robinson, Tudor, Ashgrove, De Lucerne, De Breslay, Fifth, Édouard-Païement, Antoine-Pilon, Lansdowne Gardens, Tony-Proudfoot

Neighbourhood parks (± 2 ha, sports activities, play and relaxation)

- 7 Hermitage (skating rinks, playground, soccer field, parking)
- 8 Seignior (skating rinks, playground, baseball field, parking)
- 9 Ambassador (soccer field)
- 10 John Fisher (soccer field)
- 11 David W. Beck (facilities designed for universal accessibility)
- 12 Belmont (Green space)
- 13 Edgewater (waterfront promenade, recreation)
- 14 Kinsmen (chalet, pool, playground, parking, soccer field)
- 15 Maples (riverside walk, relaxation)

Municipal parks (3.0 to 8.0 ha)

- 16 Northview (skating rinks, pool, sports fields, playground, parking)
- 17 Cedar Park Heights (chalet, skating rinks, pool, sports fields, playground, parking)
- 18 Arthur E. Séguin (skating rinks, pool, sports fields, playground, parking)
- 19 Du Voyageur (chalet, ice ring, sports fields, playground, parking)
- 20 Valois (chalet, water games, skating rink, swimming pool, sports fields, playground, parking)
- 21 Clearpoint (chalet, skating rinks, tennis court, playground, parking)
- 22 Stewart Hall (Relaxation, art gallery)
- 23 Ovide (chalet, dog park, skating rinks, pool, sports fields, playground, parking)
- 24 Grande-Anse (recreation and picnic area, docks, mooring, canoe club, dog park)

Regional Park

- 25 Terra-Cotta Natural Park (approx. 40 ha, wooded trails, aquatic centre, arena, educational butterfly-and-bee garden, parking)
- 26 Alexandre-Bourgeau (4.0 ha, chalet, skating rinks, pool, sports fields, playground, parking, boat launch, docks)

Community garden

- 27 Valois
- 28 Du Village

Fig. 21. Parks and green spaces

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

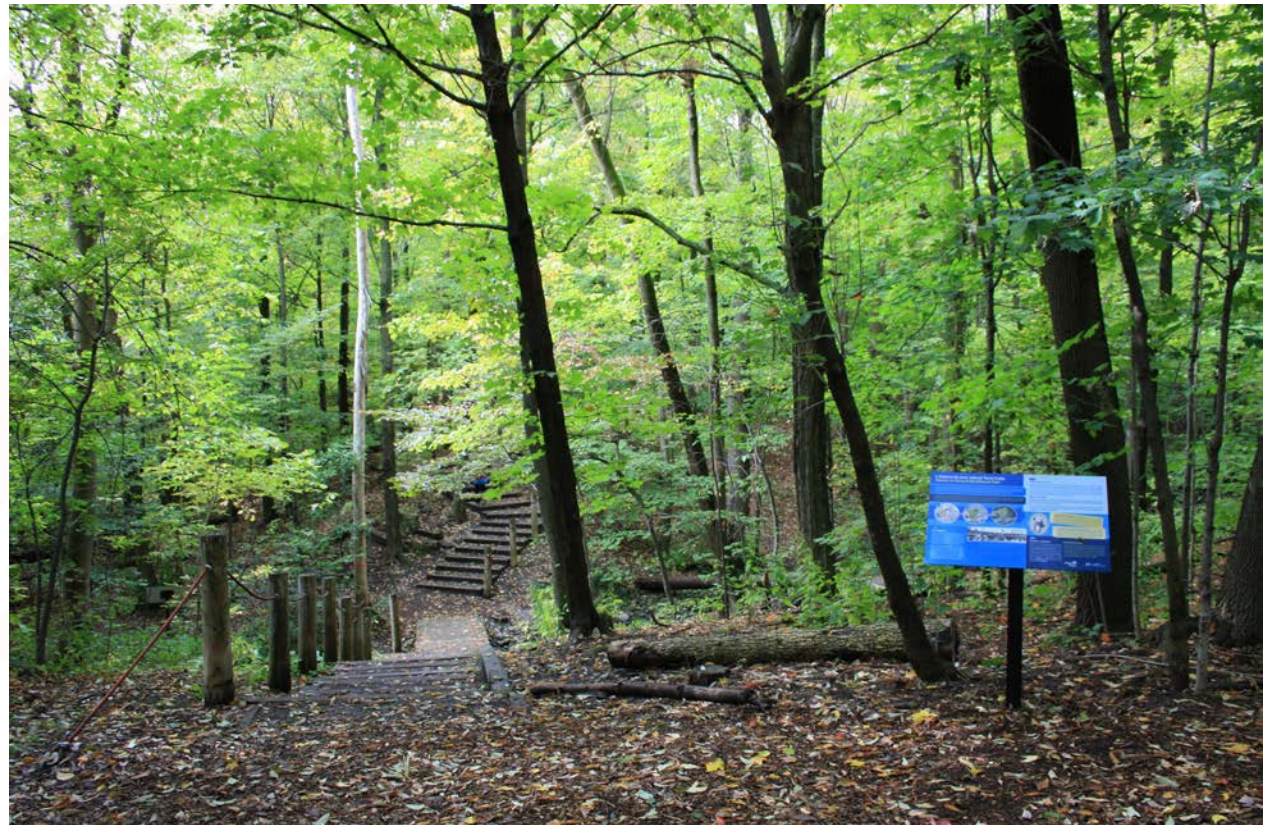
OVERVIEW OF THE LAND

ECOLOGICAL COMPONENTS

Figure 23 highlights the areas of ecological interest in Pointe-Claire identified in the Agglomeration Plan. It is noted that with the exception of Terra-Cotta Natural Park, the large wooded areas and undeveloped lands are located on private property. For large forested and fallow lands on private property, studies to better understand and characterize the ecological potential will be required for development projects. It should be noted, however, that standards and criteria stemming from the Plan provide a framework for real estate projects within mosaics of natural environments “so as to maximize, taking into account their ecological value, the conservation, enhancement and integration into the project of a woodland or wetland that is found in the mosaic and to enhance its biodiversity” (Agglomération of Montréal, 2015).

In addition, the wetlands identified along the shoreline of Lake Saint-Louis, most of which are integrated into the parks, as well as those identified on private property, are protected under the Environment Quality Act (EQA). Their preservation stems from the Ministry of Environment and Climate Change through the certificate of authorization procedure of section 22 of the EQA.

Lastly, it should be noted that the urban canopy, incorporating a diversity of mature trees, many of which are planted on private property, contributes greatly to the landscape quality and identity of the city.



Terra-Cotta Natural Park Wooded Trail

Source: Provencher_Roy, 2019

OVERVIEW OF THE LAND

ECOLOGICAL COMPONENTS



Fig. 22. Ecological components

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

LEGEND

- Pointe-Claire boundaries
- Arterial network
- ===== Rails
- Train station (Exo)
- REM station
- Wooded area
- Undeveloped land
- Wetlands



Fig. 23. Canopy (tree cover)

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

MAIN FINDINGS RELATED TO NATURAL COMPONENTS

- Wooded areas and wetlands to be enhanced
- Mature canopy in old neighbourhoods
- Lack of vegetation cover in the northern part of the territory

OVERVIEW OF THE LAND

COMMUNITY FACILITIES

In addition to the many sports and recreational facilities located in the parks, the City of Pointe-Claire has several community facilities. Except for schools and places of worship, which are evenly distributed throughout the urban area, the majority of community facilities are concentrated in the southwestern part of the territory, within the Civic Space and Pointe-Claire Village.

Broadly speaking, the community facilities can be categorized as follows:

- Four schools in the French network, including three at the elementary level, part of the Marguerite-Bourgeois School Board
- Eight schools in the English network, including four at the secondary level, all integrated into the Lester B. Pearson School Board
- Five intensive recreational facilities, including the nationally renowned Pointe-Claire Aquatic Centre, which underwent a refurbishment project in 2009
- West Island YMCA
- Five cultural facilities, including the famous Stewart Hall, which houses an art gallery and cultural centre on a property of exceptional historic value
- The City Hall and all public services housed in the Civic Space
- Three public health care institutions, namely a hospital, a CLSC and a CHSLD
- Two active cemeteries, as well as several places of worship spread throughout the territory, two of which, Saint-Joachim de la Pointe-Claire church and Morin chapel, have been designated as historic.

Several public and/or community buildings have some historic value, and others have outstanding history value. In addition, some of the complexes in which the community facilities operate have historic features. They are shown in Figure 24.

Note that the Lakeshore Hospital and Pointe-Claire (convent and windmill) sites are designated as Large Institutional Properties. Their monument/historic status is recognized and marked for preservation. The conservation of these monuments, particularly in Pointe-Claire, entails financial issues that are addressed more specifically in the Pointe-Claire Village Special Planning Program (SPP) and the Pointe Claire Heritage Site Conservation Plan.

The maintenance and improvement of institutional facilities, whether of historic interest or not, is also an undeniable challenge. In the context of densification and an aging population, it is important to begin rethinking the community's public facilities.

In recent years, many efforts have been made to stimulate the revitalization of old villages (adoption of SPPs, repair of the public domain, identifying potential for optimizing community facilities, support for merchants, etc.). However, much work remains to be done in the densification areas to the north of the city, where an older population is growing and there are no public, elderly-appropriate facilities within walking distance.



Stewart Hall, area of outstanding historic value
Source: Provencher_Roy, 2019



Malcolm-Knox Aquatic Centre. Complete refurbishment project in 2009
Source: City of Pointe-Claire, 2019

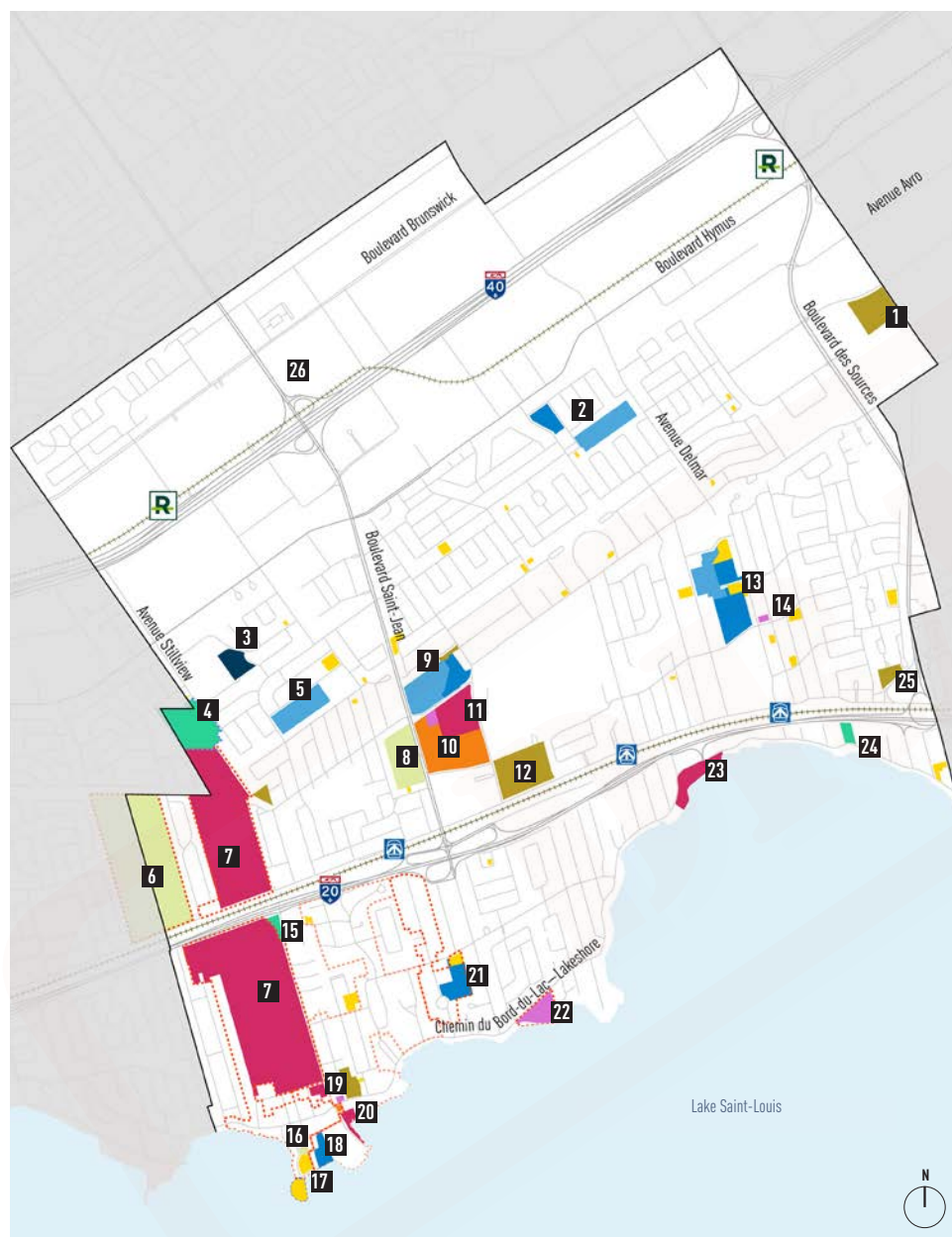
MAIN FINDINGS RELATED TO

COMMUNITY FACILITIES

- A variety of facilities for citizens
- Buildings and properties of historic interest
- A concentration of services within the Civic Space and south of Remembrance Highway (A-20)
- Services and activities adapted to seniors

OVERVIEW OF THE LAND

COMMUNITY FACILITIES



LEGEND

- Pointe-Claire boundaries
- Arterial network
- Rails
- Train station (Exo)
- High school
- Elementary school
- Other school
- Health care facility
- Recreational facility
- Cultural facility
- Public administration
- Public services
- Place of worship
- Cemetery
- Large institutional property
- Area of exceptional historic value
- Area of interesting historic value

Schools

- 2** St. Louis Elementary and Horizon High School
- 3** International Language Centre
- 5** Félix-Leclerc and Saint-Thomas high schools
- 9** John Rennie High School and Pointe-Claire Elementary School (Civic Space)
- 13** Lindsay Place High School and St. John Fisher Elementary School
- 18** Marguerite Bourgeys School
- 21** Clearpoint Elementary School

Health Care Facilities

- 4** Lakeshore General Hospital
- 15** CLSC du Lac Saint-Louis
- 24** CHSLD Bayview

Recreational facilities

- 7** Beaconsfield Golf Club
- 11** Pointe-Claire Aquatic Centre (Malcolm-Knox) and Bob-Birnie Arena (Civic Space)
- 20** Pointe-Claire Curling Club and Yacht Club (Pointe-Claire Village)
- 23** Pointe-Claire Canoe and Sailing Club

Cultural facilities

- 10** Central Library
- 14** Valois Library
- 19** Noël-Legault Community Centre
- 22** Stewart Hall Cultural Centre and Art Gallery
- 26** YMCA Ouest-de-l'Île

Public administration

- 10** City Hall, Recreation Office, Public Safety, Police Station, Fire Department (Civic Space)

Public services

- 1** Snow dump
- 12** Public works yard
- 20** Water treatment plant
- 25** Canada Post office

Places of worship

- 17** Large institutional properties including Windmill, Convent of the Sisters of the Congregation of Notre-Dame, St. Joachim's Church and Rectory (Pointe-Claire Village)
- 24** Morin Chapel, part of the CHSLD Bayview property

Cemeteries

- 6** Lakeshore Cemetery
- 8** Columbarium memorial garden
- 16** Old village cemetery

Fig. 24. Community facilities

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

OVERVIEW OF THE LAND

COMMERCIAL ZONES

Pointe-Claire benefits from a mature and well-established commercial fabric in its territory. With nearly 125 000 square metres of retail space, the downtown area acts as a regional commercial hub for the West Island. Several local and neighbourhood shopping centres also serve residents of the community and neighbouring cities.

Commercial use is dominated by the Fairview-Pointe-Claire shopping centre, located in the northwest quadrant of the Félix-Leclerc Highway (A-40) along Saint-Jean Boulevard. This shopping centre, covering almost 94 000 square metres, has been open since 1965 and is well-established in the shopping habits of the residents of Pointe-Claire and neighbouring towns. With approximately 8 million visitors per year, it is a commercial hub of supra-regional scope in direct competition with Carrefour Laval, Galeries d'Anjou, and Carrefour Angrignon. Serving a population base of over 230 000 people, its area of influence extends over the entire western part of the Montreal metropolitan region, and nearly 70% of the retail space is made up of semi-convenience and more expensive goods. At the Complexe Pointe-Claire, a complete range of shopping options is available downtown. This retail zone will be strengthened as early as 2020-2021, as Cadillac-Fairview has announced nearly \$30 million in work within the mall to upgrade the facilities and make space for a new store (Simons, in 2021). The arrival of the REM should also accelerate the development of the vacant property located west of Fairview Avenue.

Secondly, there are many other medium-sized hubs serving the municipality and neighbouring towns. These shopping centres each have less than 100 stores and are ideally located throughout the city, to better serve the population. These centres have a higher proportion of establishments offering convenience goods, as

opposed to the shopping centres located along Félix-Leclerc Highway (A-40), which have a higher proportion of businesses offering semi-convenience or more expensive goods. It is also worth noting that there are few big box stores in Pointe-Claire and few fast food chains, which can be explained in part by municipal by-laws governing outdoor advertising and drive-through service.

Lastly, there are a few well-established businesses on the outskirts of the various residential areas, allowing for so-called neighbourhood service (Plaza Pointe-Claire, Village Valois, Des Sources/Saint-Louis). However, it should be noted that there are not enough local businesses and they are not diversified enough to create complete living environments where it is possible for residents to do their daily shopping on foot. A few businesses are located around the three train stations, which helps to consolidate the attractiveness of the public transit nodes.

Two commercial areas depart from this norm, both in form (Valois Village) and in scale (Pointe-Claire Village). The commercial sector of Valois Village is located near the train station of the same name on Donegani Avenue. With 46 businesses spread over a 520-metre stretch of road, it provides good service to the neighbourhood, although there is a lack of food stores. The commercial core of Pointe-Claire Village, along Bord-du-Lac - Lakeshore Road, consists of approximately 50 businesses on a stretch of road approximately 540 metres long. While it also used to serve the daily needs of the villagers, today it is more oriented towards tourism. The recent adoption of special planning programs (SPPs) for these two villages aims, among other things, to revitalize their commercial fabric. The most recent economic data on the commercial health of Pointe-Claire Village is quite

encouraging, with an 85% jump in restaurants and a 147% jump in commercial availability of everyday goods since 2013 (City of Montreal, 2016).

With average current consumption expenditures of \$61 761 in 2016 (or 70% of disposable income), Pointe-Claire households enjoy good purchasing power. The strengthening of the local (and especially the neighbourhood-serving) commercial fabric should be studied in order to encourage the retention of spending within the City, while allowing for the reduction of automobile travel.

MAIN FINDINGS RELATED TO THE COMMERCIAL ZONES

- Strategic positioning of the city as the West Island's premier commercial destination
 - Developments that promote vehicle accessibility over active mobility
 - Few local businesses in the living environment
 - Revitalization projects (SPP) for the commercial fabric of the villages (Valois and Pointe-Claire) and downtown
-

OVERVIEW OF THE LAND

COMMERCIAL ZONES

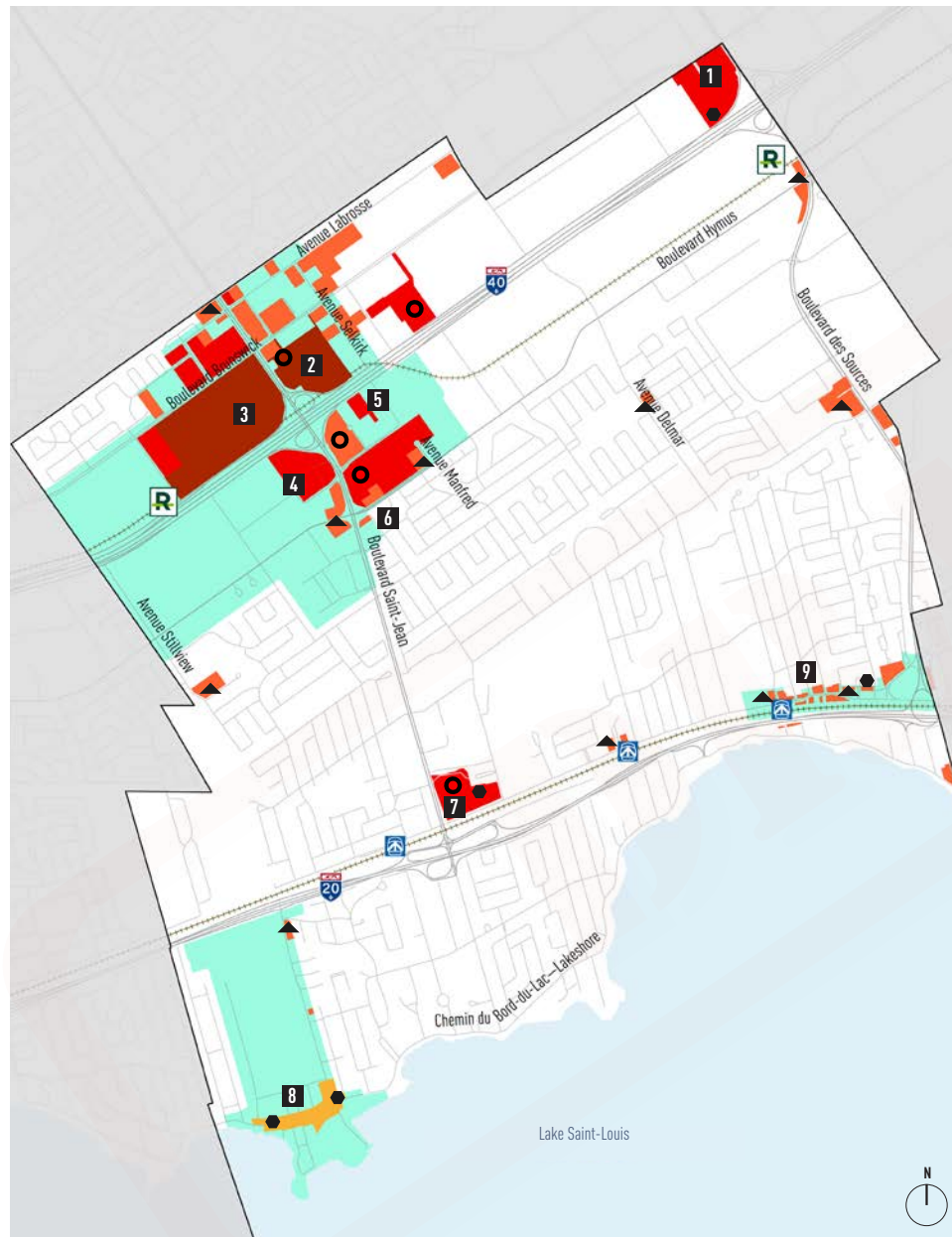


Fig. 25. Commercial services

Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

LEGEND

- Pointe-Claire boundaries
- ⋯ Rails
- 🚉 Train station (Exo)
- 🚊 REM station
- 🟩 SPP Territory
- 🟤 Business of supra-regional scope
- 🔴 Business of regional scope
- 🟠 Business of local scope
- 🟡 Business of local scope for recreation and tourism
- 🍽️ Food stores
- 🛒 General grocery stores (Maxi, IGA, Metro, Costco, Walmart)
- 🥬 Specialty grocery stores (Marché Tau, Marché Epicure, Maison Bramble House, Ryans, Papillon Foods, Prette)
- 🏠 Convenience store (Couche-Tard, Pointe-Claire, Du Coin, R&R, Delmar, Fairview)



Entrance 3 of the Fairview Pointe-Claire shopping centre. Modernization project in progress.

Source: Cadillac Fairview, 2019

Shopping centres

- 1 Mega Centre Des Sources
- 2 Complexe Pointe-Claire
- 3 Fairview Pointe-Claire shopping centre
- 6 Terrarium Centre
- 7 Plaza Pointe-Claire
- Village areas
- 8 Pointe-Claire Village
- 9 Valois Village
- Lodging
- 4 Comfort Inn and Holiday Inn hotels
- 5 Embassy Suites hotel

OVERVIEW OF THE LAND

INDUSTRIAL ZONES

The industrial park is an essential component of the urban fabric of Pointe-Claire. Although it is located around the major roads that cross the city, it plays a structural role for the entire territory. With few vacant lots, the Pointe-Claire industrial park is considered mature.

Representing nearly a quarter of the city's total area with 4 826 349 square metres, it is planned to undergo a metamorphosis over the next few years. Bordering the main axes of Pointe-Claire, it is crossed by Hymus, Des Sources and Brunswick Boulevards, with the Félix-Leclerc Highway (A-40) serving as both a physical barrier and a backbone. This proximity to numerous major roads makes it possible to reach downtown Montreal in about 20 minutes, as well as a quick connection to other large urban centres in the northeastern United States, and even worldwide, with Dorval Airport about 10 minutes away by car. The arrival of the REM in 2023 will heighten the importance of the Pointe-Claire industrial park on a metropolitan scale, since the Des Sources station will serve the area.

The earliest buildings are mainly located around Hymus and Saint-Jean boulevards, with an average age of 40 years or more (built between 1970 and 1975). The buildings located north of the Félix-Leclerc Highway (A-40), along Brunswick Boulevard, were built in the early 1980s. These are the densest areas of the industrial park, with relatively large buildings, the majority of which are one-storey. The larger buildings face the service road of the Félix-Leclerc Highway (A-40). The portion located off Des Sources Boulevard and south of Hymus Boulevard was the last to be developed, at the turn of the 1990s. There are large buildings with an average size of approximately 5300 square metres.

The architecture of the Pointe-Claire industrial park is quite heterogeneous, with a variety of buildings tailored to all types of industry. Businesses also benefit from ample parking, but very little green space compared to residential areas, which increases the incidence of heat islands.

It is also important to note that the industrial park is independent of the residential fabric, and features few interfaces with it. Businesses along Hymus Boulevard, for example, have a front façade facing the boulevard, while homes in the Lakeside Heights neighbourhood face away from it. This also applies to Avro Avenue. Nevertheless, in order to improve the quality of life of the local residents, a greenbelt has bordered the sensitive uses since the creation of the industrial park.

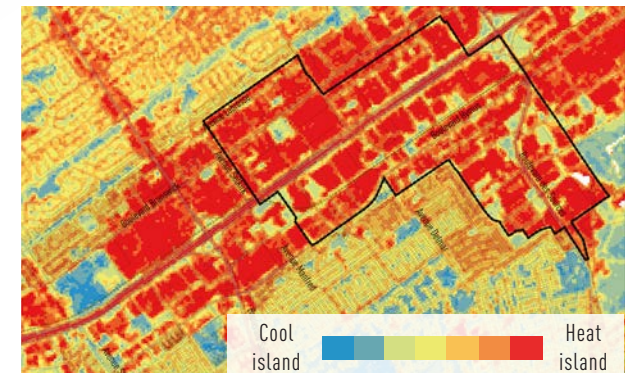
The park consists of approximately 230 buildings housing multiple uses, with warehousing (48.2%) and manufacturing (23.2%) leading the way.

The deindustrialization of the Montreal metropolitan region provides a tremendous opportunity to reposition industrial sectors on a metropolitan scale. This strategy of consolidating the industrial hub is also part of the perspective of better managing the arrival of new companies and new habits.

In order to be part of this dynamic and to consolidate its place at the metropolitan level, Pointe-Claire's industrial park has its own Special Planning Program (SPP) that allows the City to orient its development over the next few years.



Hewitt Equipment Ltd. Component Refurbishment Centre
Source: Brocolini, 2017



Heat islands within the industrial sector
Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

OVERVIEW OF THE LAND

INDUSTRIAL ZONES

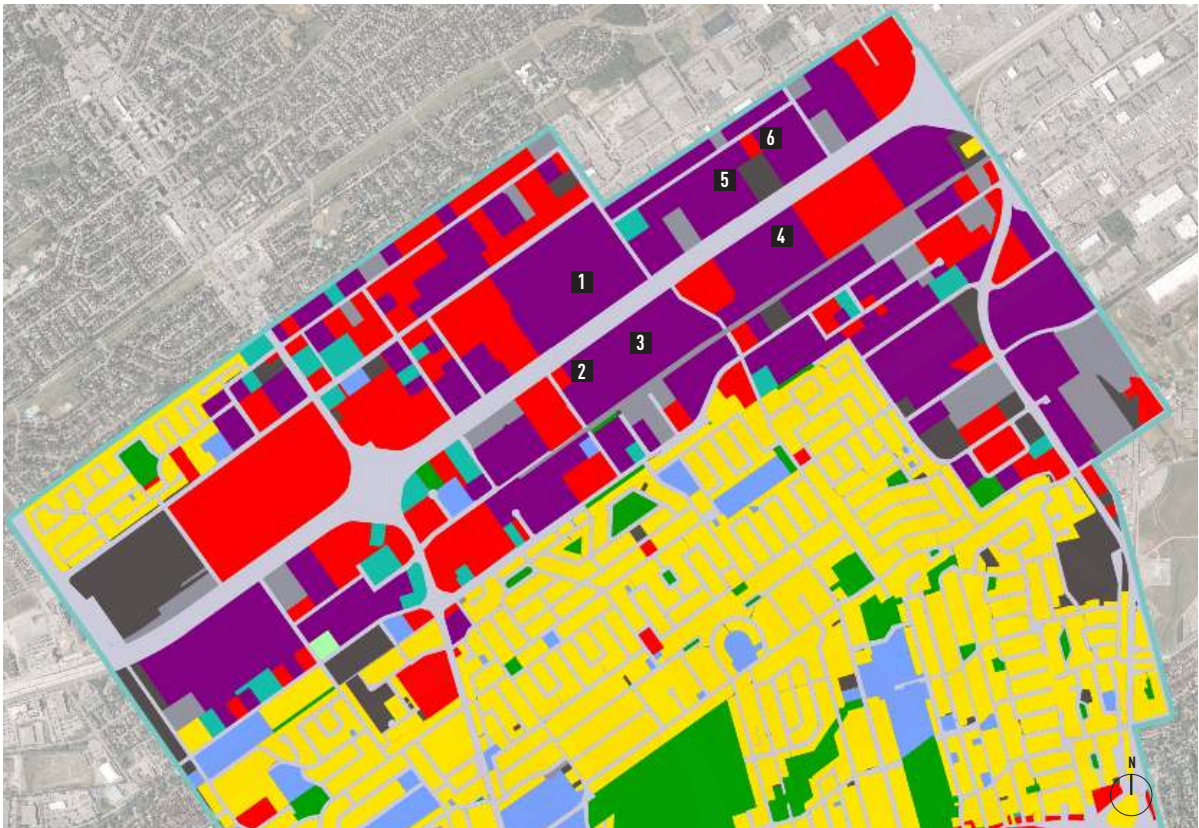


Fig. 26. Industrial land in Pointe-Claire according to the CMM (Communauté métropolitaine de Montréal) (2020)
Source: Georeferenced data, Communauté métropolitaine de Montréal, 2018

LEGEND

- | | | |
|----------------------------|---------------------------------------|---|
| — Pointe-Claire boundaries | Industrial use and storage | Significant buildings in the industrial park
1 Toromont Caterpillar
2 Avon Laboratory
3 General Motors of Canada
4 FCA
5 Kaycan
6 Elran |
| — Arterial network | Commercial use (retail and wholesale) | |
| — Rails | Parking or vacant lot | |
| REM station | | |
| | | |



Aerial view of the industrial park
Source: Google Maps, 2019

MAIN FINDINGS RELATED TO THE INDUSTRIAL ZONES

- An aging housing stock
- Almost half of the buildings used for storage
- Territory divided by the Félix-Leclerc Highway (A-40)
- Development opportunities related to the REM
- Greenbelt as a buffer zone to living environments
- Presence of heat islands

OVERVIEW OF THE LAND

CONSTRAINTS AND NUISANCES

The City of Pointe-Claire has a number of high volume rail and road networks that cross its territory. Identified in the Montréal urban agglomeration's land use and development plan as high-volume roads, Des Sources, Saint-Jean and Hymus Boulevards, as we saw earlier, form important physical barriers, while bringing significant nuisances. The Félix-Leclerc (A-40) and Remembrance (A-20) highways also cross the territory from east to west. Several railroad tracks also crisscross the area: those of the Exo 1 Vaudreuil-Hudson line (on infrastructure belonging to Canadian Pacific) and those of Canadian National. As well, a railroad identified as secondary crosses the industrial sector, between Hymus Boulevard and the Félix-Leclerc Highway (A-40). This railroad is being transformed to allow for the arrival of the REM, which will use the same right-of-way. The status of this route therefore looks set to change from secondary to primary with the opening of the new line.

These numerous high-speed roads and railways crossing the living environment bring nuisances and the interfaces with them are many, and can sometimes be problematic. Several sensitive uses (residential, institutional and community-based such as libraries, schools, daycares, hospitals, etc.) cannot be located near these roads or tracks if the noise level is above a certain threshold, unless mitigation measures are taken. Active transportation is also more difficult when it is necessary to cross these roads or tracks: the Saint-Jean and Des Sources Boulevard overpasses over the Félix-Leclerc (A-40) and Remembrance (A-20) highways are very high and busy, while the tunnels allowing pedestrians and cyclists to cross the railroads

and the A-20 are few (only three over a distance of nearly four kilometres) and not very reassuring. The interfaces between the A-20 and the local road network at the southern entrances to the pedestrian tunnels are in direct proximity to the roadways.



Aerial view of the Remembrance Highway (A-20) right-of-way and the Canadian National (CN) and Canadian Pacific (CP) railway tracks
Source: Google Maps, 2019



Interface between a residential area and Remembrance Highway (A-20)
Source: Google Maps, 2018



South entrance to the Pointe-Claire Station tunnel, Lakeside Avenue
Source: Provencher_Roy, 2019



View of the interior of the Pointe-Claire Station pedestrian tunnel
Source: Provencher_Roy, 2019

OVERVIEW OF THE LAND

CONSTRAINTS AND NUISANCES



Fig. 27. High-volume rail and road networks

Source: Montreal urban agglomeration land use and development plan, 2015.

LEGEND

- Pointe-Claire boundaries
- Train station (Exo)
- REM station
- Canadian Pacific (CP) and Canadian National (CN) railroad tracks
- Railroad being converted to accommodate the REM
- Highway
- High-volume road



The Félix-Leclerc Highway corridor as seen from Saint-Jean Boulevard
Source: Google Maps, 2018

MAIN FINDINGS RELATED TO

CONSTRAINTS AND NUISANCES

- Nuisances for sensitive uses near high-speed roads and main railroads
- The main roads form a physical barrier
- Problematic north-south crossings

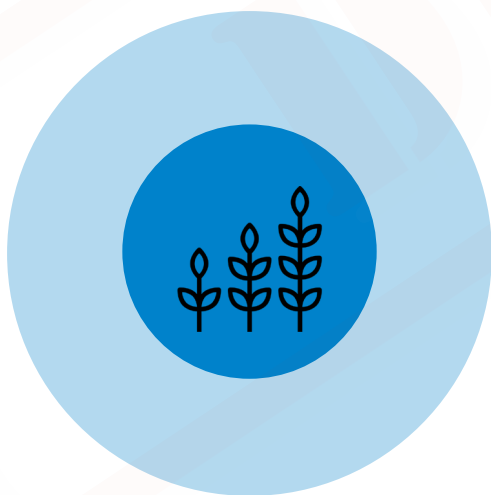
OVERVIEW OF THE LAND

SUMMARY OF PLANNING ISSUES AND CHALLENGES

The overview provides a detailed understanding of the territory, in order to better understand its strengths and weaknesses. Several planning issues and challenges related to four themes will help guide the thinking process.

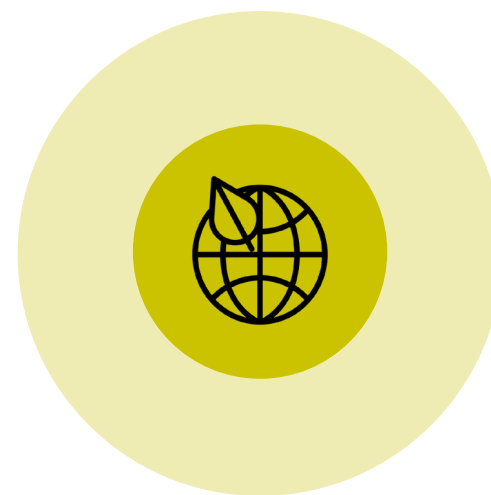
GROWTH AND DEVELOPMENT

- **Preserve** the atmosphere as well as the architectural, landscape and heritage character of existing **neighbourhoods**, all the while creating much needed housing to meet the evolving needs of existing households (empty-nesters, single-parents, local youths wanting to stay in the community), and welcome new households ;
- Ensure the continued **attractiveness of the city** for families, and retain the aging population as well as other small households;
- Improve **access to quality housing** and **housing affordability**, with some long-term affordable housing options for the most vulnerable members of the population ;
- **Sustainability** of the built environment ;
- Ensure that the **services provided** continue to meet the **needs of the diverse population** (families, senior citizens, young adults, etc.).



ENVIRONMENT AND QUALITY OF LIFE

- Quality and balanced distribution of **parks** and **community facilities**
- Adequate **environmental** by-laws
- Sustainability of the **canopy** and **natural environments**
- Accessibility of the **shores** of Lake Saint-Louis and **enhancement** of the natural components of the landscape
- Size of the **role of the automobile** to local land use
- **Funding** infrastructure and community services
- **Heat island** management
- Managing **interfaces** between sensitive environments and nuisance-generating uses or infrastructure (highway, industrial park, etc.).



OVERVIEW OF THE LAND

SUMMARY OF PLANNING ISSUES AND CHALLENGES

MOBILITY

- Scale of **traffic congestion**
- Accessibility to **train** and **REM stations**
- Optimizing the **public transit** network and improving **intermodality**
- User-friendliness and safety of **active transport routes**
- **Accessibility** to institutional facilities
- **Permeability** of the urban fabric and ease of **movement** on both sides of heavy infrastructure (railroad, highway, etc.).

ECONOMIC VITALITY

- Preserve Pointe-Claire's position as an important **employment hub and commercial destination** in the West Island
- **Viability** of commercial and industrial **complexes**
- **Quality of life** of workers
- **Recreational and tourism** potential of the villages
- Enhancement of **elements of historic interest**
- Development potential related to **REM**
- Availability of **local** shops



03

VISION AND GUIDELINES

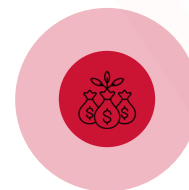
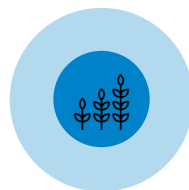
VISION AND GUIDELINES

PLANNING VISION

The planning vision is a guideline that provides a framework for municipal decision making and land use planning in the coming years.

The City of Pointe-Claire's vision builds on the guidelines of the 2010 Master Plan and takes them further in light of recent development trends. It also echoes the issues raised in the overview of the land, and the citizens' aspirations, mentioned during the participatory workshops.

So let's look into the future, and imagine Pointe-Claire in 2030...



"In 2035, the City of Pointe-Claire is a responsive, complete and balanced place to live, work and play for its diverse population."

In 2035, Pointe-Claire is :

- *A human-scale city, which oversees urban renewal from a perspective of sustainable development and urban resilience, design excellence and respect for the character of its neighbourhoods and its population;*
- *An inclusive city, with a diverse supply of housing that meets the needs of its population at all stages and walks of life;*
- *A resilient city, offerings its citizens a healthy living environment that stands out for the extent and quality of its green spaces, the quality of its waterfront and access to Saint-Louis Lake, and its ecological urban design ;*
- *A friendly city, equipped with a well-distributed network and wide range of community facilities, accessible to all, pleasant and safe;*
- *A connected city, which benefits from a complete network of active and public transportation, efficiently connected to its three train stations (Exo) and its two multimodal stations (REM);*
- *A dynamic city, which adapts to new economic, commercial and industrial trends to maintain its employment hubs, which is recognized as an important commercial destination, and which has successfully revitalized its villages and developed their draws.*

VISION AND GUIDELINES

PLANNING GUIDELINES

GUIDELINE 1 - GROWTH AND DEVELOPMENT

CREATE THE CONDITIONS FOR SUSTAINABLE DEVELOPMENT

This guideline aims for a balance between preserving the identity of established residential neighbourhoods and making better use of available land for construction or conversion, always within the context of sustainable development and urban resilience. This means defining development guidelines for future real estate projects so that they enhance the quality and accessibility of the living environment. For these new real estate projects, the Plan seeks to encourage the construction of a diversity of housing types that meet both the needs of families and smaller households, and encourage the development of outdoor spaces that promote quality of life and sense of community. The Plan also aims to improve the architectural innovation and environmental performance of buildings. At the same time, the Plan proposes measures to integrate new constructions within existing neighbourhoods and to support property owners who wish to renovate their buildings. In partnership with the Agglomeration of Montreal, the City will continue to improve its knowledge of its built heritage. Over the next few years, the City will work towards updating existing inventories of heritage buildings and acquiring the necessary analysis tools. The Plan also seeks to continue initiatives to preserve and enhance architectural and archaeological heritage. Finally, this guideline emphasizes the importance of offering affordable housing options so the city may remain attractive and accessible, thus supporting its population to remain in the community at all stages of life. Educational and health services will have to be provided to support the demographic growth that will result from this anticipated development.

DEVELOPMENT OBJECTIVES

- 1.1 Concentrate residential density around transit stations and in the city centre
- 1.2 Diversify the types of housing offered on the territory
- 1.3 Regulate the architectural quality and environmental performance of new construction
- 1.4 Preserve the character, friendliness and distinctiveness of existing residential neighbourhoods
- 1.5 Protect and enhance the built and archaeological heritage
- 1.6 Promote homeownership and affordable housing

GUIDELINE 2 - ENVIRONMENT AND QUALITY OF LIFE

MAINTAIN A QUALITY ENVIRONMENT ADAPTED TO ENVIRONMENTAL CHALLENGES

Pointe-Claire is well-known for the exceptional quality of its landscapes, parks and community facilities, and this is an important reason why people choose to settle down and stay. This plan aims to maintain and improve the existing infrastructure, equipment and community services, as well as to ensure their accessibility for all, in particular for those who live north of Hymus Boulevard. The City maintains a series of measures aimed at reducing urban heat islands created largely by large-scale parking lots. These measures aim in particular employment sectors and commercial complexes. To this end, a reflection on the space dedicated to the automobile in the development of outdoor spaces should be initiated to optimize the use of this space. This Plan also pursues the objective of protecting the canopy of mature trees and improving planting in deficient areas, through incentive and regulatory measures. Accessibility and enhancement of the shores of Saint-Louis Lake are also part of the vision, and will be possible in particular by carrying out certain actions identified in the Pointe-Claire Village Special Planning Program (SPP). In addition, the proximity of certain living environments to transport infrastructure and industrial sectors that generate nuisances (highways, railways, trucking routes) remains a concern, and mitigation measures will continue to be advanced.

DEVELOPMENT OBJECTIVES

- 2.1 Enhance the network of parks, facilities and collective and community services;
- 2.2 Encourage initiatives to reduce urban heat islands;
- 2.3 Limit the place of the automobile in the development of outdoor spaces;
- 2.4 Protect and enhance natural areas of interest that contribute to the quality of life and the overall health of citizens;
- 2.5 Improve public access to the shores of Saint-Louis Lake;
- 2.6 Limit the nuisances caused by the proximity of residential neighbourhoods to major transport infrastructure and trucking routes.

VISION AND GUIDELINES

PLANNING GUIDELINES

GUIDELINE 3 - MOBILITY

IMPROVE THE EXPERIENCE OF MOVING AROUND IN THE CITY

Pointe-Claire faces many issues related to mobility and the permeability of the urban fabric. From a sustainable development perspective, the City is continuing its initiatives aimed at reducing greenhouse gas emissions, in particular by promoting active and public transportation. It is also committed to a process aimed at improving traffic flow on Saint-Jean, Des Sources, Brunswick and Hymus boulevards, and making these routes safer for all modes of transportation. The development of an additional road in the north-south axis remains an objective, even if the anticipated extension of Jacques-Bizard Boulevard via Stillview Avenue has become more challenging with the arrival of the REM. The City is exploring viable solutions to improve the crossing of Highway 40, whether it is so that people who live or work north of Highway 40 can access the community facilities and services concentrated south of Highway 40, or so that people living south of Highway 40 can more easily reach the Pointe-Claire multimodal station, as well as nearby commercial areas and employment centers. Access to REM and Exo train stations should be facilitated to promote the use of public transportation. The continued development of the cycle network is planned and the development of new links in the north-south axis is being examined. Following this logic, solutions aimed at diversifying the supply of alternatives to single occupancy vehicle travel are envisioned. The diversification of transportation services (car-sharing, bike-sharing, etc.) within major activity centers is also an interesting avenue to explore.

DEVELOPMENT OBJECTIVES

- 3.1 Improve mobility conditions to make all travel (motorized, public, and active) more efficient, safe and pleasant;
- 3.2 Develop new transportation links in the north-south axis;
- 3.3 Facilitate access to public transportation stations and terminals;
- 3.4 Promote links between the major activity centers.

GUIDELINE 4 - ECONOMIC VITALITY

STIMULATE THE COMMERCIAL SUPPLY AND LOCAL EMPLOYMENT OPPORTUNITIES

The arrival of two REM stations, one in the city center and one within the industrial park, brings with it opportunities for strengthening economic activity. The Master Plan reiterates the desire to consolidate and diversify economic activities in the city's commercial and industrial sectors, while pursuing a transition to less impervious development that is more sustainable and conducive to active travel. The Plan proposes to revitalize the industrial park according to the latest trends and in conjunction with neighbouring industrial sectors in the "pôle de l'Ouest" and in the greater metropolitan area. In addition, the Plan aims to examine the predominantly single-use commercial areas on the territory in order to create complete living environments. The Urban Plan also proposes to promote better access to local shops and services throughout the territory. At the same time, the implementation of the Valois Village and Pointe-Claire Village Special Planning Programs aims, among other things, to stimulate commercial and leisure activities in the village cores.

DEVELOPMENT OBJECTIVES

- 4.1 Pursue initiatives to consolidate and diversify commercial and industrial activities;
- 4.2 Position the industrial park in complementarity with neighbouring industrial sectors and those of the greater metropolitan region, and improve the layout of public spaces and the services offered to workers;
- 4.3 Support the vitality of the industrial and commercial building stock by encouraging the renovation of aging buildings;
- 4.4 Optimize the socioeconomic benefits associated with the arrival of the REM by regulating real estate development;
- 4.5 Promote the presence of local shops throughout the residential fabric and in the villages.

VISION AND GUIDELINES

SPATIAL ORGANIZATION CONCEPT



LEGEND

- Pointe-Claire boundaries
- ▤ Rails
- Roads
- ➔ Highways
- Existing bicycle paths

Growth and development

- Architectural harmony and affordable housing to be preserved (residential neighbourhoods)
- Multipurpose centre to be consolidated (downtown)
- Recreation and tourism and heritage centres to be developed (Pointe-Claire and Valois villages)

Environment and quality of life

- Parks and green spaces to be maintained and improved
- Civic Space to consolidate and connect
- Other regional institutional hubs (hospital and high schools) to be developed and connected
- Parks and green spaces to be created (northern part of the territory)
- Community facilities to be created (downtown)
- Heat island environments to be regreened
- Shores to be rehabilitated
- Urban beach opportunity (swimmable areas)
- Buffer zones to be consolidated and planted (industrial sector and CN/Exo railroad)

Mobility

- E R** Critical public transit nodes to be made accessible, user-friendly and appealing (Exo train stations and REM stations)
- ➔ Major arteries and collector streets to be enhanced
- ... Commuter bicycle paths to be extended (prioritization of north-south axes)
- ↔ Pedestrian and cyclist crossings to be created or maintained and made safe
- ↔ Pedestrian and bicycle crossing (bridge or tunnel) to be upgraded or created

Economic vitality

- Job area to be revitalized (industrial sector)
- Multipurpose hub for workers to be created (Des Sources REM station)
- /// Shopping centres to be optimized

Fig. 28. Spatial organization concept

VISION AND GUIDELINES

SPATIAL ORGANIZATION CONCEPT

The spatial organization concept is derived from the development vision and sketches out the major development objectives over the next 10 years. It is structured according to the four main themes of the Planning Program, while noting that some of the efforts apply more generally.

GROWTH AND DEVELOPMENT

The concept illustrates the intention to continue with the downtown revitalization projects, and more specifically around the Fairview-Pointe-Claire REM station. The goal is to consolidate the urban fabric to create a mixed-use, lively, versatile, sustainable, inclusive community with a distinctive architectural style that enhances this important gateway to the City.

At the same time, the concept also emphasizes the importance of preserving the architecture and landscaping of older neighbourhoods, whose unique characteristics reflect the history of the City. In the same vein, the village cores of Pointe-Claire and Valois have been identified as recreation and tourism and heritage hubs to be developed.

ENVIRONMENT AND QUALITY OF LIFE

Initiatives aimed at improving the quality of life of residents, workers and visitors have been put forward. The concept identifies existing parks and green spaces whose infrastructure will be updated to better meet the needs of the population. It also illustrates the regional service hubs of the Civic Space, Lakeshore General Hospital, and the high schools, revealing a potential for consolidation and enhancement.

At the same time, redevelopment projects in the downtown area provide opportunities to create new parks and integrate community facilities, including a school, to serve the neighbourhoods north of Félix-

Leclerc Highway (A-40). In addition, it is important for projects in the downtown and industrial areas, which are heat island environments, to become an opportunity to increase the proportion of green spaces and tree canopy on private and public property.

Lake Saint-Louis, an exceptional feature of the landscape, has also been identified as having the potential to enhance its shores and to return this aquatic and natural space to its proper place as the heart of life in Pointe-Claire. The consolidation of the waterfront promenade along the shoreline from east to west is thus being considered, as is the creation of swimming areas.

There are plans to improve the interfaces between living environments and nuisance-generating activities, such as major transportation infrastructure and trucking areas associated with the commercial and industrial sectors.

MOBILITY

The concept illustrates the mobility connections selected as priorities for improving the local travel experience, particularly along the north-south axis. Plans therefore call for work on the key links between the above-mentioned centres of activity, including the public transport nodes that are the Exo stations and the REM stations. These are envisioned as user-friendly, intermodal hubs, accessible by a variety of transportation modes.

With this in mind, major arterial roads have been targeted for individual renovations, including signal timing and the reconfiguration of problematic intersections, to make traffic flow more smoothly and pleasantly for everyone. New cycling links in a variety of forms are also planned, both on-street and through green spaces,

and particularly on routes parallel to major boulevards to increase users' feeling of safety. The Program reaffirms the importance of carrying out the agglomeration's plans to extend Jacques-Bizard Boulevard southward, in the axis of Somerset Street and Stillview Avenue, thereby making it a key active mobility link.

Pedestrian and bicycle crossings are also given special attention, particularly along both sides of the major arteries and highways, and towards train stations. Existing ground crossings are therefore being slated for safety improvements, and there are plans to upgrade highway crossings, both above and below ground. New walkways are also being considered, including in the Delmar and Alston/Fairview area over the A-40.

ECONOMIC VITALITY

The renewal of economic vitality depends in particular on the completion of projects in the downtown area and the development of the village cores. The industrial sector is also being targeted by revitalization initiatives, notably the consolidation of a multipurpose hub for workers near the Des Sources REM station.

The existing commercial zones have been singled out for preservation and enhancement during possible redevelopment projects, with interest in vertical mixed-use to preserve local shops and services on the ground floor.

VISIONS AND GUIDELINES

MAJOR LAND USES

The major land uses reflect the land use vision and express the dominant purpose assigned to the various portions of Pointe-Claire's territory. The "Major Land Uses" map in Figure 29 shows the distribution of the 12 land use categories.

The assignments are described in table form in this section. The categories are generally broad, not exclusive, and serve to illustrate the range of uses permitted in the defined areas. The zoning by-law is more specific and potentially more restrictive in terms of the uses permitted in a specific zone or area. The zoning by-law may also authorize certain established spot uses that are not specified in the Planning Program. Certain uses specified for major land use areas may also be permitted with certain conditions or under a Specific Construction, Alteration or Occupancy Proposal for an Immovable (SCAOPI).

In addition, any low-footprint utilities, public transportation infrastructure, natural environment conservation areas and public parks or green spaces are permitted uses in all land use categories.

MAJOR LAND USE	AUTHORIZED COMPONENTS (DOMINANT VOCATION)	AUTHORIZED COMPONENTS (ONE-TIME VOCATION / COMPLEMENTARY)
Single-family residential A low-density residential area covering most of Pointe-Claire, where preserving the distinctiveness of the older neighbourhoods is a goal	➤ Single-family Detached homes ➤ Semi-detached and contiguous single-family homes	➤ Two-, three- and four-family homes ➤ Professional office, local trade, and personal service, if compatible with the residential function and in conditional use ➤ Collective equipment (daycare)
Multi-family residential / Apartments Multi-family residential / Apartments A medium- to high-density residential area with a diverse range of housing types, where harmonious infill and the creation of complete, welcoming, sustainable living environments are important.	➤ Contiguous single-family homes ➤ Two-, three- and four-family homes ➤ Multi-family homes ➤ Multi-family dwelling	➤ Professional offices ➤ Retail and personal services ➤ Restaurants ➤ Community, recreational, cultural and institutional facilities

VISIONS AND GUIDELINES

MAJOR LAND USES

MAJOR LAND USE	AUTHORIZED COMPONENTS (DOMINANT VOCATION)	AUTHORIZED COMPONENTS (ONE-TIME VOCATION / COMPLEMENTARY)
Mixed-Use Neighbourhoods An area combining a variety of housing types and local commercial activities, generally located on the ground floor of a mixed-use building and occasionally featuring potential for recreation or tourism. This is particularly true of the commercial sectors of the Pointe-Claire and Valois Villages, which are included in this category.	- Two-, three- and four-family homes - Multi-family homes - Retail and personal services - Hotels - Catering and reception venues - Community, recreational, cultural and institutional facilities	- Gas stations and garages, conditionally allowed - Bars and other meeting places where compatible with housing
Arterial Multipurpose – City Centre A multifunctional area located along a main artery (Saint-Jean Boulevard), where the built environment frames the road, parking lots are underground or at the back, and the boulevard is enhanced, friendly and lively, and encourages active and public transportation.	- Contiguous single-family homes - Two-, three- and four-family homes - Multi-family homes - Offices and professional services - Retail and personal services - Hotels, restaurants, and cultural and reception venues - Bars and other meeting places where compatible with housing	Community, recreational, cultural and institutional facilities
Multimodal Multipurpose An area constituting the heart of downtown and located near the multimodal station of the REM (Réseau express métropolitain). It brings together a variety of activities that enhance the value of the public space at all times of the day. The built environment is compact and has a distinctive architectural identity that helps mark the importance of this strategic area of the city. The space is designed to facilitate access to the station by active and public transportation.	- Contiguous single-family homes - Two-, three- and four-family homes - Multi-family homes - Offices and professional services - Retail and personal services - Hotels, restaurants, and cultural and reception venues - Bars and other meeting places where compatible with housing	- Big-box home improvement store, allowed conditionally - Community, recreational, cultural and institutional facilities

VISIONS AND GUIDELINES

MAJOR LAND USES

MAJOR LAND USE	AUTHORIZED COMPONENTS (DOMINANT VOCATION)	AUTHORIZED COMPONENTS (ONE-TIME VOCATION / COMPLEMENTARY)
Commercial An area dominated by local or regional commercial functions.	› Offices and professional services › Retail and personal services › Hotels, restaurants and reception venues › Indoor recreational business › Industrial administrative and research establishment	› Community, recreational, cultural and institutional facilities
Employment sector An area concentrating of offices, administrative and light industrial activities, which can also integrate complementary commercial, service and residential uses when the context allows it	› Offices and professional services › Hotels › Industrial administrative and research establishment › Manufacturing facility › Logistics and distribution centres	› Retail and personal services › Restaurants and reception venues › Multi-family dwelling authorized for a specific project (SCAOPI), except in an industrial area identified in the Montreal Agglomeration Land Use and Development Plan
Industrial A predominantly industrial area integrating certain commercial uses that are more difficult to integrate into the living environment because of the nuisances they generate (trucking, noise, etc.), as well as certain complementary businesses and services intended to enliven and enhance the work environment	› Offices and professional services › Industrial administrative and research establishment › Urban farming › Manufacturing facility › Logistics and distribution centres › Commercial and transport warehousing › Garages and contractor's workshops › Extensive trade › Public utilities	› Retail and personal service, allowed conditionally › Food and beverage establishments, allowed conditionally › Indoor recreational business, allowed conditionally

VISIONS AND GUIDELINES

LAND USE DENSITY

MAJOR LAND USE	AUTHORIZED COMPONENTS (DOMINANT VOCATION)	AUTHORIZED COMPONENTS (ONE-TIME VOCATION / COMPLEMENTARY)
Institutional An area that includes major community and institutional facilities under the jurisdiction of the City or another public authority. This allocation includes the Civic Space, Lakeshore General Hospital, schools, places of worship and the Stewart Hall Cultural Centre	- Community, recreational, cultural and institutional facilities - Government service	- In the institutional core of Pointe-Claire, hotels, restaurants, and cultural and reception venues, allowed conditionally - Catering establishment (cafes, snack bars), authorized for conditional use
Public services An area under the jurisdiction of the City and including public utilities such as municipal workshops, the filtration plant, the snow dump and the water tower, some of which may generate nuisances	Public utilities	N/A
Park An area incorporating public parks and green spaces and public utilities	- Park, playground or other green space under the aegis of a public body - Public utilities	- Outdoor recreational facilities such as a marina, sailing club or other sports club - Food establishment or temporary catering (in the summer season).
Golf An area corresponding exclusively to the existing golf course	Golf course and club	N/A
Cemetery An area corresponding exclusively to existing cemeteries	Cemetery	N/A

VISIONS AND GUIDELINES

MAJOR LAND USES

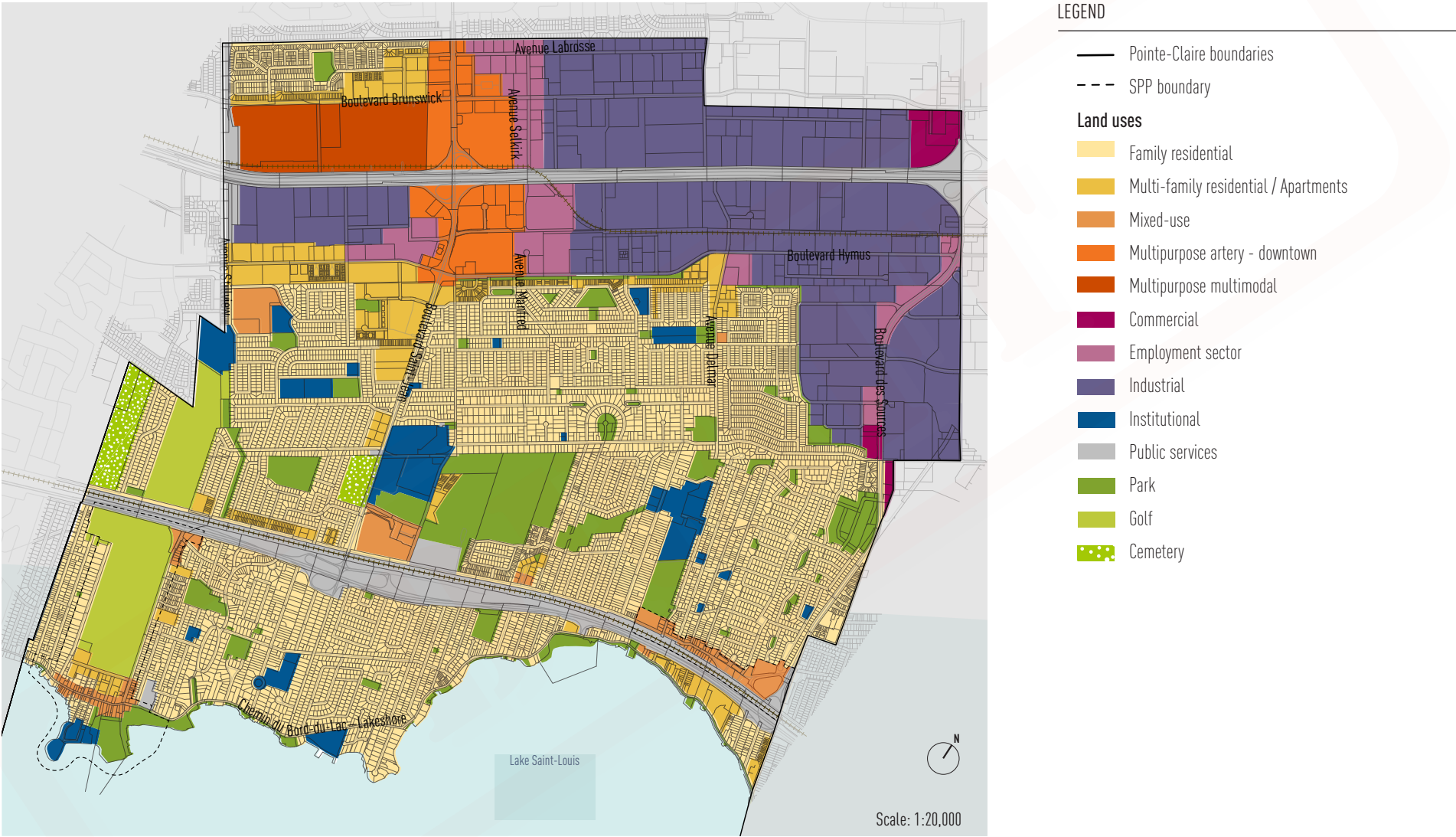


Fig. 29. Major land uses

VISIONS AND GUIDELINES

LAND USE DENSITY

The Montreal urban agglomeration's land use and development plan, in accordance with its metropolitan counterpart (PMAD), prescribes average minimum density thresholds for residential areas to be built or converted within the City of Pointe-Claire.

This density is expressed as the minimum number of dwellings per gross hectare to be built for the areas identified on the "Land Use Density" map in Figure 30. This density varies depending on whether these areas are located inside or outside a TOD (Transit-Oriented Development) area as illustrated on that same map.

The City of Pointe-Claire has three TOD areas around the following commuter train stations:

- Valois station
- Pointe-Claire station
- Cedar Park station

With the arrival of the Réseau express métropolitain (REM) in 2023, two new TOD areas will be added around the following stations:

- Fairview-Pointe-Claire station
- Des Sources station (in the industrial sector and therefore not subject to the minimum residential density threshold)

In these areas, a higher density is required. The "Land Use Density" map shows the portions of Pointe-Claire where this high residential density applies.

MINIMUM DENSITY THRESHOLD WITHIN A TOD AREA

Vacant land available for construction and urbanized land to be developed within a TOD area of a commuter rail station must meet a prescribed average minimum density threshold of 40 dwelling units per gross hectare.

The average minimum density threshold for the Fairview-Pointe-Claire REM TOD area is set at 60 dwellings per gross hectare. This threshold is applicable to land with residential development, redevelopment or redevelopment potential located within the TOD area.

AREAS TO BE BUILT OR CONVERTED OUTSIDE A TOD AREA

Vacant land available for construction and urbanized land for conversion located outside the City of Pointe-Claire's TOD radius meets a minimum average density threshold of 35 dwelling units per gross hectare.

Thus, any new residential project located in the areas identified in Figure 20 "Heritage, areas to be redeveloped and TOD Areas" as available for construction (excluding greenfields) or for transformation will have to contribute to meeting these minimum thresholds.

TOD AREA (TRANSIT-ORIENTED DEVELOPMENT)

TOD areas generally represent a one-kilometre radius from major transit infrastructure. It is the maximum walking distance that a citizen can travel from his or her residence to the train station or vice versa, from the train station to a commercial or residential establishment.

VISIONS AND GUIDELINES

LAND USE DENSITY

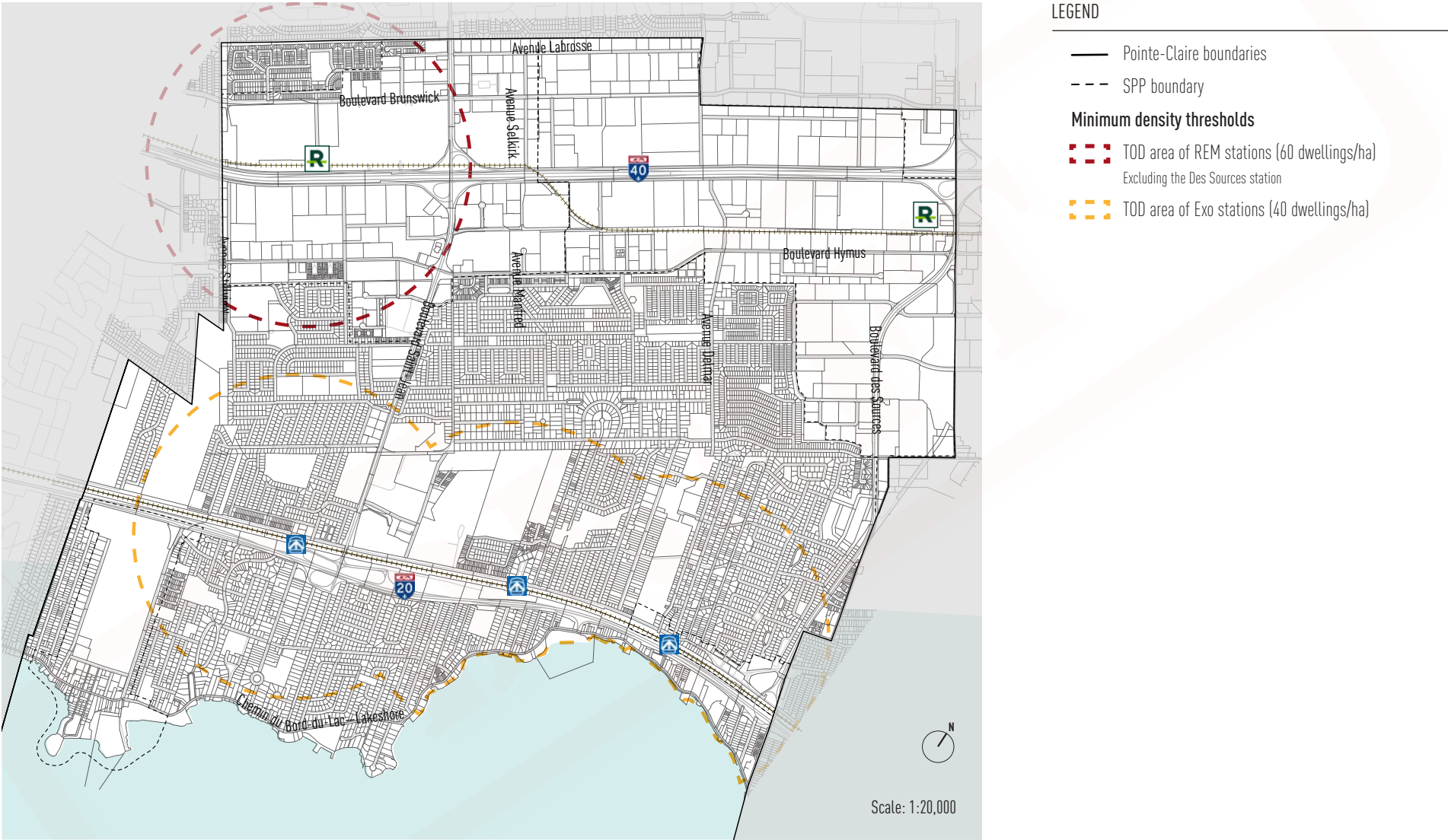


Fig. 30. Land Use Density

04

BIBLIOGRAPHY

BIBLIOGRAPHY

Agence métropolitaine de transport (2013). *Origin-Destination Survey*.

Agglomeration of Montreal (2015). *Schéma d'aménagement et de développement de l'agglomération de Montréal*. Found at http://ville.montreal.qc.ca/pls/portal/docs/page/proj_urbains_fr/media/documents/schema20170301.pdf

Communauté métropolitaine de Montréal (2018). Georeferenced data. Found at <http://cmm.qc.ca/donnees-et-territoire/observatoire-grand-montreal/produits-cartographiques/donnees-georeferencees/>

Communauté métropolitaine de Montréal (2019). *Portraits territoriaux - Ville de Pointe-Claire*. Found at http://cmm.qc.ca/fileadmin/user_upload/fiche/portraitsStatistiques/Portrait_66097.pdf

IBI-DAA Group (2013). *Étude des secteurs industriels de la ville de Pointe-Claire*.

Institut de la Statistique du Québec (2014). *Population projetée par groupe d'âge, municipalités du Québec, scénario A - Référence, 2011-2031*.

Ministère du Loisir, de la Chasse et de la Pêche du Québec (MLCP), Soubrier, Robert (1989). *L'élaboration d'un plan d'implantation des équipements de loisir*.

Ville de Montréal, Service de la mise en valeur du territoire et du patrimoine, Direction du développement urbain, Division du patrimoine et de la toponymie (2005). *Évaluation du patrimoine urbain - Arrondissement de Pointe-Claire*. Found at http://ville.montreal.qc.ca/pls/portal/docs/page/patrimoine_urbain_fr/media/documents/19_evaluation_patrimoine_pointe-claire.pdf

Statistics Canada (2016). *2016 Census of Population*.

Credits: Some of the icons used in this document come from the Noun Project website

05

APPENDICES

