

# SPECIAL PLANNING PROGRAM FOR POINTE-CLAIRE CITY CENTRE

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## INTRODUCTION

The City Centre of Pointe-Claire corresponds roughly to what the 1987 Schéma d'aménagement of the Montreal Urban Community had designated as one of three regional satellite centres of the Island of Montreal. In fact, a cluster of commercial uses, services, offices and, more recently, high-density residential, have become concentrated around the Saint-Jean Boulevard interchange and the Trans-Canada Highway (Highway 40). This development started at the beginning of the 1960's with the construction of the highway. It has continued to expand and now stretches from the boundaries of Kirkland to the industrial park to the east of Saint-Jean Boulevard, between the Hermitage residential neighbourhood to the north and the Seigniori and Northview residential neighbourhoods to the south.

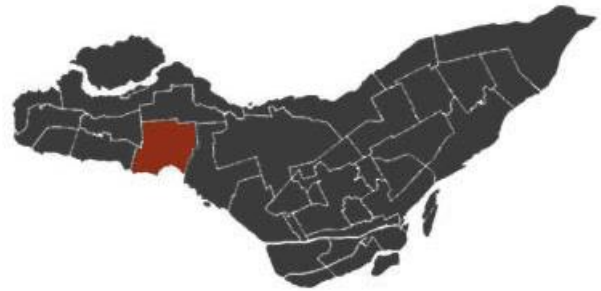


Figure 23: Pointe-Claire in the Montreal Agglomeration

Its greatest regional attraction is the CF Fairview Pointe Claire shopping centre, which has more than one million square feet of department stores and specialty boutiques. The bus terminal of the Société de Transport de Montreal, which is the hub for the main West Island bus routes, is located at CF Fairview Pointe Claire. The proximity of the Lakeshore General Hospital and the activity in the major employment sectors in the Highway 40 corridor also contribute to the vitality of Pointe-Claire's City Centre.

The City would like to create a vibrant, dynamic living environment and a unique destination for all. In order to stimulate residential development to meet the needs of different household and generations, the City will build on the diversification of housing type. To stimulate the economic vitality and employment opportunities, it will also ensure that a mix of commercial, offices, services and institutional spaces are offered and available for business.



Figure 24: Global view of Pointe-Claire City-Centre

The development of the public domain in this living environment will be designed to be user-friendly —a place where pedestrians and cyclists feel comfortable and safe, where accessibility encourages a gradual modal shift from cars to public transport and active transportation methods.

This chapter presents the **Pointe-Claire City Centre Special Planning Program**. The work methodology is based on a “gradual” design process undertaken in

collaboration with various stakeholders in the area’s development. Firstly, the **urban analysis** is conducted and **orientations** are developed and presented based on transportation and travel issues in the City Centre. These orientations are then reviewed and turned into **development proposals** that illustrate the desired vision, more specifically for two designated quadrants and for the global City Centre plan. Lastly, the fourth and last step consists of a series of measures for **implementing the City Centre development vision**.

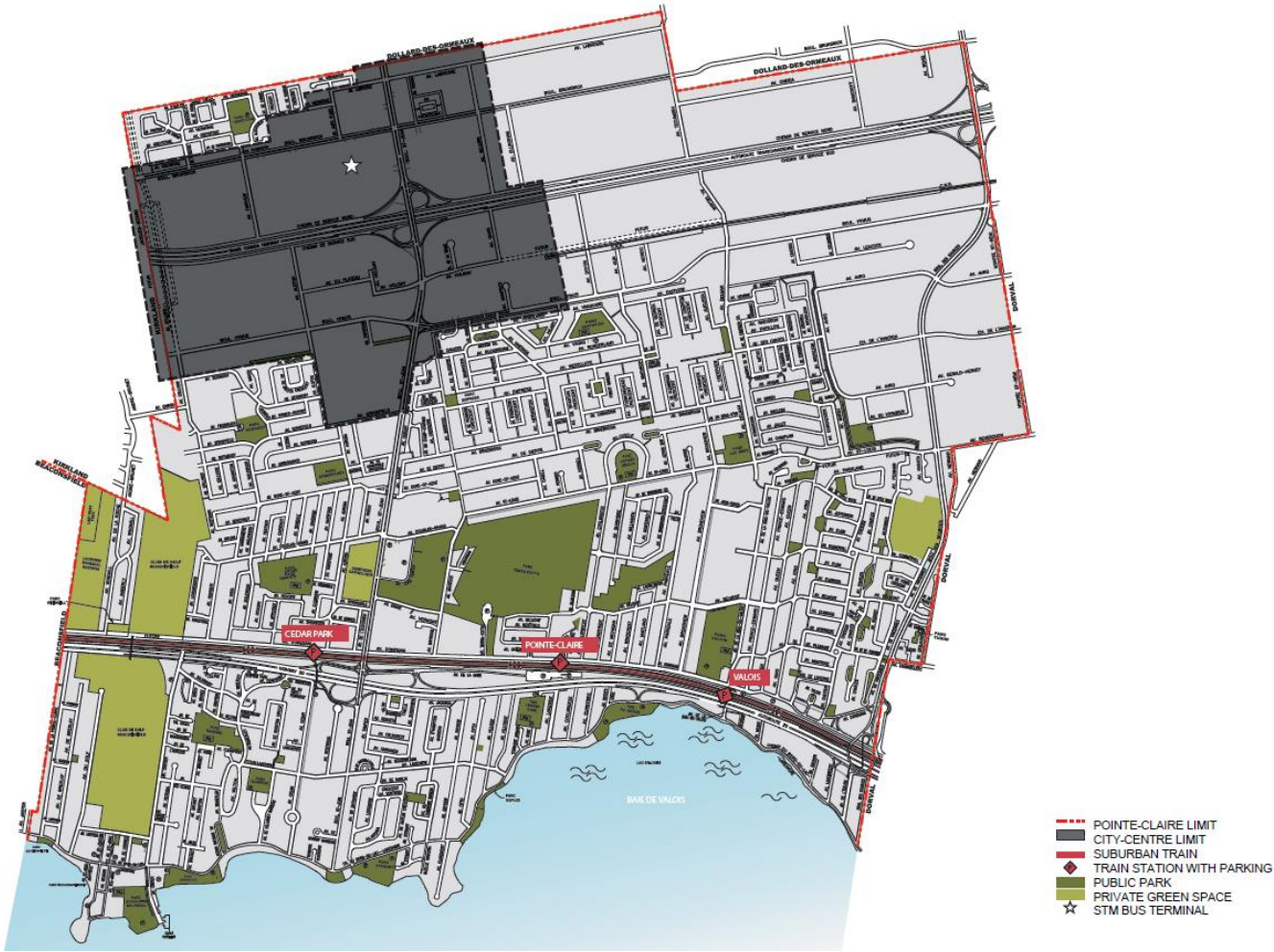


Figure 25: Territory subject to the study

# 1. URBAN CONTEXT ANALYSIS

## 1.1 ASSETS

### 1.1.1 Accessibility and visibility

Pointe-Claire’s City Centre is at the geographical centre of the West Island. It is crossed from west to east by the Trans-Canada Highway (Highway 40), which serves as the main gateway to Montreal from Ontario and the Great Lakes region. It is also crossed by Saint-Jean Boulevard, the main north-south road of the West Island, which connects it to Highway 20. The City Centre is accessed mainly from the Saint-Jean Boulevard interchange off

Highway 40. It is also served by two east-west arteries: Brunswick Boulevard to the north and Hymus Boulevard to the south. These two boulevards extend on either side into the neighbouring municipalities of Dorval and Dollard-des-Ormeaux to the east and Kirkland to the west.

The new Réseau électrique métropolitain (REM) station, scheduled to come into service near the end of 2020, will be in the northwest quadrant of the City Centre, close to the Trans-Canada service road and near CF Fairview Pointe Claire shopping centre and the Société de transport de Montreal (STM) bus terminal. The REM presents a chance to consolidate this public transit hub by creating a true multimodal station linked to a modern city centre buzzing with action.

### 1.1.2 Market area

Pointe-Claire's City Centre mainly serves the West Island of Montreal, L'Île-Perrot and the Vaudreuil-Dorion area, all of which represents a population pool of about 300 000. The population growth of this pool should remain close to 5% per 5-year period, mainly because of the new residential projects in Pierrefonds, Sainte-Anne-de-Bellevue and the Vaudreuil-Dorion area and because of the densification of existing neighbourhoods.

A study carried out in 2008 for the City of Pointe-Claire<sup>1</sup> determined that Pointe-Claire's main commercial streets and shopping centres totalled about 2 million square feet of commercial area, which represents almost 40% of the commercial area in the primary and secondary zones<sup>2</sup> covered by the study.

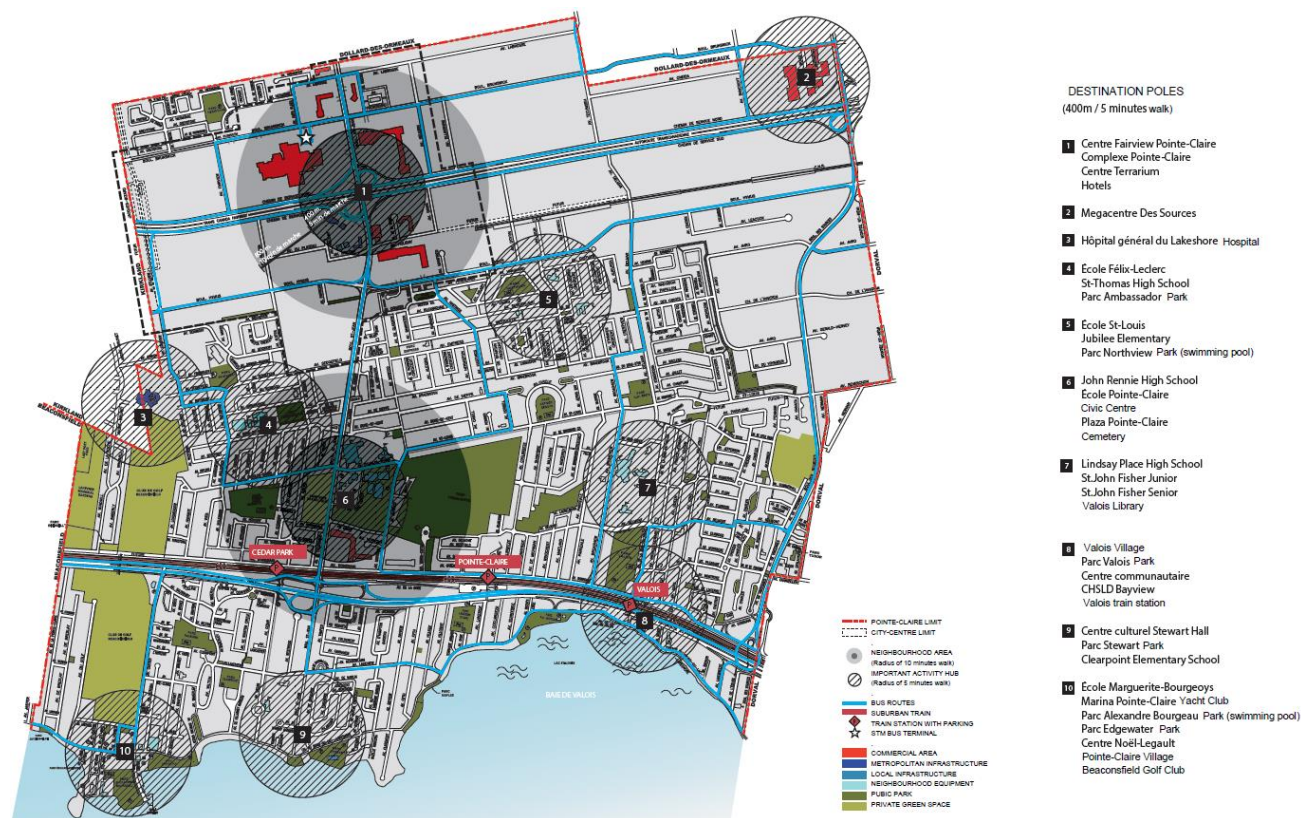


Figure 26: Principal destination poles

<sup>1</sup> Zins Beauchesne et associés, "Étude de potentiel de développement du territoire de la ville de Pointe-Claire", August 2008.

<sup>2</sup> The primary zone corresponds to the City of Pointe-Claire while the secondary zone consists of the entire West Island, the borough of Lachine, L'Île-Perrot, as well as the agglomeration of Vaudreuil-Dorion.

An unpublished study conducted in 2005 on behalf of the Centre local de développement (CLD) showed that the amount of commercial area per inhabitant in the West Island was 28.51 ft<sup>2</sup>, of which 19.8 ft<sup>2</sup> were big box stores and shopping centres. This 19.8 ft<sup>2</sup> figure is the same as for all the United States. For all of Canada, the amount of commercial area per inhabitant was 13.9 ft<sup>2</sup> compared with 15.3 ft<sup>2</sup> for the census metropolitan area of Montreal. Considering the planned megacentre projects in Vaudreuil-Pincourt that were announced at the time, the study determined the West Island's needs for new commercial space to be 450 000 ft<sup>2</sup> at most. This projection accounted for population growth in the entire region served by Pointe-Claire.

Following the expansion of The Méga Centre Des Sources, the expansion of the Plaza Pointe-Claire, and the construction at Place de la Triade and at the Terrarium shopping centre, and considering the potential for consolidation and densification within Pointe-Claire's existing commercial areas, this Planning Program does not designate additional space for traditional shopping centres outside of the existing zones. It does, however, aim at redeveloping and enhancing the current commercial offer in the City Centre, to make it more attractive and to meet the needs of Pointe-Claire's citizens, current and new.

### **1.1.3 Development opportunities**

The City Centre is the sector that has undergone the greatest degree of residential development in the past 10 years. Construction projects have included 954 apartments for autonomous elderly people, 325 condominium apartments and 120 townhouses, not to mention the 160 new beds for people with decreasing autonomy. Had it not been for these new residential construction projects, the population of Pointe-Claire would have decreased by 2.8% between 2001 and 2006 instead of increasing by 3%.

This sector of Pointe-Claire contains most land that is still vacant, including the former John Abbott College property west of Réno-Dépôt (260 000 m<sup>2</sup>), and the land south of Paprican Avenue (81 000 m<sup>2</sup>). There are also a few large underused commercial or industrial properties that could be converted or redeveloped.

### **1.1.4 Jacques-Bizard Boulevard and interchange**

The extension of Jacques-Bizard Boulevard up to Hymus Boulevard, with a new interchange at Highway 40, will improve accessibility to the City Centre and reduce congestion on Saint-Jean Boulevard. This congestion is mainly caused by through traffic between the areas north of Pointe-Claire and Highways 40 and 20. This project was put on the backburner but was subsequently included in the transportation plan and the latest Land Use and Development Plan of the Montreal Agglomeration.

This new crossing point of Highway 40 will be strategically located midway between Saint-Jean Boulevard and Saint-Charles Boulevard at the western boundary of Pointe-Claire's City Centre. A curb lane has been planned for a bicycle path that, according to the transportation plan of the Agglomeration, must connect L'Île-Bizard with Lake Saint-Louis at Cartier Avenue.

The Highway 40 / Jacques-Bizard Boulevard interchange will ease traffic on Saint-Jean Boulevard and interchange, and will have a positive impact on the how the City Centre operates, and this is due to the following three reasons:

- i) While Highway 40 is an asset in terms of accessibility and visibility, it is also a constraint since it cuts the City Centre in two; adding a crossing point will facilitate trips between both parts of the City Centre.

- ii) The construction of the Jacques-Bizard Boulevard interchange will increase accessibility and allow an intensification of dynamic urban activity in the west part of the City Centre, particularly on the land west of Fairview Avenue and the underused industrial properties in the section of Hymus Boulevard between Saint-Jean Boulevard and the boundaries of Kirkland.
- iii) The creation of a bicycle path along Jacques-Bizard Boulevard with a safe crossing over Highway 40 will promote biking to access the City Centre and as a mode of travel between the City Centre's various residential and commercial components. Moving part of the traffic from the Saint-Jean Boulevard interchange to Jacques-Bizard Boulevard could also improve the pedestrian and cycling functions of the Saint-Jean Boulevard overpass.

## 1.2 CHALLENGES



Figure 27: Alternative transportation

### 1.2.1 Conditions of transportation networks

Pointe-Claire's City Centre is defined by a tightly-packed motor network that carries a high volume of traffic heading to and from regional shopping destinations and the Trans-Canada Highway. Several bus routes converge in the north-west quadrant at the STM bus terminal after travelling along major thoroughfares: Hymus

Boulevard, Saint-Jean Boulevard, Brunswick Boulevard and the highway service lanes. Sidewalks and paths along these thoroughfares and intersections are poorly designed and separated by significant distances, which discourages pedestrian and cyclist traffic in the City Centre.

It is only possible to cross the highway in Pointe-Claire's City Centre using Saint-Jean Boulevard. Access ramps on Saint-Jean Boulevard, however, act as a significant barrier.<sup>3</sup>

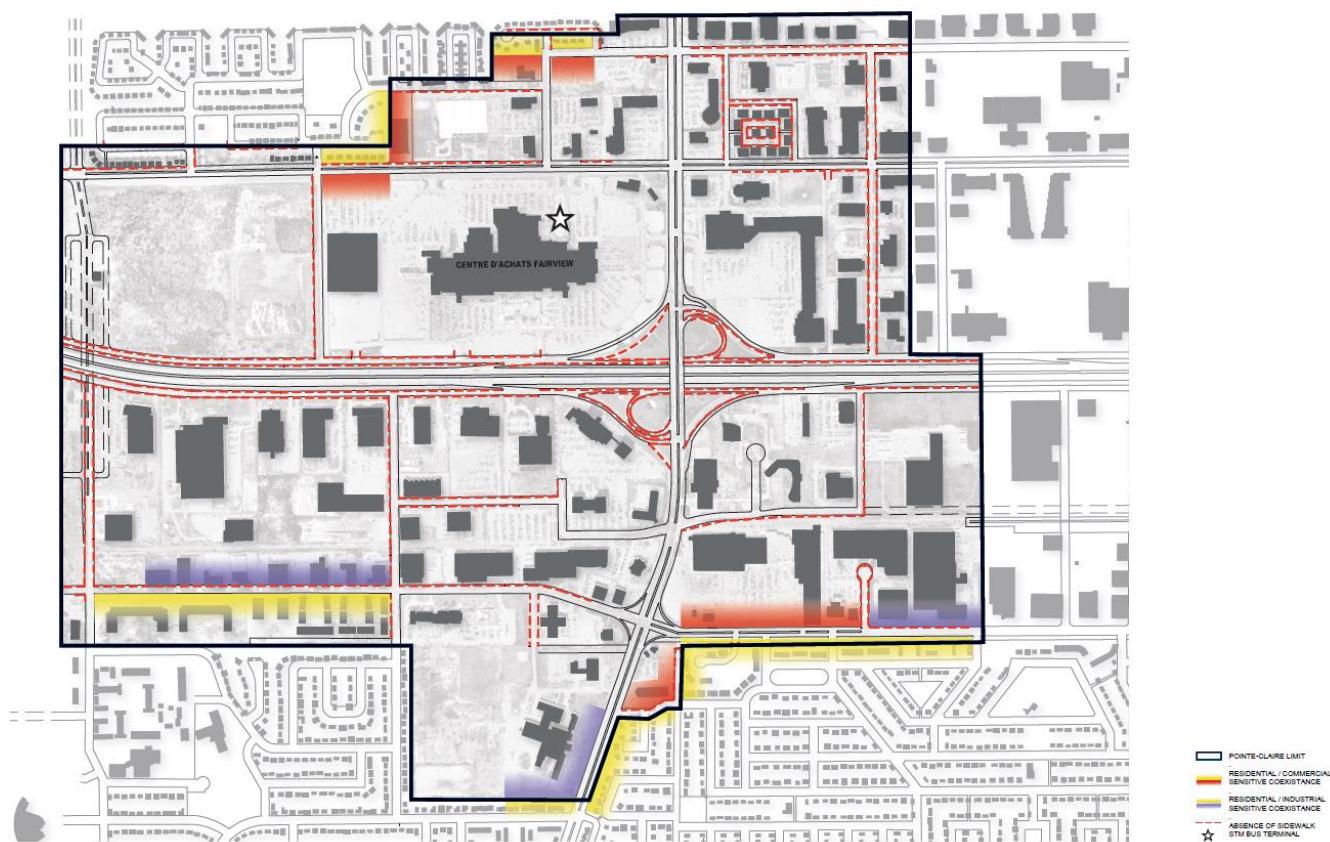


Figure 28: Sensitive land use coexistence

### 1.2.2 Land organization and uses of the City Centre

The analysis of the area reveals a series of urban issues related to land use. First and foremost, Pointe-Claire's City Centre is divided into four quadrants with similar functional and morphological characteristics organized around a regional interchange. The existence of this significant transport infrastructure, the subdivision pattern with very large lots as well as the wide surface parking areas demonstrate the importance of transportation and automobile transit as a strong characteristic of the area, every day. This generates a number of issues with the functionality and user-friendliness of the active transportation links between the different sub-sectors.

In other respects, the high number of vacant buildings is a sign and product of commercial and industrial shifts regionally and internationally. Given the current challenges facing efforts to densify and diversify neighbourhoods near public transit hubs, those sites are to be redeveloped and repurposed. The potential development plan (figure 9) highlights potential strategic areas for the City Centre's redesign.

<sup>3</sup> All the traffic issues for the City Centre specifically are detailed in the CIMA+ traffic study (December 2012, revised in 2016).

Finally, the coexistence of certain land uses could be problematic, notably the proximity between heavy commercial or industrial use with residential use. Truck traffic caused by certain businesses in the area, for example, may be perceived as a nuisance and reduce the attractiveness for new residents. These sensitive situations of proximity between land uses should not necessarily be avoided or eliminated per se. Instead, in redefining or consolidating current land uses, the goal is to pay special attention to greening, landscaping and appropriately designing the transition space between the uses to limit the negative impacts for all citizens.

### 1.2.3 Landscape characteristics

Pointe-Claire's City Centre is home to certain landscapes and natural areas that should be preserved and enhanced. The following map notably shows wooded areas and wetlands. Developing these sites sensibly could minimize the impact on components that are important ecologically or for their landscape value.

Rows of trees along streets in urban environments add to the quality of the urban landscape, make paths more user-friendly and help to reduce the effects of urban heat islands. Optimizing tree cover is therefore essential on both public and private lands. The City Centre has large paved areas, adding to the car-dominated landscape that is not very agreeable for pedestrians and cyclists. Many major roads in the City Centre have limited tree cover, away from sidewalks and sometimes only on one side of the road. Given how wide several streets and boulevards are, more greenery could be added.

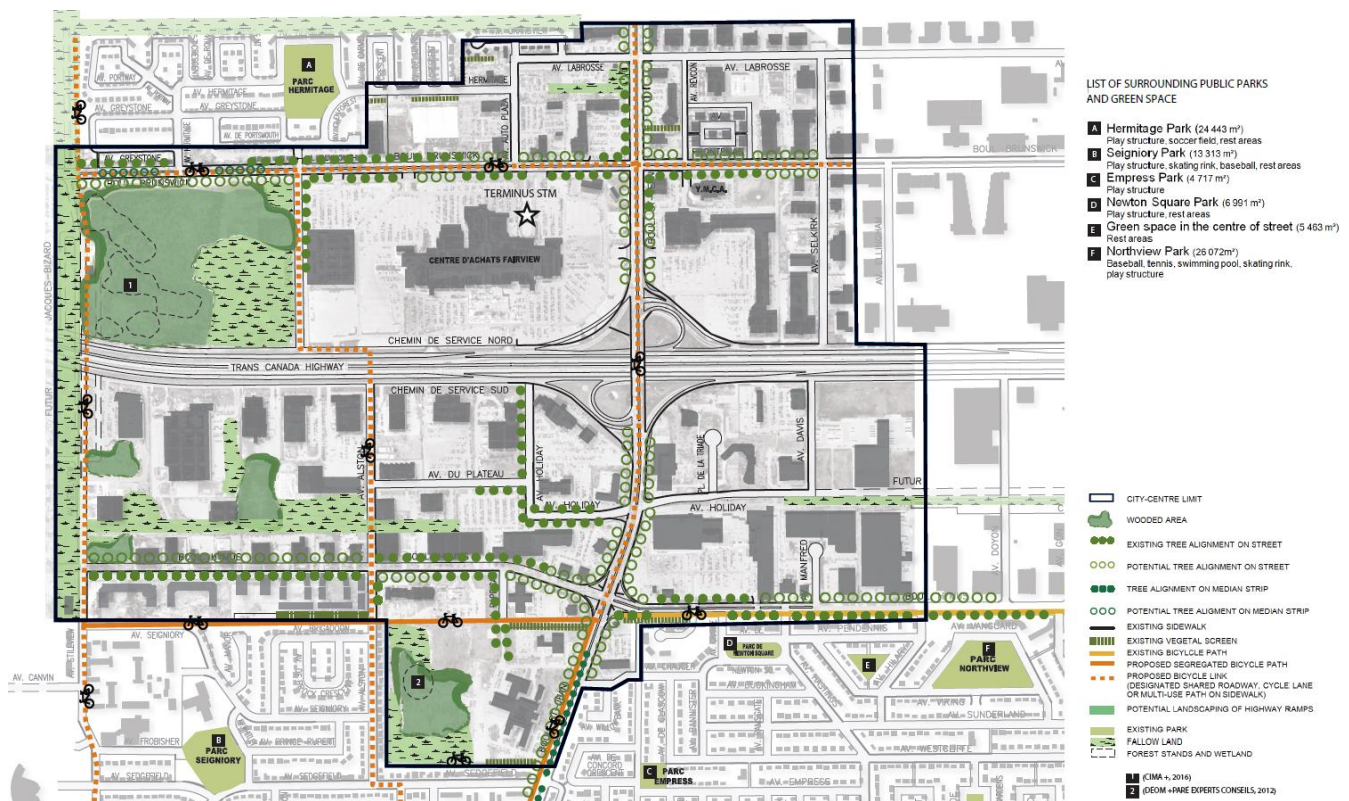


Figure 29: City-Centre landscape components

The specific landscape conditions on Saint-Jean Boulevard, as shown in figure 8 speak of an urban environment that is car-oriented. The series of access ramps and turning lanes, poor tree canopy as well as narrower sidewalks

located directly next to high-traffic roadways make it uncomfortable if not dangerous for people to get around by foot or on bicycle. Significant distances between the various road intersections also cause detours for pedestrians and add to the physical barrier between each side of the highway, and between each side of Saint-Jean Boulevard.

On the other hand, embankments and grassy strips along the Trans-Canada Highway would be a great way of greening the entryway into the City.

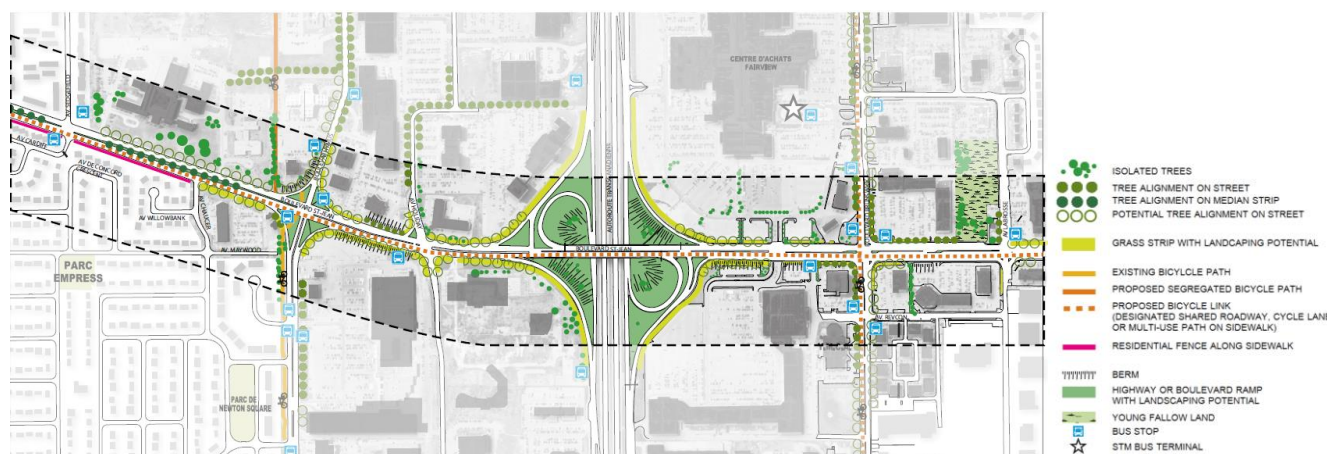


Figure 30: Saint-Jean Boulevard Landscape components

### 1.2.4 Development issues

Traffic volume is already high on the City Centre's road network, even though some buildings remain vacant or are up for requalification and that some land is underused. To authorise new construction projects and generate additional traffic, it is imperative that the City settle issues regarding land optimization, transportation networks capacity, as well as address development needs for public spaces and for greening the area.

Primarily, the City Centre's problems are linked to the lack of flow between its four separate quadrants. This actual or perceived lack of flow stems from both the lack of proper links and the very nature of the existing links, which are not pleasant and often difficult if not dangerous to use. The planned southern extension of Jacques-Bizard Boulevard will provide better north-south links on both sides of the highway.

However, an intermediary pedestrian link on Alston Avenue near Fairview Avenue should also be considered, especially if further delays are foreseeable in constructing the new Jacques-Bizard interchange.

Public spaces and paths are not very user-friendly and main roads are uncomfortable environments for pedestrians, which makes it difficult to create a vibrant City Centre where people are more likely to opt for active and public transportation. Problematic intersections (notably on Saint-Jean Boulevard and near the STM bus terminal) only add to the many concerns for pedestrian comfort and safety.

That said, the City Centre does have densification and intensification potential: The City of Pointe-Claire has identified underused sites for development (figure 9) in relation to established neighbourhoods and existing public facilities. Increasing the tree canopy is essential to combat heat islands, and as a result part of the existing wooded areas should be integrated and enhanced in plans for future building developments.

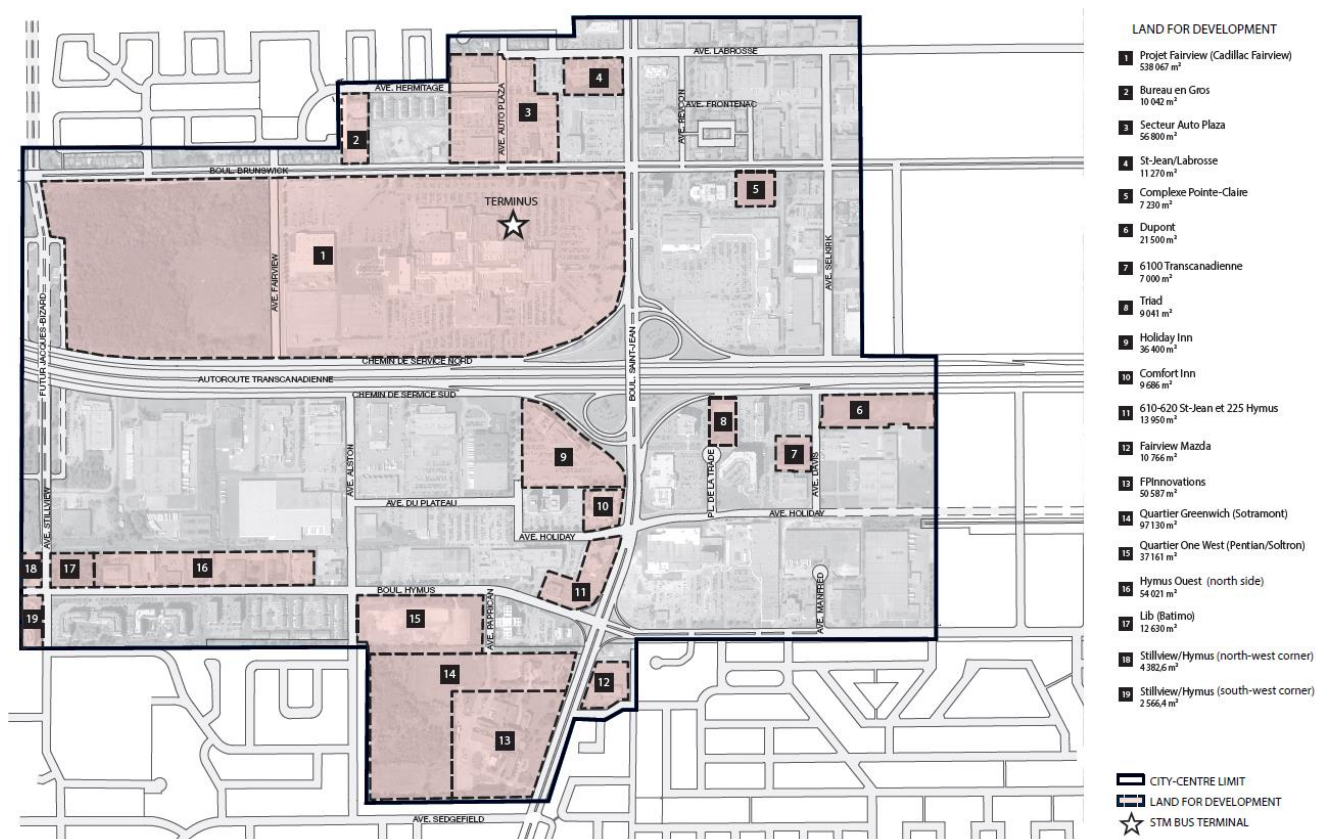


Figure 31: Land for development

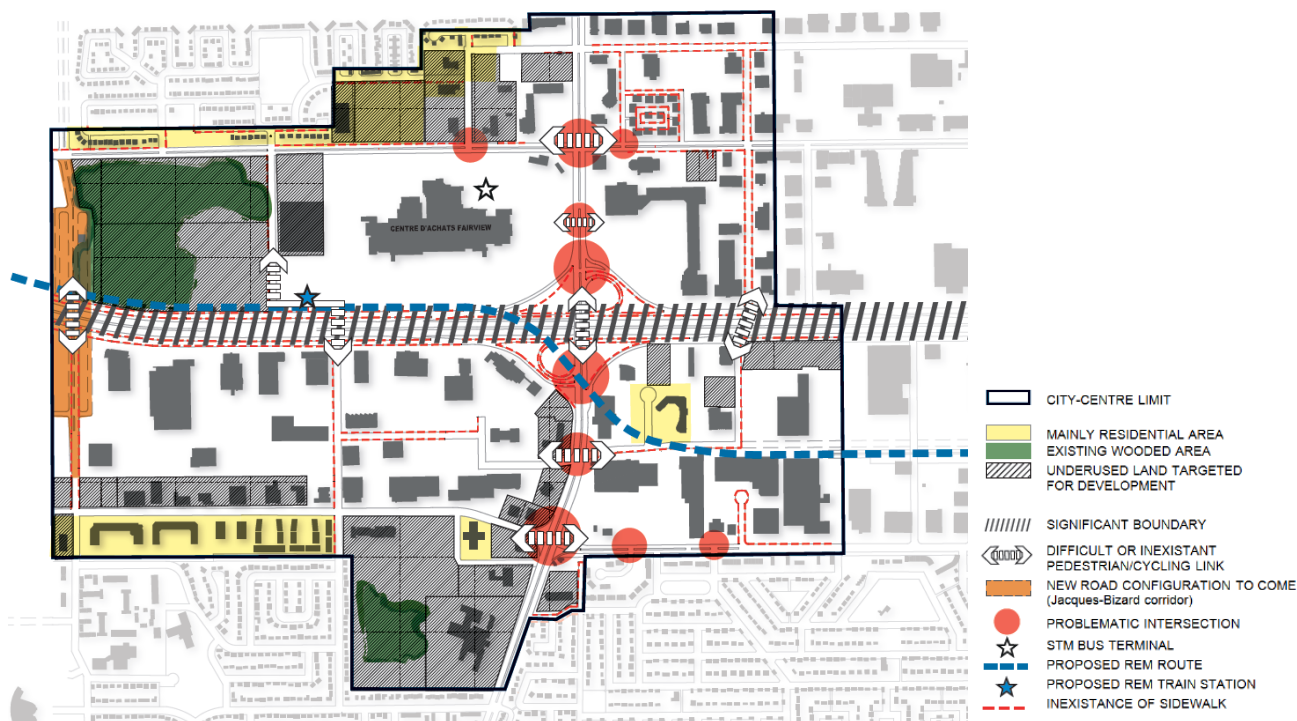


Figure 32: Main issues of the City-Centre area

## **2. PROPOSED ORIENTATIONS**

The Planning Program proposes to reinforce the vocation of Pointe-Claire's City Centre as the City Centre core of the West Island through the continuous and rapid evolution of what were originally a group of suburban shopping centres, into a true City Centre.

### **2.1 Creating an active City Centre**

To turn Pointe-Claire's City Centre into an active area, the Planning Program proposes to intensify and diversify activities by increasing the number of users and the amount of time they spend in the area.

To increase the number of users, two groups should be targeted: people who live in the City Centre or the immediate vicinity and people who come there to work or shop. The inhabitants of the City Centre and the people who work there are the ones most likely to visit this area for shopping or entertainment. The first part of the proposed strategy is to convert underused or vacant areas into dwellings and office buildings.

The mixed-use zones will offer an assortment of dwelling types for a diverse client base and for all generations: young people, single people or couples, older couples whose children have left home, etc. The residential areas peripheral to the mixed-use core of the City-Centre will also include some family housing, in accordance with the population regeneration orientation already discussed in this Planning Program.

### **2.2 Intensifying and diversifying the commercial offer and services**

The Planning Program proposes to contain the spread of commercial activities to promote the intensification and diversification of services offered in the City-Centre. The existing retail commercial zones will not be extended, however they will be enhanced by the possibility of a greater mix of uses. The commercial offer will therefore be increased through building densification, diversification of activities and multi-level parking.

### **2.3 Creating an environment that is increasingly pedestrian-friendly**

Pointe-Claire's City Centre is comprised of a group of suburban shopping centres designed for a car-oriented community. The large distance between the main components of the City Centre and the environmental disadvantages associated with dense traffic on the Trans-Canada Highway, its service roads, and the main roads in the sector all discourage potential walkers, particularly when weather conditions are bad. The intensification and the diversification of activities, along with the densification of the built environment will make the City-Centre more pleasant and user-friendly. Creating a people-oriented space will involve developing more and more ways for people to get around on foot. Pedestrians in the City Centre will be primarily those who work and live in the area. They will also include those who come there for shopping and entertainment.

Instead of focusing on an extensive pedestrianizing of the City Centre, the Planning Program proposes developing measures to:

- improve infrastructure reserved for pedestrians, such as sidewalks, crossing points for the major roads, and access to the transit network;
- make each quadrant of the City Centre more pedestrian-friendly, notably by creating parks and resting areas and by increasing the tree canopy in parking areas, which will also help to reduce heat islands;

- promote pedestrian traffic in the residential sections of arterial roads, specifically the west ends of Hymus Boulevard and Brunswick Boulevard;
- allow and promote outdoor shopping activities and structures, such open-air markets, sidewalk sales kiosks, pop-up shops and terraces;
- develop the land west of Fairview Avenue in relation with—and around—the future multimodal station, integrating quality public spaces and green space.

Furthermore, the densification of the City Centre and the intensification of activities will lead to a greater use of public transit systems, which makes the metropolitan electric network and its train station happen just at the right time with.

### 3. DEVELOPMENT CONCEPT

#### 3.1 City Centre Identity

Though historically developed around the car, Pointe-Claire's City Centre will have the opportunity to redefine itself with the future REM station, STM bus terminal and connecting routes. Developing this kind of infrastructure requires significant changes to the urban fabric affected by its area of influence, notably in terms of adding and improving active transportation links. In terms of sustainable development, these infrastructures help improve quality of life and strengthen the area's urban character. Consequently, rather than forcing an increase in the capacity of the City Centre's main roads consequent to the foreseen development, transit-oriented development (TOD) principles promote redistributing traffic by increasing flow throughout the urban fabric and introducing a lifestyle that encourages alternative methods of transportation, instead of driving.

The development of the City Centre is at the core of Pointe-Claire's sustainable development plan. A clear development strategy helps ensure a healthy and safe living environment for current and future residents, as well as good economic vitality for shops and businesses. The City Centre's identity is contingent on developing an attractive point of destination—the opposite of a traffic interchange.

The City Centre conceptual development plan lays out the orientations proposed for the entire study area. Enhancing and developing underused lands to accommodate new living environments and consolidate current economic activities helps lay the foundation for a dynamic and attractive city centre. The nearby highway cannot be ignored, however. This regional transportation corridor provides significant visibility for current and future commercial and industrial activities. Together, these activities act as a screen protecting residential sectors from noise, visual and environmental pollution from the highway.

Consolidating the built environment, particularly along the City Centre's main roads, will improve the public space framework and help redefine the image of the central sector. For that reason, building setback

*“Transit Oriented Development (TOD): A medium- to high-density area of development, within walking distance of a major public transit network, offering access to housing, employment, and local businesses and shops, designed for pedestrians but not precluding automobiles”*

Paraphrase of Peter Calthorpe's definition in *The Next American Metropolis – Ecology, Community, and the American Dream*, Princeton Architectural Press, 1993, 175 pages.

requirements stipulated in planning by-laws will have to be standardized for each type of road rather than by building classification. Standardizing setbacks for buildings along the same road, especially major roads, would make it easier for pedestrians to read the scale of the road and feel more comfortable. The more specific purpose of creating a built environment of uniform volume along roads is to make public spaces dynamic and define the City Centre's urban image while making parking areas less pervasive.

Parking developments will have to be reviewed in terms of the number of spaces required and the nature of the lots themselves (structured or underground parking, location behind lots, vegetation along the sides, etc.). Within a certain radius of the public transit station, the parking ratio will be lower based on different uses. This regulatory measure is a determining factor for well-functioning public transportation hubs. Prescriptive regulations must also be supplemented with other measures to reduce automobile dependence. A traffic management program should be proposed to employers near the multimodal transit station so that they provide incentives to their employees to use alternative transportation methods (reimbursement of public transit costs, carpooling network, bonuses for cyclists, etc.). Outdoor parking areas must also be greened to reduce the effects of surface runoff and heat islands.

According to CIMA+ (September 2016), the current road network cannot support the additional traffic projected based on the present program development assessments, unless some short-term actions are taken to alleviate the traffic load on the network (e.g. reconfiguration of problematic intersections). Because of the current width of Saint-Jean Boulevard right-of-way, lanes cannot be added, therefore Jacques-Bizard Boulevard needs to be extended. Traffic management program incentives applied by City Centre employers, as previously mentioned, could also help to reduce City Centre traffic.

### 3.2 Living environment

Considering the orientations proposed for the entire City Centre, detailed development plans have been prepared for the southwest and northwest quadrants. Several objectives in the Planning Program are particularly relevant for providing a framework for development in these sectors. It is important to remember the importance of:

- continuing residential growth;
- re-establishing the population pyramid;
- protecting the cachet, feeling of community and particular features of residential neighbourhoods;
- adopting sustainable development measures;
- finalizing the park and community facilities network;
- creating an environment that is increasingly pedestrian-friendly.

This study does not provide detailed development plans for the northeast and southeast quadrants. However, to revitalize the City Centre and diversify its uses—which this program seeks to do—it is recommended that the business hub south of c 40 be consolidated and that a way be found to diversify the area north of Complexe Pointe-Claire (see proposed land use designations, Figure 16).

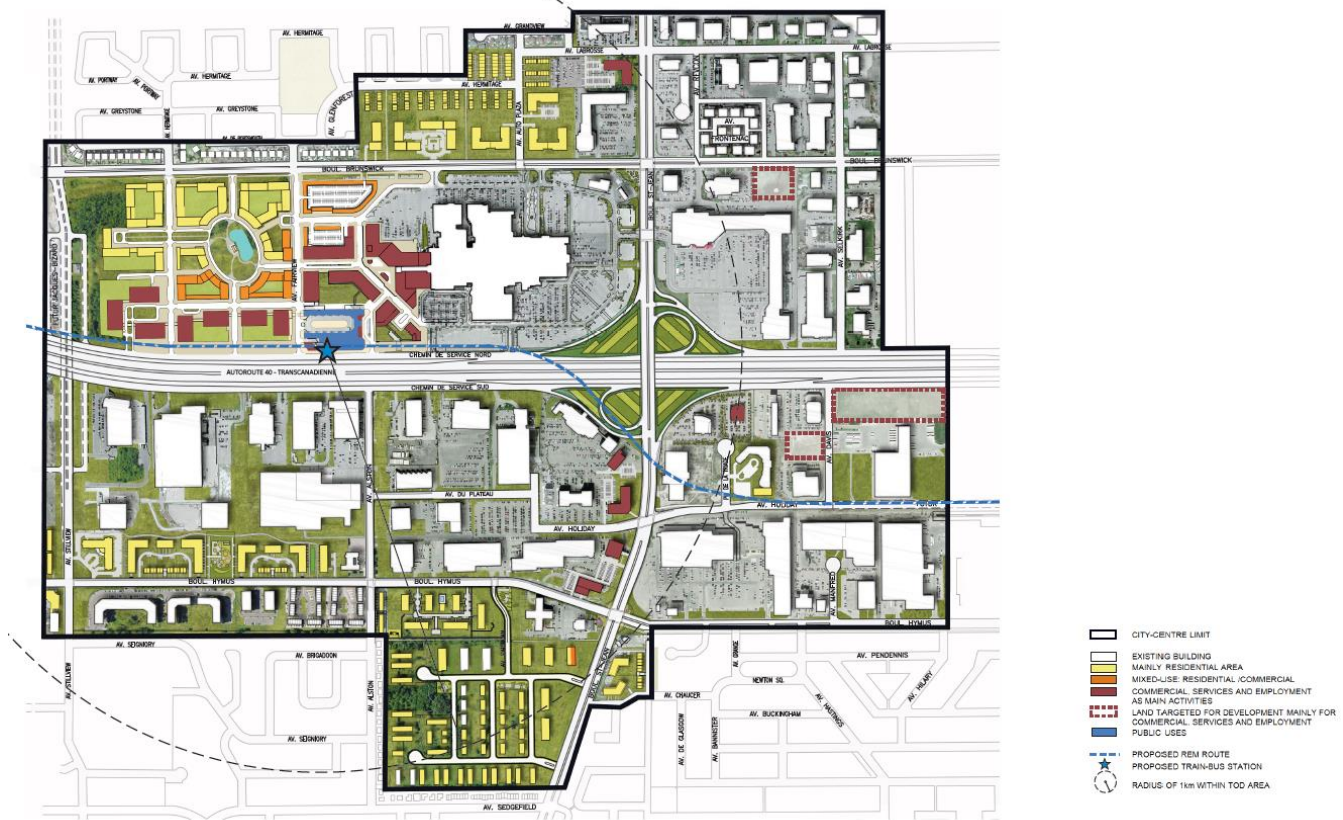


Figure 33: City-Centre conceptual development plan

### ***SOUTHWEST QUADRANT***

The southwest quadrant has significant residential development potential along both sides of Hymus Boulevard. Developing a diversified built environment (townhouses, multiplex housing and multi-family buildings) will help to create a living environment that can accommodate various households, notably families. The quadrant will be made much denser by the addition of nearly 2,000 dwelling units and 50,000 square metres of commercial space in zones that are already identified for it (businesses, hotels, offices, complementary retail stores and services, etc.). In terms of increased residential density, a reduction of the minimum floor area per dwelling is proposed to accommodate the greater diversity of people who may move into the City Centre.

For public roadways and intersections, the quality of the built environment can give streets a more human and friendly aspect. This requires siting the buildings parallel to the street and their height to be proportional to the width of the street. Favouring higher density near main traffic routes also helps limit vehicle traffic in residential neighbourhoods. Hymus Boulevard's current built environment is inconsistent, with the south side made up largely of multi-family buildings and the north side home to low-rise industrial buildings. The design concept would locate multi-family dwellings on the north of the Boulevard to ensure a similar built environment on both sides and densify an area close to a public transit hub. A green belt, planted and landscaped, would be located between the new residential development and the industrial zone just to the north.

In addition to the residential use for the majority of sites slotted for development, zoning regulations will have to allow for some commercial use at ground level or on a certain amount of floorspace. Nearby businesses (cafés, pharmacies, convenience stores, etc.) help bring the area to life and decrease automobile dependence.

Creating public spaces, semi-public or private green spaces and integrating natural areas will help define the City Centre's identity and structure. The configuration and location of these spaces must be planned so that citizens take ownership of them. To accomplish this, it is important that parks and natural areas be visible from the main and secondary public roads. A neighbourhood park is thus proposed for the heart of the new housing development north of Hymus Boulevard. It is also planned that a park be created along Gendron Avenue to preserve and enhance a wooded area east of Alston Avenue. The future park will be big enough to accommodate play areas at the centre of the Quartier Greenwich housing development, as shown in the design concept.

Ideally, paved surfaces and street rights-of-way are kept to a minimum width. The goal of creating pedestrian and bicycle links between all public spaces, squares and parks is to make it easier for pedestrians to move from place to place and reduce travel distances. Consolidating a network of green spaces and user-friendly paths is therefore recommended. Opening up facades to the spaces beside these pedestrian and bicycle paths (no blind walls) will help make these paths more pleasant.

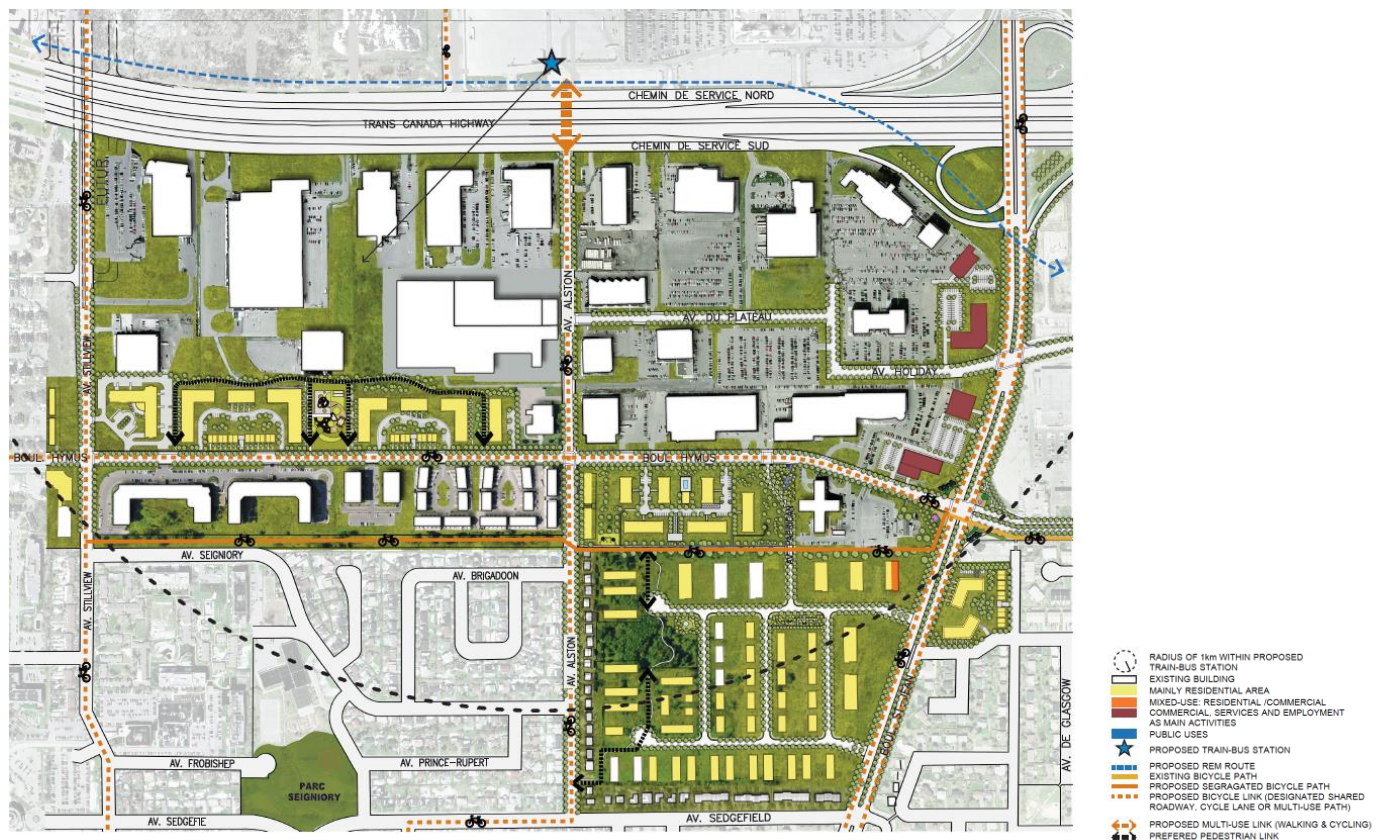


Figure 34: Conceptual plan of the south-west quadrant

## ***NORTHWEST QUADRANT***

The CF Fairview Pointe Claire shopping centre and the STM bus terminal located near the intersection of Saint-Jean and Brunswick Boulevards are prominent features in the northwest part of the City Centre. Siting the new REM station along Highway 40 close to the shopping centre can help optimize the City Centre core as per the transit oriented development (TOD) concept. Combining the REM station, a park-and-ride facility and the STM bus terminal will create an important multimodal hub. To develop new transit oriented communities, a built environment with a wide range of uses (housing, businesses and stores, offices, institutional facilities, etc.) is proposed.

The grouping of the REM station with a park-and-ride facility and the STM bus terminal will contribute to create an important multimodal hub. The location of these public transit infrastructures near the CF Fairview Pointe Claire shopping centre will transform the northwest quadrant into the core of the TOD. The present program will propose a new mixed-use designation (housing, shops, offices, hotels, and institutions) for new living environments around the multimodal station, and regulatory provisions allowing a denser built environment.

Some under-used sites were identified for their development potential, especially north and west of the shopping centre. This quadrant will become much denser with considerable increase in the residential offer and in commercial, business and office space. The new district will consist of three sectors:

- The Central Core: Located between CF Fairview Pointe Claire shopping centre and Fairview Avenue, this sector will include transit infrastructure, businesses and shops, office space, and residential housing.
- The Campus: Located west of Fairview Avenue along Highway 40, this sector will consist mainly of office space, institutional facilities, and complementary retail stores and services.
- The Urban Park Sector: Located northwest of Fairview Avenue, this sector consists mainly of residential housing but will include a mix of various other uses. The buildings will be set around a large urban park and planted avenues.

In the quadrant's northwest corner, a large wooded area and wetlands will be preserved in their natural state. Proposals to integrate parking areas into the built environment (underground or multi-level parking structures) will also give the new district a more urban and attractive character.

The following development guidelines have been used when planning this area:

- Ensure optimal fit with proposed transit infrastructure;
- Introduce greater mixing of uses (horizontal and vertical);
- Create an animated and inhabited urban environment;
- Preserve natural features of interest;
- Minimize road width and reduce number of vehicle lanes and driveways for safety and attractive environment;
- Integrate public pedestrian links in the various components of private integrated projects;
- Reduce exterior surface area devoted to parking and rearrange and combine parking spaces;
- Provide a network of public, semi-public and private spaces;

- Design safe and user-friendly pedestrian links (generous right-of-way, vegetation, etc.) that can also be used by emergency vehicles.

The detailed development plan for the northwest quadrant was designed in accordance with the Planning Program objectives. Furthermore, the development criteria stipulated above were defined based on the concepts of identity, user-friendly paths and a high-quality living environment.

For the Auto Plaza sector north of Brunswick Boulevard, residential area should be consolidated by progressively replacing the car dealerships and other commercial establishments with housing. Regulations to this effect are proposed as an incentive and to allow this to happen.

Public spaces, rest areas and semi-public squares are proposed to give easy access to users towards the public transit multimodal station and major shopping destinations. These spaces will define the City Centre's identity and the way the area is used. Public spaces have the potential to give the City Centre cohesion and personality, provided that special care is given to their design, connectivity and landscaped surroundings.

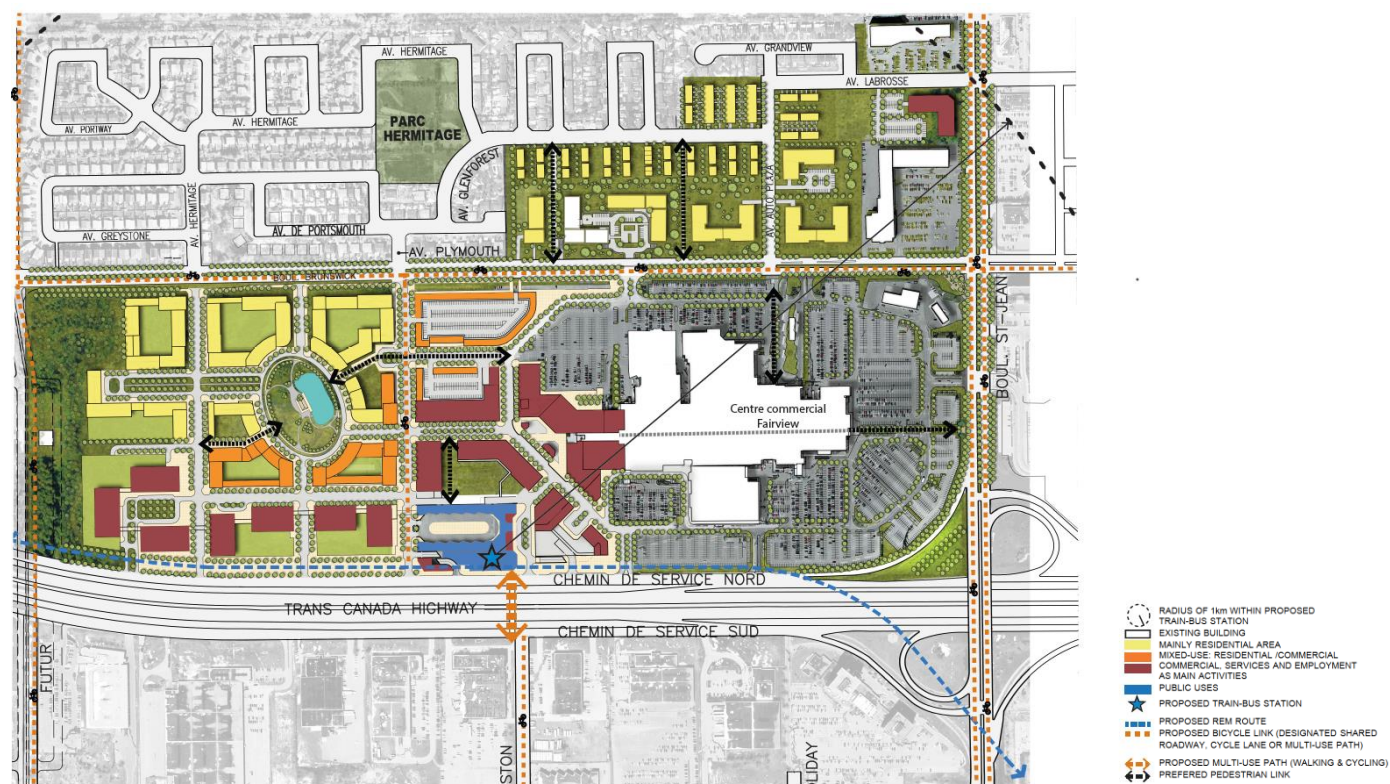


Figure 35: Conceptual plan of the north-west quadrant

### 3.3 Promoting active transportation

Public transit infrastructures are a first-rate instrument for developing or redefining an area's potential. The type of urban environment determines short-term transportation needs, while networks influence businesses' and individuals' decision to relocate there in the long term. TOD principles promote redistributing traffic by improving the flow and user-friendliness of the urban fabric as well as pedestrian and bicycle paths.

The new REM station's location and development raises issues about its integration into the urban fabric and the inclusion of various modes of transport. The current bus terminal also poses access issues (bus traffic, pedestrian safety, etc.). It is proposed that all transit infrastructure (REM station, STM terminal, park and ride) be combined into a single structure. The REM station would be located along Highway 40 near Fairview Avenue with the bus terminal in the rear. The station/terminal will have a multi-level parking structure with at least 500 spaces. The building should be consistent with the new urban fabric and strategically placed at the heart of the new district to ensure optimal access. The terminal entrance on Fairview Avenue near the Highway service road will ensure easier bus access and minimize transit traffic through the district. The multimodal hub's central location will put it within 10 minutes by foot for most residents (see walking distance radius), and the treatment of facades, green surroundings, and building alignment on public roads will make the walk more pleasant.



The entire bicycle path network is in line with the City's Bicycle Path Network Plan. A bicycle path is proposed on Fairview Avenue as an alternative to the bicycle path proposed along Jacques-Bizard Boulevard, the development plan for which is yet to be confirmed. It is strongly recommended that a bridge be added on Alston Avenue to connect both sides of the City Centre, the multimodal transit station and future developments. Certain bicycle lanes are planned along existing streets and boulevards, some links should be as designated shared roadways while others will be exclusive bike paths to take advantage of the scenery. In time, there will be a cycling loop along Brunswick Boulevard, Jacques-Bizard Boulevard, then running south of Hymus Boulevard, along Saint-Jean Boulevard and back to Brunswick Boulevard.

For pedestrian safety, the proposed streetscape incorporated traffic study recommendations (CIMA+ 2012, revised in 2016) including the following priority solutions:

- Upgrade and improve the safety of Brunswick Boulevard by adding an extra lane west of Fairview Avenue, installing traffic lights, and realigning intersections;
- Make intersections more efficient and improve the safety of pedestrian crossings on Saint-Jean Boulevard (Brunswick Boulevard, CF Fairview/Maxi access point);
- Extend Jacques-Bizard Boulevard;
- Upgrade Hymus Boulevard, officially widening it to four lanes and installing traffic lights at intersections (work undertaken in 2016);
- Improve safety at the corner of Hymus and Saint-Jean by removing right-turn ramps (except in the northeast quadrant).

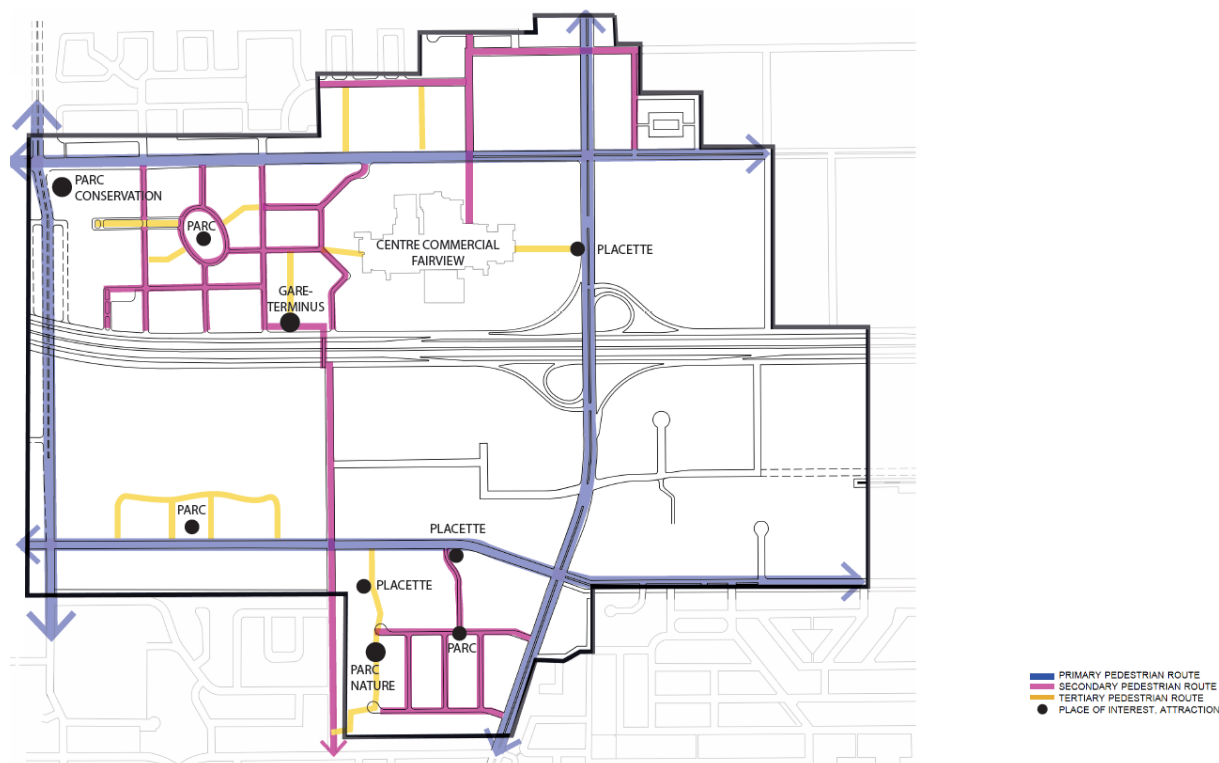


Figure 37: Pedestrian routes pattern

## 4. IMPLEMENTATION

This section outlines regulatory tools and strategies that should be used to implement the proposed land use and development intentions that are put forward in this chapter of the Planning Program.

### 4.1 Land use designation and density

As set out in section 85 of the Act Respecting Land Use Planning and Development (R.S.Q. c. A-19.1), the SPP may include the detailed land use and land occupation density. The detailed land use designation plan Included here therefore replaces the major land use designation plan of the planning program for the territory to which the provision applies.

Residential densities have been identified for each detailed designation area. These densities were determined in accordance with the requirements of the Montreal Urban Agglomeration Land Use and Development Plan. There should be a minimum density of 60 dwellings per hectare within a one-kilometre radius of the proposed multimodal station to encourage the development of a medium- to high-density residential neighbourhood aligned with the principles of transit oriented development.

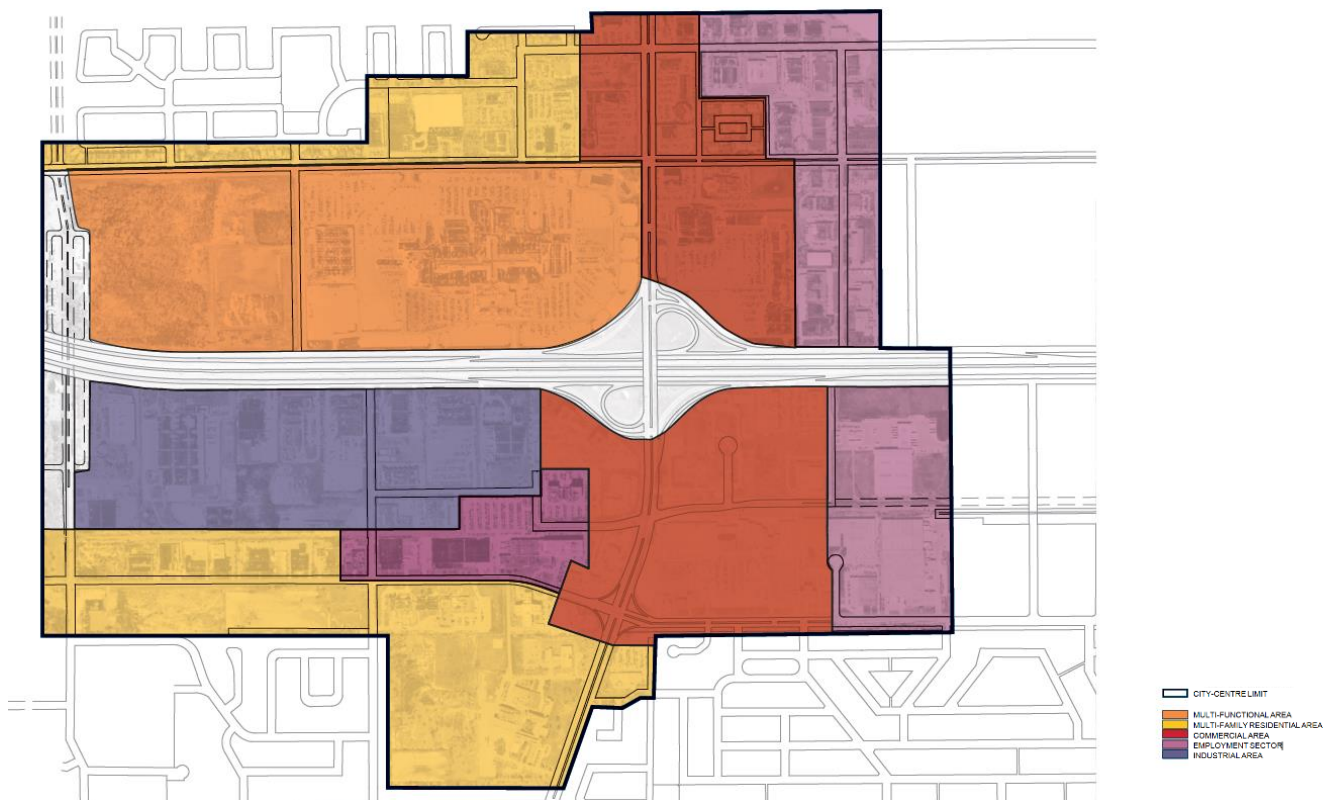


Figure 38: Land use designation plan

The areas identified in the detailed land use designations plan are as follows:

| <b>DESIGNATION</b>   | <b>AUTHORIZED FUNCTIONS<br/>- dominant</b>   | <b>AUTHORIZED FUNCTIONS -<br/>complementary</b>  | <b>DENSITY<br/>INDICATORS</b>  |
|--|--|--|--|
| <p><b><u>Multi-functional</u></b><br/>The multi-functional area is found in the heart of the City Centre in the immediate vicinity of the multi-modal station (trains and buses). This designation allows a great diversity of activities that will contribute to and foster a more vibrant public space at all hours of the day. The built environment must also help to highlight the importance of this strategic area of the City, optimize developable space and maximize the real estate potential near the station.</p> | <p><b><u>Residential</u></b><br/>Class A (single family) – sited contiguously<br/>Class B (2 to 4 dwelling units)<br/>Class C-1 and C-2 multi-family</p> <p><b><u>Commercial</u></b><br/>Class A (offices)<br/>Class B-1 (commercial &amp; services)<br/>Class B-2 (outdoor markets)<br/>Class C-1 (hotels)<br/>Class D-1 (restaurants)<br/>Class D-2 (fast food restaurants)<br/>Class D-3 (reception halls)<br/>Class E-1 (cultural facilities)<br/>Class E-2 (bars)<br/>Class E-3 (indoor recreation)</p> <p><b><u>Industry</u></b><br/>Class A (education, research, technology and professions)</p> | <p><b><u>Commercial</u></b><br/><i>Class G-1 (home renovation centres): as conditional use</i></p> <p><b><u>Public uses</u></b><br/>Class A (parks)<br/>Class B (institutions)</p> <p><b><u>Public utilities</u></b><br/>Class A (light uses, water, power)<br/>Class C (transportation network)</p> <p><b><u>Other</u></b><br/>Parking facility</p> | <p><b><u>Residential density:</u></b><br/>Minimum: 60 units per hectare</p> <p><b><u>Number of storeys:</u></b><br/>Minimum: 2 to 3;<br/>Maximum: undetermined.</p>              |
| <p><b><u>Multi-family residential</u></b><br/>The multi-family residential designation is planned at two locations within the City Centre area, in the northern and southern periphery of the multi-functional central core. This designation allows for the co-existence of various types of residences in the same area, thus promoting a comprehensive housing stock. Each area will include regulatory provisions specific to its relative location and its accessibility to the proposed multimodal station.</p>          | <p><b><u>Residential</u></b><br/>Class A (single-family) – sited contiguously<br/>Class B (2 to 4 dwelling units)<br/>Class C-1 and Class C-2 multi-family</p>   | <p><b><u>Commercial</u></b><br/>Class B-1 (commercial &amp; services)<br/>Class D-1 (restaurants)<br/><i>Class F-4 (automobile dealers): when already existing</i></p> <p><b><u>Public uses</u></b><br/>Class A (parks)<br/>Class B (institutions)</p>   | <p><b><u>Residential density:</u></b><br/>Average gross minimum: 60 units per hectare</p> <p><b><u>Number of storeys:</u></b><br/>Minimum: 2 to 3;<br/>Maximum: undetermined</p> |
| <p><b><u>Commercial</u></b><br/>The commercial area designation follows along Saint-Jean Boulevard and signals the intention to consolidate employment-generating activities along the Boulevard and improve the existing commercial and service offer.</p>  | <p><b><u>Commercial</u></b><br/>Class A (offices)<br/>Class B-1 (commercial &amp; services)<br/>Class B-2 (outdoor markets)<br/>Class C-1 (hotels)<br/>Class D-1 (restaurants)<br/>Class D-2 (fast food restaurants)<br/>Class D-3 (reception halls)<br/>Class E-1 (cultural facilities)<br/>Class E-2 (bars)<br/>Class E-3 (indoor recreation)</p> <p><b><u>Industry</u></b><br/>Class A (research, technology)</p>   | <p><b><u>Public utilities</u></b><br/>Class A (“light” uses, water, power)<br/>Class C (transportation network)</p> <p><b><u>Residential</u></b><br/><i>Multi-family:</i><br/>– <i>In zones where already existing</i><br/>– <i>As conditional use in commercial zones</i></p>   | <p><b><u>Number of storeys:</u></b><br/>Minimum: 2 to 3;<br/>Maximum: undetermined</p>   |

| DESIGNATION  | AUTHORIZED FUNCTIONS<br>- dominant   | AUTHORIZED FUNCTIONS -<br>complementary  | DENSITY<br>INDICATORS   |
|--|--|--|---|
| <p><b>Employment sector</b></p> <p>This designation is more specific to administrative and industrial activities and is used to indicate the vocation of the peripheral fringe where commercial areas exist. It also serves as a transition between these retail services and the traditional industrial park. Retail and services can be integrated as complementary to the principal uses.</p> | <p><b>Commercial</b></p> <p>Class A (offices)</p> <p>Class C-1 (hotels)</p> <p><b>Industry</b></p> <p>Class A (research, technology)</p> <p>Class B (manufacturing)</p> <p>Class C (logistics, distribution)</p> | <p><b>Commercial</b></p> <p>Class B-1 (commercial &amp; services)</p> <p>Class D-1 (restaurants)</p> <p><b>Habitation</b></p> <p><i>Multi-family dwellings: as a specific construction, alteration or occupancy proposal for an Immovable (SCAOPI)</i></p> | <p><b>Number of storeys:</b></p> <p>Minimum: 2 to 3;</p> <p>Maximum: undetermined</p> |
| <p><b>Industrial</b></p> <p>The industrial area designation confirms the role of existing industrial activities in this part of the City Centre. Some commercial uses may cause nuisances and are therefore more difficult to integrate into the life of the neighbourhood. These have been recognized as complementary uses.</p>  | <p><b>Commercial</b></p> <p>Class A (offices)</p> <p><b>Industry</b></p> <p>Class A (research, technology)</p> <p>Class B (manufacturing)</p> <p>Class C (logistics, distribution)</p>                           | <p><b>Commercial – conditional use:</b></p> <p><i>Class E-3 (indoor recreation)</i></p> <p><i>Class F (automobiles)</i></p> <p><i>Class G (“extensive” commercial establishments)</i></p>  | <p><b>Number of storeys:</b></p> <p>1 to 2 storeys</p>                                |

## 4.2 Planning By-laws

Amendments to the planning by-laws, specifically the (1) Zoning, (2) Site Planning and Architectural Integration Program (SPAIP) and (3) Conditional Uses By-laws, will be required to ensure that the desired development concept is implemented in accordance with the orientations of this special planning program.

### ZONING BY-LAW

Implementation of the special planning program requires amendments to Pointe-Claire’s Zoning By-law (number PC-2775). These modifications include, but are not limited to, the following:

- Review the current zone boundaries and establish new zones that comply with the major land use designations referred to in the table and plan above;
- Clarify the classification of commercial and industrial uses to better reflect the employment and business markets, and include any activity having the potential to contribute to the economic dynamism of the City Centre;
- Review the authorized uses for each zone in accordance with the detailed land use designations;
- Allow parking structures/lots as a distinct use;
- Develop particular provisions for a new type of mixed-use zones governing the building siting, materials and dimensions, the development of open space and ancillary buildings;
- Revise the minimum density upward, especially residential density, to adhere to the average density of at least 35 dwellings per hectare, in compliance with the minimum density threshold recommended in the Montreal Urban Agglomeration Land Use and Development Plan (*Carte 32 – Modulation de la densité résidentielle*);

- In the case of Rf residential zones, relax the standards related to type, lot coverage and building height;
- In the case of Rf residential zones, remove from the Particular Provisions Table notes 32 and 33, which require a comprehensive plan, the grouping of several properties and a minimum percentage of family housing before a redevelopment can be authorized;
- Revise the setbacks according to the characteristics of public thoroughfare and the desired urban form, rather than by building type;
- Reduce the minimum habitable area per dwelling unit;
- Allow sharing of parking areas by several properties;
- Relax the requirements in number of parking spaces per use based on the zone's proximity to the multimodal transit station.

#### ***SITE PLANNING AND ARCHITECTURAL INTEGRATION PROGRAM BY-LAW (SPAIP)***

Some adjustments will have to be made to Pointe-Claire's Site Planning and Architectural Integration Program By-law (number PC-2787) to ensure that it complies with the planning guidelines proposed in this special planning program. To this end, it will be important to include the following elements:

1. Ensure that Chapter 16 of the SPAIP, "Provisions Pertaining to Sustainable Development," is enforced for all development sectors, and add new provisions concerning:
  - better use of urban space, notably by encouraging a dense and compact built environment;
  - the highlighting of certain natural features of interest by opening up visual perspectives or developing entrance thresholds;
  - the planting of tree species that are well adapted to an urban setting;
  - the planning of outdoor developments that ensure efficient and comfortable ways to reach transit infrastructure facilities;
  - the treatment and alignment of building façades abutting onto the public space in ways that facilitate safe and pleasant pedestrian traffic;
  - the networking of public, semi-public and private spaces by means of pedestrian and bicycle paths;
  - the landscaping of driveways and accesses to underground parking;
  - ways to limit the size of outdoor parking lots.
2. Revise and standardize all parking-space planning criteria in tandem with similarly-purposed provisions that were added to Chapter 7 of the Zoning By-law in 2015.
3. Create a single SPAIP sector covering the entire northwest quadrant, thereby abolishing sectors A(7), B(3) and C, and the application of the chapter governing large and medium-sized commercial establishments, to the CF Fairview Pointe Claire shopping centre. The main topics covered by this new SPAIP sector would be as follows:
  - good integration into the urban environment so as to create a dynamic City Centre;
  - an allotment ensuring a permeable urban fabric;
  - project impact on vehicular, cycling and pedestrian traffic;
  - parking offer by project;
  - managing the streets and public spaces in such a way as to:

- promote lively streets and a user-friendly urban ambiance;
- ensure the sustainability of street-level businesses;
- encourage interactions between indoor and outdoor activities, and between public and private spaces;
- provide a clear interpretation of the street scale and public or semi-public space;
- create a coherent and attractive built front along the streets;
- an architectural strategy and volumetric planning to create rhythm in the urban landscape;
- the recreation space and green space offer by project;
- integrating projects into the REM infrastructure and factoring in potential nuisances (visibility, vibrations, sounds, etc.).

4. Review the objectives and criteria that apply to Sector B(1), including:

- better building frontage on Hymus and Saint-Jean Boulevards and public spaces;
- a built environment that maximizes individual ground-level entrances abutting onto the public domain;

#### ***CONDITIONAL USES BY-LAW***

Pointe-Claire's Conditional Uses By-law (number PC-2791) will need to be amended so that City Council can authorize the occupation, construction and transformation of buildings for any of the conditional uses provided for in the land use designation table (section 4.1 above).

Objectives and criteria will have to be developed to ensure that all conditional uses are compatible with the development vision for the City Centre described here; this will then enable the Planning Advisory Committee and Council to evaluate the applications for such uses. These objectives and criteria should seek to ensure that all conditional uses are implemented in harmony with the urban context. Every application will therefore need to show that the project is integrated into the environment, notably by:

- minimizing the visual impact of parking lots and other potentially detrimental outdoor activities, as seen from the street and the public domain;
- not compromising the density and compactness of the central built environments;
- contributing to the user-friendliness of the streets and urban dynamism;
- stimulating economic, community and social activity in the City Centre.

#### ***SPECIFIC CONSTRUCTION, ALTERATION OR OCCUPANCY PROPOSALS FOR IMMOVABLES (SCAOPI) BY-LAW***

A new SCAOPI by-law should be adopted so that the City can take advantage of unanticipated development opportunities that are fully aligned with the orientations of this special planning program but not included in the current planning by-laws.

The purpose of the new by-law is to empower Council to authorize, on request and under certain conditions, a special project for the construction, alteration or occupancy of a building that does not conform to the current planning by-laws (zoning, subdivisions, construction) but does conform to the Planning Program.

Once again, objectives and criteria will have to be developed to ensure the compatibility of projects with the City Centre development vision presented here, and to guide the Planning Advisory Committee and Council in the evaluation process.

### 4.3 Development of public spaces

Green, identity-building landscaping is an essential part of the redevelopment of the City Centre and its living environments. Overarching principles outlining the development of public spaces along roads and gateways, the creation of parks and green spaces, and the choice of materials, street furniture and lighting, can create the coherent and attractive image desired for Pointe-Claire's City Centre.

The nature and design of different spaces are specified to ensure the clearest possible interpretation of the character of each park or square as well as neighbouring links and landscape units, as stipulated in this global landscaping plan. All the criteria used in this section, as well as the characteristics of each type of space or intervention proposed, are influenced by the priority given to pedestrian and bicycle traffic, improvements to plant cover and the expression of a distinct identity.

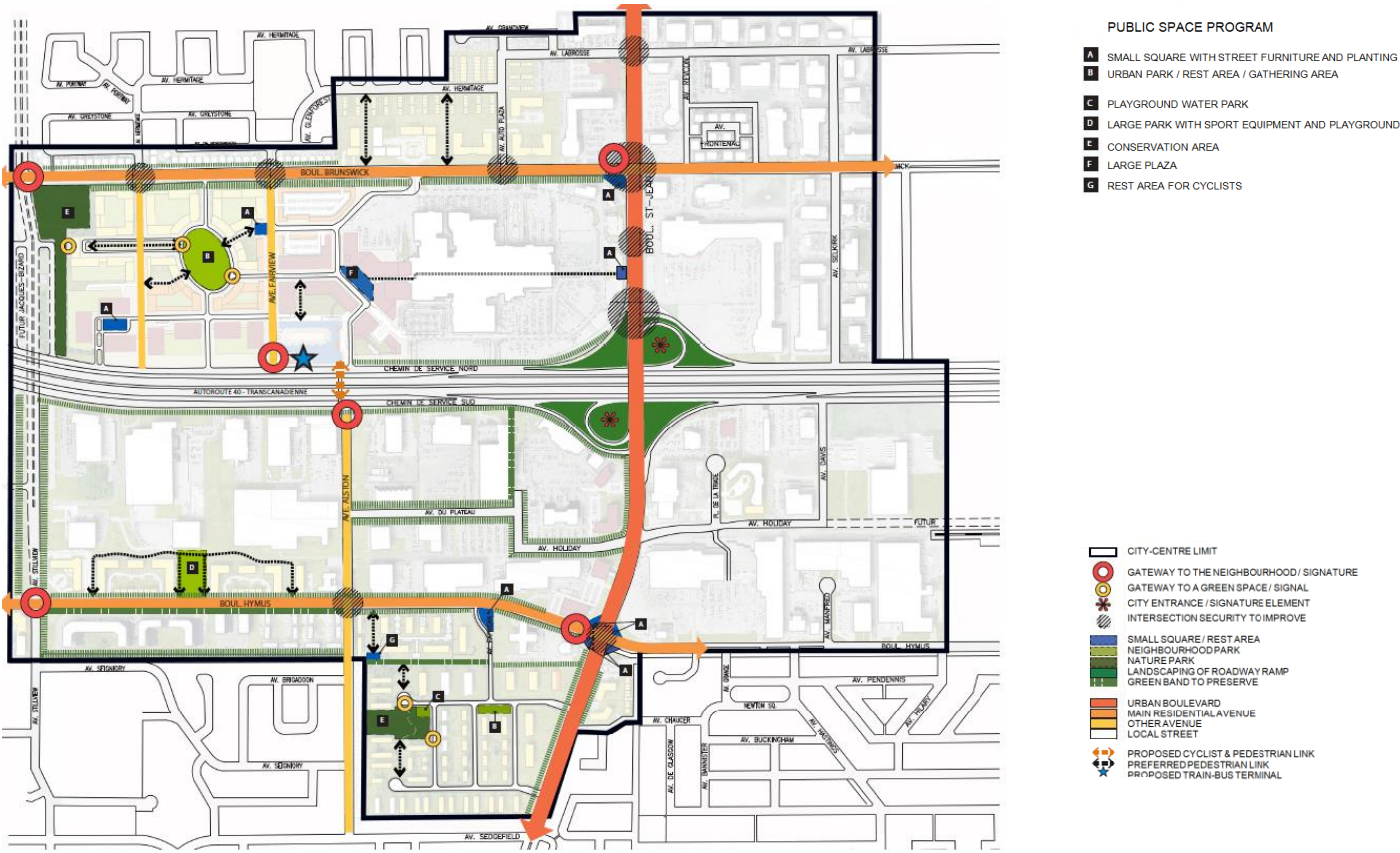


Figure 39: Landscaping concept

### 4.3.1 Major components of public spaces

#### *Linear network development*

In order to provide Pointe-Claire's City Centre with a signature landscape, make active transportation more user-friendly and improve the area's environmental attributes, a complete redevelopment of the landscaped surroundings is proposed for the area's thoroughfares. New pedestrian and bicycle paths will be added to the existing road network to improve active transportation options. Specific landscaping methods will be used to create linear networks that act as green arteries and that will be surrounded by new building developments and a network of green spaces. Existing vegetation along roads and paths will be conserved and more will be planted to improve the plant cover. Together, this will make for a coherent, functional and user-friendly City Centre.

#### **ROAD NETWORK**

The goal of redeveloping road landscapes is to improve traffic corridors' spatial and visual qualities as well as the experience of pedestrians, cyclists and motorists, in that order of priority. From an ecological perspective, greening roads directly contributes to reducing heat islands, capturing greenhouse gases, protecting biodiversity and increasing biomass. Based on the current classification of City Centre roads, the development concept proposes a landscaping hierarchy based on three types of roads:

- urban boulevards;
- main residential streets;
- other local streets.

#### **BICYCLE PATHS**

The City Centre development concept is based on significantly improving the current active transportation infrastructure. The extensions proposed in the Bicycle Path Network Plan (Appendix 2 of the Planning Program) have also been included. Safe, user-friendly and varied bicycle lanes are proposed to encourage people to cycle east-west or north-south. To avoid the Saint-Jean corridor, which is already clogged with automobile traffic, the bicycle path network will follow side streets and green corridors in the western City Centre. The network will then be more useful for future residential developments. Various types of bicycle paths are proposed based on the space available in street rights-of-way and opportunities available in undeveloped green spaces.

#### **PEDESTRIAN LINKS**

Redeveloping sidewalks as well making intersections and new road landscaping safe will encourage foot traffic and increase comfort for pedestrians. Landscaped pedestrian paths have been included in planned developments, in the network of green spaces and in the existing commercial centre.

The traffic study (CIMA+, 2012, revised in 2016) proposes changes to the road configuration along the CF Fairview Pointe-Claire shopping centre, notably at the intersection of Brunswick Boulevard with Saint-Jean Boulevard, as well as the addition of traffic lights at several locations. All existing and future intersections will have to include safe pedestrian crossings.

The multi-use (pedestrian and bicycle) bridge planned to link Fairview Avenue to Alston Avenue will allow people to cross Highway 40 safely. In addition to responding to a desire expressed in the Planning Program, this

overhead bridge will connect the City Centre's various living environments to each other and to the public multimodal station.

### *Gateways, signature features and signage*

A variety of signature features are proposed to mark the various gateways to the City Centre and forge the renewed neighbourhood its very own identity. Various options are proposed based on the scope and nature of current or expected land use.

The gateway to Pointe-Claire's City Centre will be marked and visible from the highway thanks to the green landscaping along highway ramps, where a unique feature or floral sculpture on the existing embankments could become a major landmark for motorists in transit, and announce the City Centre and its attractions.

Signature landscaping is proposed for gateways to the northwest and southwest quadrants. Landscaping will include improving the vegetation at the sides of important intersections by adding colourful displays and accent plants.

A smaller-scale, shared visual signature is proposed for gateways to parks and green spaces. The signature will include signage to help pedestrians and cyclists orient themselves and to mark the entrance to the network of green spaces by identifying the location. In certain cases, these signature elements will be associated with interpretation routes.

### *Parks and green spaces*

The global landscaping plan presents a network of parks and green spaces along the active transportation network that complements existing and future developments. In addition to ensuring that some parts of the wooded areas are conserved and increasing plant cover in the City Centre, these spaces will help improve the quality of people's urban experience. A classification of green spaces has been developed based on the desired atmosphere and design. Green spaces are therefore classified as follows:

- public and urban squares;
- neighbourhood parks;
- nature parks.

The public and urban squares will be mostly mineralized (urban feel) so they can withstand heavy use and heavy traffic. They will be rest areas near commercial centres, transportation routes or bus stops and will include appropriate urban seating and shady areas.

Neighbourhood parks will have more vegetation and facilities (soccer field, water play area, playground, picnic tables, etc.) to meet the needs of residents and workers in the new developments. They should have diverse but complementary designs to ensure a personal experience for the population who uses it. The pedestrian and bicycle path network will allow everyone to visit the City Centre's various green spaces.

Nature parks stem from the desire to conserve some wooded areas that host an interesting flora and fauna. The nature park in the northwest quadrant is located west of Fairview Avenue and is home to various forest stands, of which some are hundred-year-old woods, and a wetland. A nature park in the southwest quadrant is proposed next to ash and poplar woods in a wetland. In order to ensure the sustainability of these natural



#### 4.3.3 Linear networks and gateways

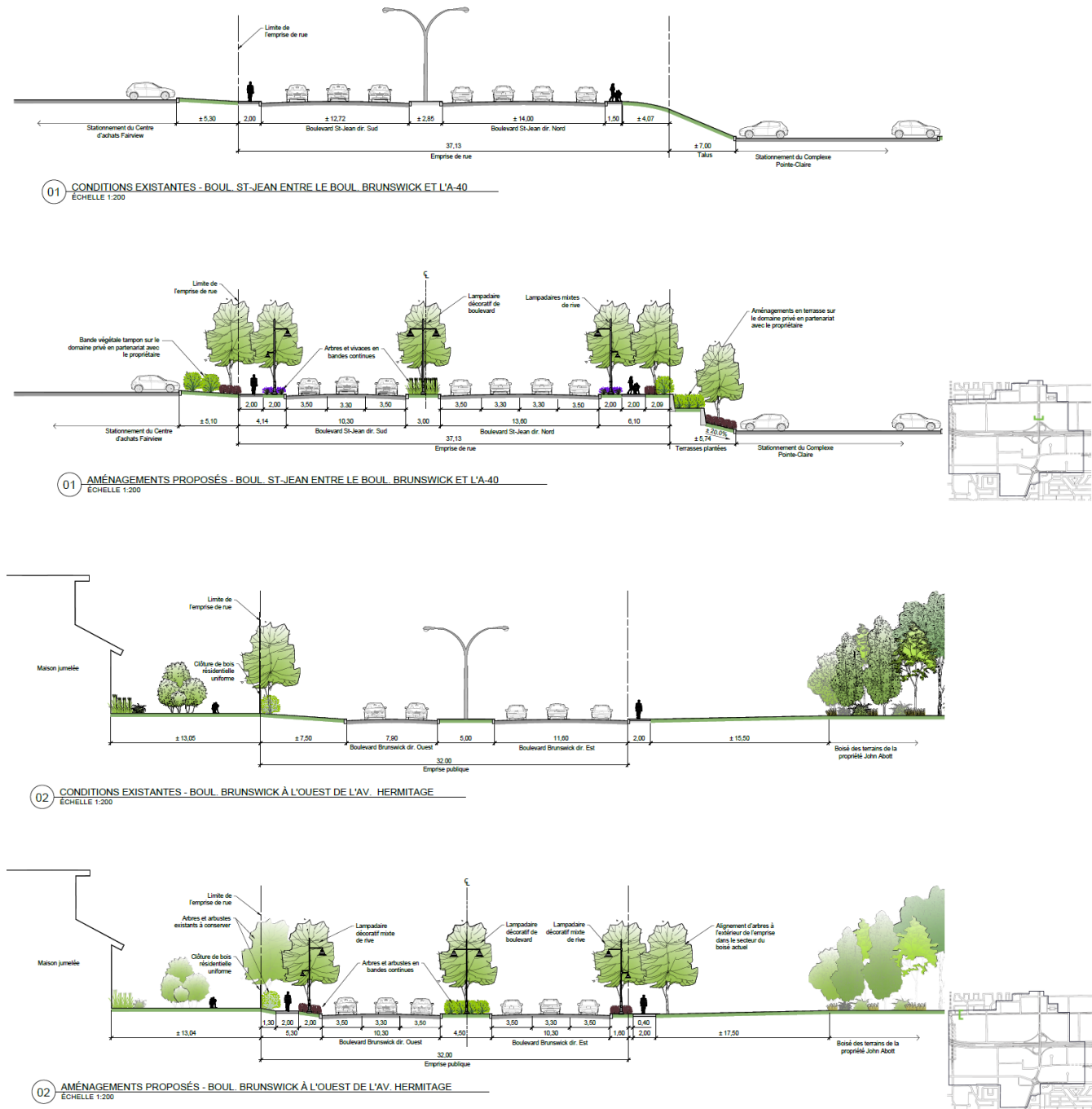
The road developments, shown below in sectional views, are based on a series of general criteria. They will be applied to all of Pointe-Claire's City Centre roads to effectively combat urban heat islands and provide more user-friendly and safer public spaces for everyone. In some places however, it will not be possible to meet all the recommended criteria.

The following criteria should be considered guidelines rather than strict constraints:

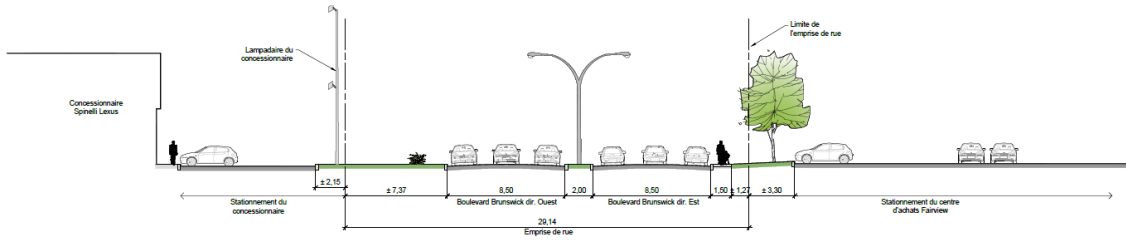
- there should be sidewalks on both sides of urban boulevards and avenues;
- there should be at least one sidewalk on local streets;
- sidewalks should be a minimum of 2 metres wide on urban boulevards and avenues;
- sidewalks should be a minimum of 1.5 metres wide on local streets;
- existing trees should be preserved and rows of trees should be planted as much as possible;
- trees should be added to private property, in partnership with landowners;
- trees should be added on private land slotted for development to complete the tree canopy along the streets;
- there should be a 2-metre continuous green strip separating the sidewalk and road, including a row of street trees when possible;
- green space should be improved, with a distinct and intensified treatment near the intersections;
- central vehicle lanes should be a maximum of 3.30 metres wide, and side vehicle lanes, a maximum of 3.50 metres wide;
- rows of trees, shrubs and grasses should be added to medians;
- landscaping should include trees and/or shrubs between the sidewalk and the adjacent property line;
- lighting equipment should be installed with harmonious design for pedestrian and vehicle lighting;
- electrical wires should be buried;
- existing underground infrastructure should be protected.

### 5.3.4. Cross-sections of roads

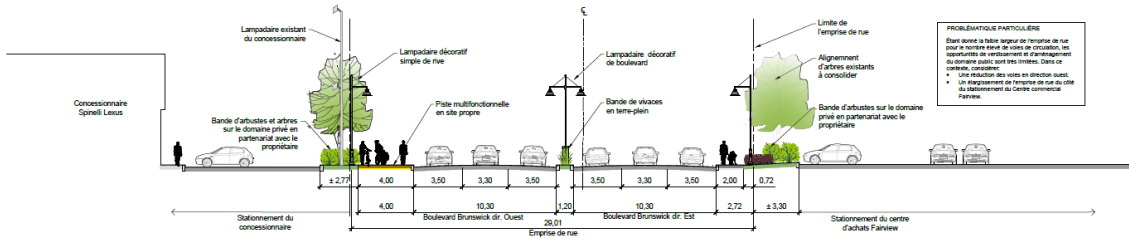
The cross-sections below depict current situations and the proposed design for areas that represent the three types of roads identified in the plan.<sup>4</sup>



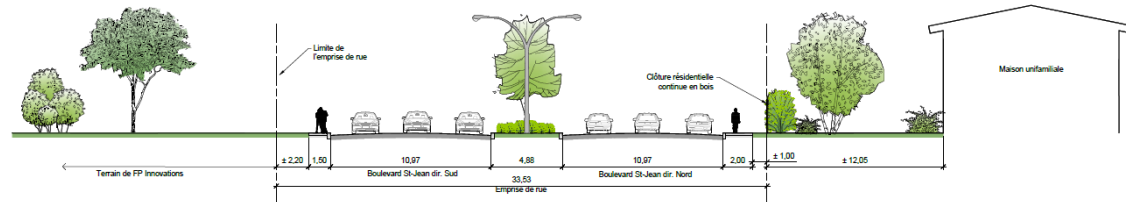
<sup>4</sup> The proposed development and dimensions are in accordance with recommendations from the CIMA+ traffic study (2012, revised 2016).



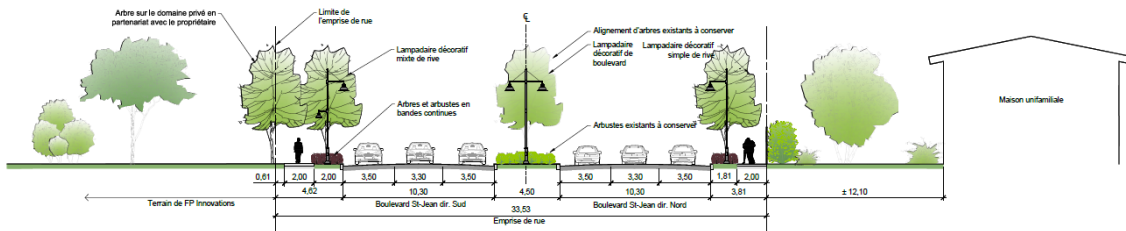
03 CONDITIONS EXISTANTES - BOUL. BRUNSWICK ENTRE L'AV. HERMITAGE ET L'AV. AUTO PLAZA  
ÉCHELLE 1:200



03 AMÉNAGEMENTS PROPOSÉS - BOUL. BRUNSWICK ENTRE L'AV. HERMITAGE ET L'AV. AUTO PLAZA  
ÉCHELLE 1:200

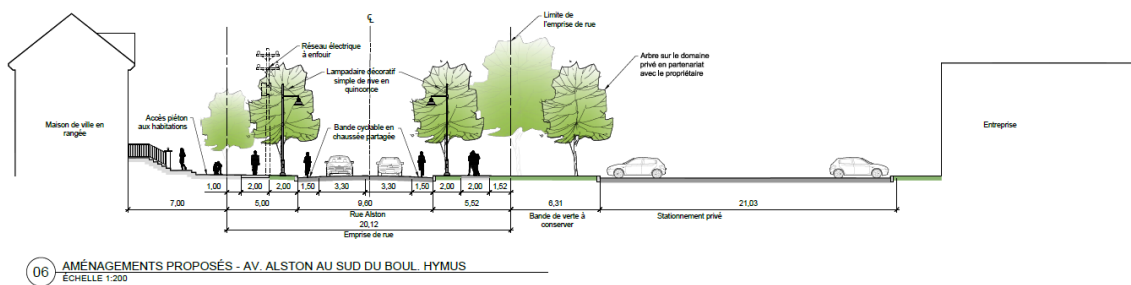
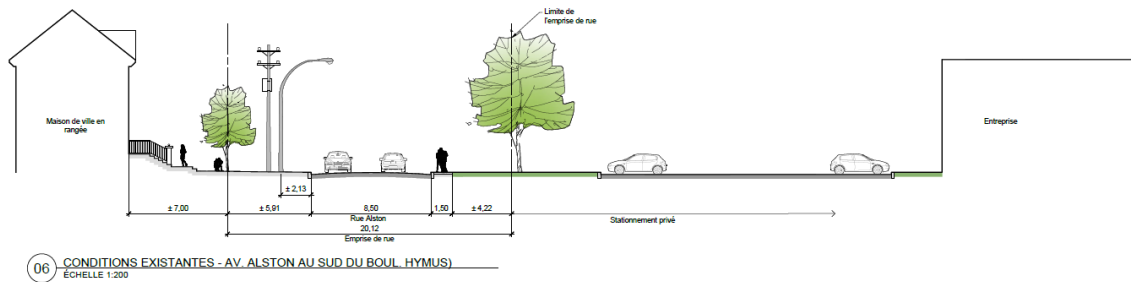
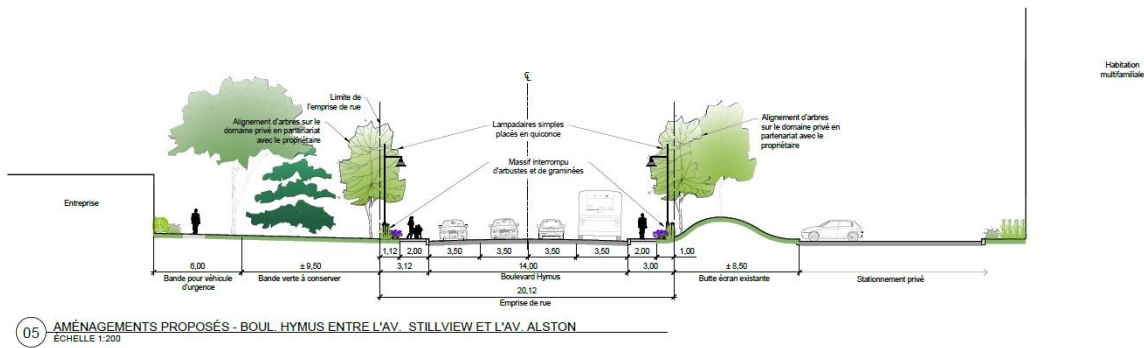
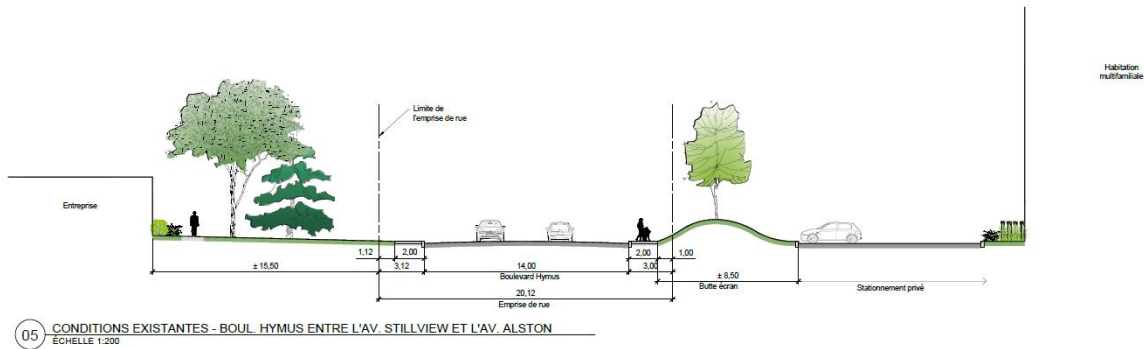


04 CONDITIONS EXISTANTES - BOUL. ST-JEAN AU NORD DE L'AV. SAGEFIELD  
ÉCHELLE 1:200



04 AMÉNAGEMENTS PROPOSÉS - BOUL. ST-JEAN AU NORD DE L'AV. SAGEFIELD  
ÉCHELLE 1:200





### 4.3.5 Park and green space design

#### CONSERVATION AREA

The new residential development would preserve, in the form of a nature park, a portion of the natural environment that is home to wetlands and forest. This conservation area would comprise more than 12,000 square metres (including 5,700 square metres of wetland) in the quadrant's northwest corner.

#### URBAN PARK

The northwest quadrant at the heart of the residential sector contains an large urban park that has picnic and recreation areas for workers and residents. It also has large open areas for community gatherings and events such as festivals, open-air movie screenings, outdoor concerts, etc., and is criss-crossed by a series of paths and trails that connect to the four main roads bordering the park and converge to a central feature. A pond that could become a winter skating rink occupies an area in the park, which itself is part of an east-west route that runs in line with the central mall of CF Fairview Pointe Claire shopping centre. The mall entrance is uniquely landscaped, with a large plaza that connects to the park through a planted avenue. A linear park connects the park to the future Jacques-Bizard Boulevard to the west.

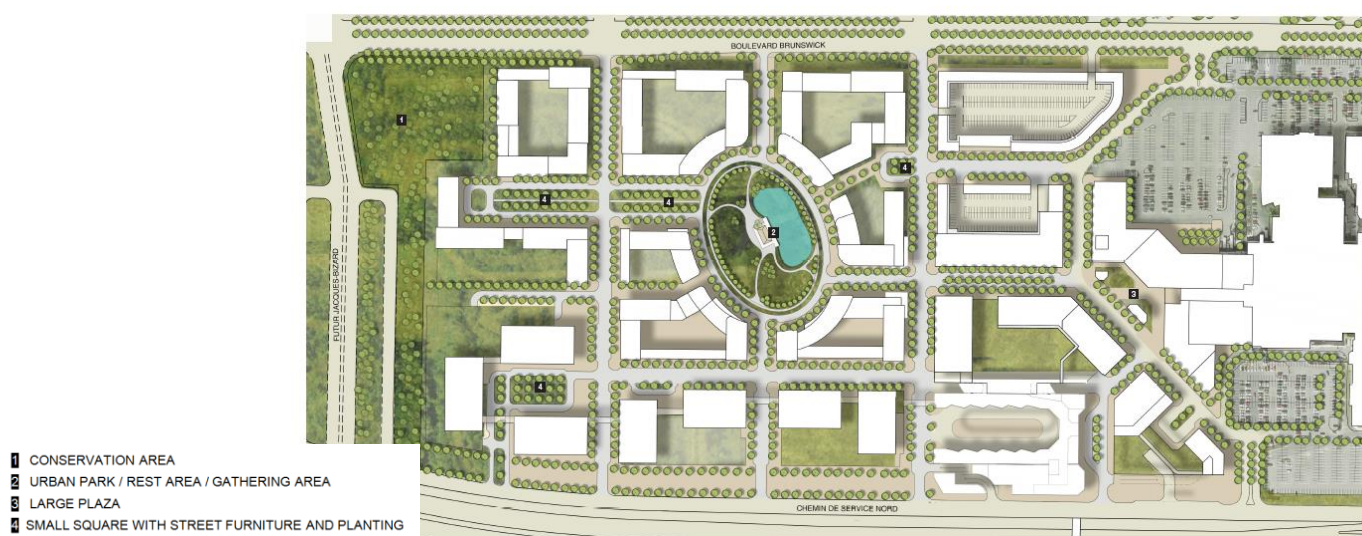


Figure 41: The urban park

#### WESTERN SECTION OF HYMUS BOULEVARD

Developing the northern part of Hymus Boulevard between Stillview Avenue and Alston Avenue should lead to the addition of about 1000 new households. However, to ensure ample green space near this new residential sector, plans should be made for a neighbourhood park of some 6,000 square metres along Hymus Boulevard near the centre of the block. The park should have recreation areas with benches and tables and attractive landscaping. It could also have a play area as well as waiting areas for public transport users.



Figure 42: The western section of Hymus Boulevard

#### ***SECTOR 4: PAPRICAN AVENUE SECTOR AND ITS CONSERVED WETLAND***

This new residential development sector includes an ecologically valuable area of the Quartier Greenwich woods (nature park), including an ash grove and poplar grove on a wetland.

At the edge of this conservation park is a water play area open to all nearby residents during the summer months. A children's playground complete with rest area is included in the design for the Paprican Avenue extension.

The entrance to this sector from Hymus Boulevard will be marked with an urban square that completes the boulevard's network of urban and public squares.

The green strip stretching from east to west along the neighbourhood will become an important component of the active transportation network: a multi-use path marked by a bike stop and picnic area will be added near Alston Avenue. Two pedestrian paths will also provide access to the network of green spaces from residential areas located on either side.

The traffic study proposed eliminating the right-turning lanes at the intersection of Hymus and Saint-Jean Boulevard. In addition to making it easier for pedestrians to cross the street, this would free up space on the four street corners to create urban public squares. The public squares would be located next to bus stops. They would also complement the pedestrian and bicycle paths and help to create a unique gateway to the neighbourhood.



Figure 43: Paprican Avenue sector and its preserved wetland

#### 4.3.6. Seating, lighting, materials and vegetation

A range of plants, paving material, street furniture and lighting fixtures were selected to develop a signature landscape design for public spaces in Pointe-Claire's City Centre. The selection varies depending on the nature of the types of spaces:

- road and urban public square development;
- park and green space development.

#### *Road and urban public square development*

SIGNATURE: City signature, urban and sophisticated in nature;

FURNITURE: Furniture should be harmonious, classic design, made of black painted steel;

LIGHTING: Lighting should be the same type as on Holiday Avenue, with straight posts to give them a contemporary look, additional lighting on the sidewalk side. Use of LED lighting source;

MATERIALS: Concrete sidewalk, concrete and granite pavers in public squares;

VEGETATION: Very decorative plants with contrasting colours, textures and volumes. Plants that are easy to care for and can withstand urban conditions and de-icing salt.

#### *Park and green space development*

SIGNATURE: Park signature, somber and natural in nature;

FURNITURE: Street furniture should match what exists in the parks of Pointe-Claire, simple and durable design;

- LIGHTING:** Park lighting fixtures and posts at pedestrian paths;
- MATERIALS:** Asphalt pathway for neighbourhood parks and linear paths; Stone-dust and timber-deck pathways for nature parks; concrete pavers for entrances and public squares;
- VEGETATION:** Mainly indigenous plants, variety of species, promote biodiversity. Species that provide seasonal contrasts.

#### 4.4 Municipal Works Agreements

In the City of Pointe-Claire, under By-Law Pertaining to Municipal Works Agreements No. 2662, certain projects require an agreement between the developer and the City.

In areas of the City where the development of public spaces is planned, as it is with the present SPP, the issuance of building permits, subdivision permits and certificates of authorisation for projects, is contingent on a municipal works agreement between the developer and the City.

These municipal works include civil engineering infrastructure (water, sanitary and storm sewer systems), roads, sidewalks, pedestrian and bike paths, street lighting, landscaping, plantings, retaining walls, embankments and fencing, power distribution, and any other related work.

The City and the developers must come to an agreement on the share of costs associated with a project, studies, design and related expenses. The use of this regulatory tool can greatly contribute to the implementation of the present Special Planning Program by getting the actors of development together with the City, in a collaborative setting and joined financial possibilities.

#### 4.5 Immovables Acquisition Program

The City Centre Special Planning Program will focus on the City of Pointe-Claire's central sector. Under the applicable provisions of the *Act Respecting Land Use Planning and Development* and the *Cities and Towns Act*, a municipality may acquire property in order to dispose of it or lease it out for the purposes set out in the Special Planning Program. Certain lands have already been targeted, as shown in Figure 22.

This list is not exhaustive, and the City reserves the right to make the acquisitions it needs to achieve its vision of the future, especially for the development of public spaces, the relocation of public amenities, and public or private projects. Any other important project that reflects the City Centre development vision and has a positive impact on economic, cultural, environmental or social development may also qualify for the Immovables Acquisition Program.

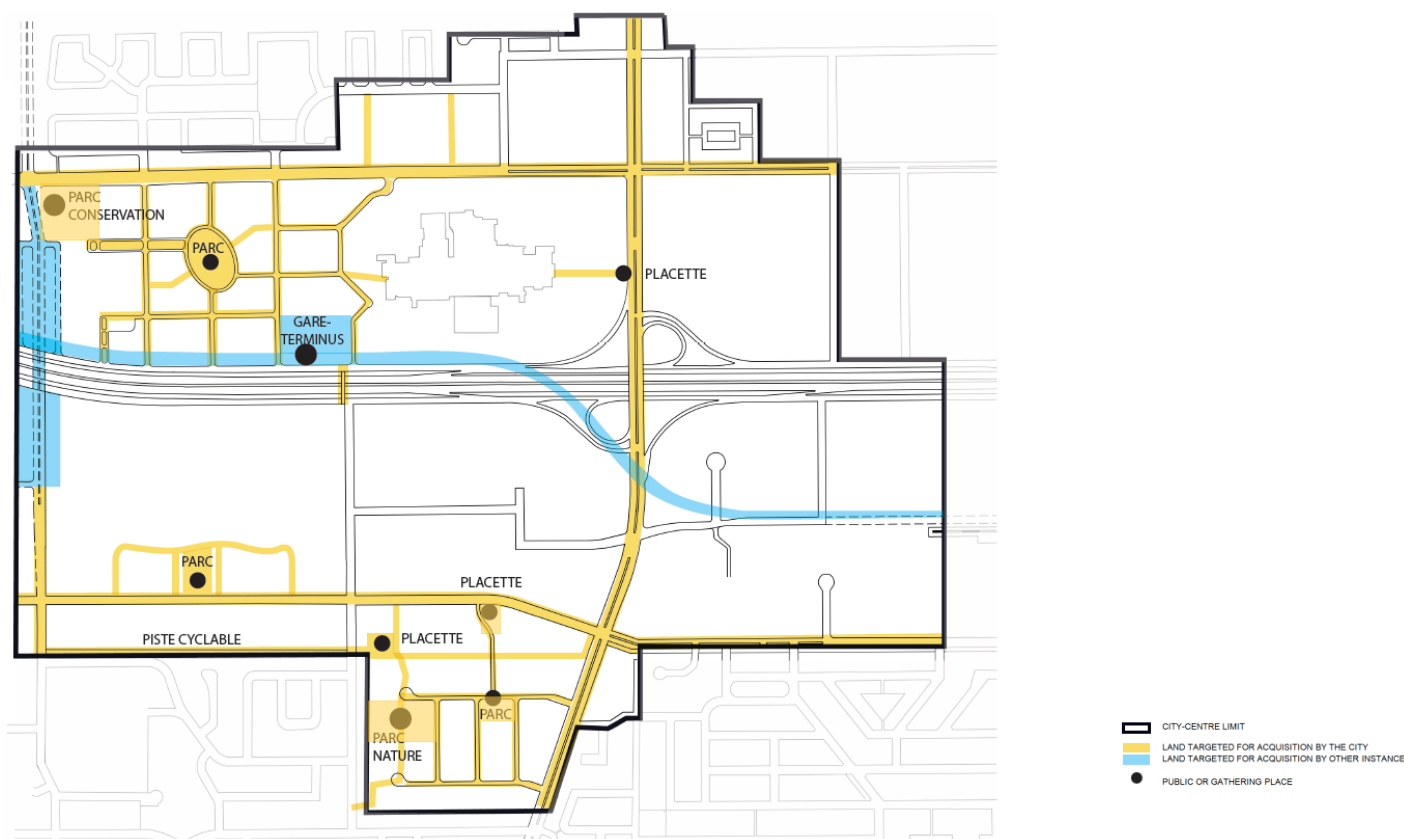


Figure 44: Land targeted by the Immovables Acquisition Program

## CONCLUSION

The issues facing Pointe-Claire's City Centre development are closely tied to its identity as the centre nerve and main entrance point to an attractive and dynamic city, to the development of the multimodal transit station as a destination hub that promotes an urban lifestyle. In the present program, development proposals have therefore been aiming to:

- Offer a variety of housing, employment and services opportunities that contribute to create a complete and attractive lifestyle;
- Encourage and provide access to alternative transportation methods (other than by car) by creating a network of user-friendly pedestrian and bicycle paths;
- Project a distinct image through the nature and quality of landscaping and the built environment.

For this purpose, major public spending is anticipated for the development of current or future vehicle roadways and bike paths, the greening of areas along the TransCanada Highway, the enhancement of public spaces, and the relocation of the bus terminal. These projects will require close collaboration with concerned transport organization authorities. A funding program must also be created to maintain these new public spaces and developments and ensure the public can enjoy them in years to come.

Several strategic sites identified in the City Centre are slotted for development in the short or medium term. They could be important drivers of the area's revitalization. Involvement by the sector's big landowners is vital to the timely achievement of objectives (e.g., greening of parking areas, management of public spaces along major boulevards, preservation of wooded areas of interest, and development of public squares and green spaces).

Lastly, optimal results can be achieved by changing the regulatory framework based on proposals in Section 4.2. With revised regulations and clear development guidelines that reflect the detailed planning set out in this program, the City of Pointe-Claire can ensure the quality of future developments and plan projects in the public domain to provide the population a great quality of life in its City Centre.