



A HERITAGE VILLAGE, COMPLETE AND ATTRACTIVE

VILLAGE OF POINTE-CLAIRE SPECIAL PLANNING PROGRAM

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A WORD FROM THE MAYOR



I am pleased to present the Special Planning Program for the Village of Pointe-Claire, a reference document that will guide our planning and sustainable development decisions for the future of Pointe-Claire's historic core.

It is a vision based on honouring the past, supporting present development and providing inspiration for the future. Over the next few years, it will help confirm that the Village is a prosperous and attractive place to live and a favoured destination, while preserving and promoting its unique heritage identity.

The 2015-2019 Strategic Plan identifies Pointe-Claire Village as a significant strength and asset. The City's Planning Program, adopted in 2011, indicates that this sector requires more detailed planning in order to preserve its appearance and heritage, its built fabric, its functional mix, and the variety and long-term health of its commercial activities.

Directions identified in the PPU are an overall vision. All actions and decisions that arise from them will consider the Village as a whole, including its quality of life, its heritage and its commercial activities. These make up a whole that is interwoven with values to be supported and developed.

The major challenge we face is to make changes that will honour the Village's past, support its development in the present, and ensure its future. We must all contribute to the Special Planning Program for Pointe-Claire Village in order to make this vision our reality.

Morris Trudeau
Mayor of Pointe-Claire

*A vision that
honours the past,
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TABLE OF CONTENTS

A word from the Pointe-Claire mayor	3
Presentation	5
PART 1 - BACKGROUND	6
1. Jurisdiction	7
1.1. Location	7
1.2. Territory of application	8
2. History	10
3. Diagnosis and summary report	12
3.1. The village location within the West Island	12
3.2. Spatial context	14
3.3. Social context	20
3.4. Standard of living	24
PART 2 - PLANNING AND DEVELOPMENT VISION AND ORIENTATIONS	26
4. Planning and development vision	27
4.1. Vision statement	28
5. Major land-use and development orientations	29
Orientation 1 - Creating economic and commercial dynamism for the benefit of citizens	30
Orientation 2 - Strengthening and diversifying the housing stock	32
Orientation 3 - Protecting and enhancing the village's heritage and landscape	34
Orientation 4 - Improving the buildings and <i>La pointe Claire</i> heritage site	38
Orientation 5 - Improving mobility and accessibility	40
Orientation 6 - Expanding the sports and recreational facility offerings	44
Spatial organization concept plan	46
PART 3 – IMPLEMENTATION PROGRAM	48
6. Public space initiatives	49
Focus area 1 - Lakeshore Road	52
Focus area 2 - Shared streets	60
Focus area 3 - Waterfront walk	64
Focus area 4 - Cartier Avenue	66
Focus area 5 - Alexandre Bourgeois Park	70
Focus area 6 - Parking	76
7. Strategies	78
7.1 Land-use designations	78
7.2 By-laws	80
7.3 Planning	81
7.4 Partnerships	81
7.5 Programs and funding	83
PART 4 - MONITORING AND ACTION PLAN	86
8. Monitoring	87
9. Schedule of implementation	89
Bibliography	94

PRESENTATION

The Village of Pointe-Claire is not only the founding nucleus of the City of Pointe-Claire; it is also one of the oldest villages on the Island of Montreal. Today, its identity as a community and destination is changing, with several public and private development projects on the horizon. At this pivotal time, it is important to ensure the Village retains its cohesiveness and vitality by carefully planning its future development from a sustainable development perspective.

The Special Planning Program (SPP) is a planning tool provided for in the Act Respecting Land Use Planning and Development, which allows municipalities to execute detailed plans for those areas of the city that require special attention. Once adopted, the SPP becomes part of a municipality's urban plan.

The current SPP was first announced in the City's Planning Program, which entered into force in March 2011. The Village of Pointe-Claire, including Cartier Avenue, had been earmarked for a comprehensive planning initiative. As part of the current urban plan, the SPP will allow the City to shape the development of this area in a way that responds to its unique needs. It provides the Village of Pointe-Claire with a vision for development and a detailed action plan. The SPP is a planning tool that the City can use to plan, clarify, guide, and harmonize future development initiatives, both public and private.

From 2013 to 2014, Convergence and the City worked together to produce a diagnosis of the Village, which served as a basis for the SPP's development. This diagnosis was the result of a structured and concerted planning process, in which citizens and other concerned parties took part in various information gathering initiatives. This public consultation took the form of information sessions, surveys, and questionnaires, as well as a citizens forum. The result was a diagnosis supported by the broadest range of stakeholders possible, and one that provided an accurate portrait and clear understanding of urban development issues. The SPP drew on the conclusions in the diagnosis

to formulate sustainable solutions and an overall vision for urban planning. The Village of Pointe-Claire's SPP therefore represents the common interest of community groups, the general public, and the City of Pointe-Claire to build a quality living environment.

The document is divided into three main sections. First, it provides background information laying out the key issues identified by the diagnosis, including physical-spatial, sociodemographic and economic concerns. Next, these issues are addressed through an overarching vision and planning and development guidelines. The document then outlines the implementation plan, providing details of the proposed actions and strategies to carry them out. Finally, a schedule of implementation is presented as an appendix.

In short, the SPP provides:

- An outline of the diagnosis and key issues requiring attention;
- A vision for planning and development;
- Six main orientations divided into objectives, each of which provides for several means of implementation;
- The implementation program, including six focus areas, achievement strategies, and a monitoring program;
- A schedule of implementation.

PART 1 - BACKGROUND



1. JURISDICTION

1.1. LOCATION

The Village is located in the extreme south-west part of the City of Pointe-Claire. It is at some distance from Pointe-Claire's two major community hubs identified in the Urban Plan: the City Centre and the Civic Centre.



1.2. TERRITORY OF APPLICATION

The territory of application of the Special Planning Program (SPP) encompasses the Village of Pointe-Claire. Unless otherwise indicated, the term «Village» herein refers to the SPP's territory of application.

The territory includes built area (55%), the Beaconsfield Golf Club (45%) and Lake Saint-Louis. The peninsula that extends into Lake Saint-Louis, or La pointe Claire, is a distinctive feature of the landscape and gives the municipality its name.

The main roadways of the Village include Lakeshore Road, which runs east-west, and Cartier Avenue, which runs north-south. The intersections of Cartier / Highway 20, Cartier / Lakeshore, and Golf / Lakeshore serve as the village main access points.

The exact boundaries of the Village for the purposes of this SPP are identified on the plan - Territory of Application, on the next page. Its boundaries are as follows:

- Highway 20 to the north;
- Lake Saint-Louis to the south (including the riverbed);
- Cartier Avenue to the east, including its approaches and the approaches of Lakeshore Road up to Brunet Avenue;
- The boundaries of the Beaconsfield Golf Club to the west, as well as Golf Avenue and its approaches, and the approaches of Lakeshore Road up to Pointe-Claire Avenue.

2. HISTORY

The first developments: an agricultural community

At the end of the seventeenth century, seigneurs granted the local population approximately 50 parcels of land on the shores of Lake Saint-Louis between Lachine and Sainte-Anne-du-Bout-de-l'Isle to help colonize and defend the area. A few families settled on Lake Saint-Louis, while the Sulpicians claimed the peninsula, where they built a presbytery-chapel (1705), a windmill (1709-1710), a church (1713) and a cemetery, inside a palisaded enclosure that came to be known as the Fort de La pointe Claire (1729) (Patri-Arch, 2005: 01-2). A first phase of development, primarily agricultural in nature, took place north of the church and parish cemetery and included a few modest dwellings. This period saw the appearance of the town's first streets, which housed a number of tradespeople including a blacksmith, a cobbler, a carter and a tinsmith (City of Montreal, 2005: 21).

A lakefront Village until the Second World War

The first subdivision was developed in 1756 and consisted of narrow, deep rectangular plots, bounded by St-Joachim, Ste-Anne, Demers and St-Jean-Baptiste Avenues. Houses lined the road in close proximity to each other. Starting in the nineteenth century, commercial establishments began appearing on Lakeshore Road. These businesses served mainly travellers arriving from or departing to Montreal, and Lakeshore Road soon became the commercial heart of the Village (Grand répertoire du patrimoine bâti de Montréal, 2015). The first overland route in the sector, Lakeshore Road still winds its way along the western portion of the Island of Montreal. The area's inhabitants regularly paid visits to the Village of Pointe-Claire to grind their wheat and attend church (Ville de Montréal, Territoire riverain, 2015). In between the businesses that dotted Lakeshore Road, a growing number of road-houses, hostels and hotels began setting up shop (Grand répertoire du patrimoine bâti de Montréal, 2015).

In 1855, the new railroad linking Pointe-Claire to Montreal established the Village as a destination for vacationers who built summer homes on the shores of the lake. A tourism and leisure industry soon arose in response to this burgeoning demographic (Ville de Montréal, Territoire riverain, 2015), and the Village and Valois Bay became collectively known as "The Playground". While the Village continued to serve its rather modest local population, it also catered to the wealthier tourist clientele who frequented its new hotels, restaurants, post office, banks, local stores and private sports and leisure clubs. Its dual identity as both a rural residential village and a bourgeois retreat for urbanites lent Pointe-Claire a unique character. (Matthews, 1985).

The great fire of 1900: a new Village rises from the ashes

In 1900 a fire ravaged most of the Village core, sparing only the buildings on La pointe and a few residences (Ville de Pointe-Claire, 2005). The reconstructed Village reflected the image of its newer inhabitants and drastically altered its built environment. Small one-and-a-half-storey wooden houses now coexisted alongside a wider variety of mansard-roofed houses and two-storey homes sporting flat or low-sloping roofs (Grand répertoire du patrimoine bâti de Montréal, 2015). The new golf residential area and bowling green garden-city (the latter designed by Frédéric G. Todd) marked the bourgeois class's permanent establishment on the Village outskirts, and added to the existing architectural vernacular with a style inspired by the Garden City and Arts and Crafts movements. (Matthews, 1985)

After the Second World War, new centres of activity sprung up north of the Village, which had a negative impact on some village businesses. However, Lakeshore Road continued to serve as a local shopping destination for Village residents (Grand répertoire du patrimoine bâti de Montréal, 2015).

A heritage Village with many layers of development

The Village of Pointe-Claire today stands as a rare example of the early French colonial villages that predate Greater Montreal, with some elements that have been kept which are remarkably preserved. The Village underwent several phases of development thanks to its shifting identity as a town centre, vacation spot, suburban community and, most recently, as a target for densification. This multi-layered history has produced a unique heritage: the harmonious juxtaposition of these layers creates an overall sense of coherence while offering glimpses of a disjunctive past. Pointe-Claire has always exhibited a kind of duality that has manifested itself in several ways: rural village versus leisure destination, working-class neighbourhood versus affluent upper-class enclave, etc. The conversions, insertions and

reconstructions that characterize this heritage village must remain a primary consideration if it is to continue to develop harmoniously.



Village of Pointe-Claire, 1879

Source: ville.montreal.qc.ca



Village of Pointe-Claire, 1951

Source: ville.montreal.qc.ca

3. DIAGNOSIS AND SUMMARY REPORT

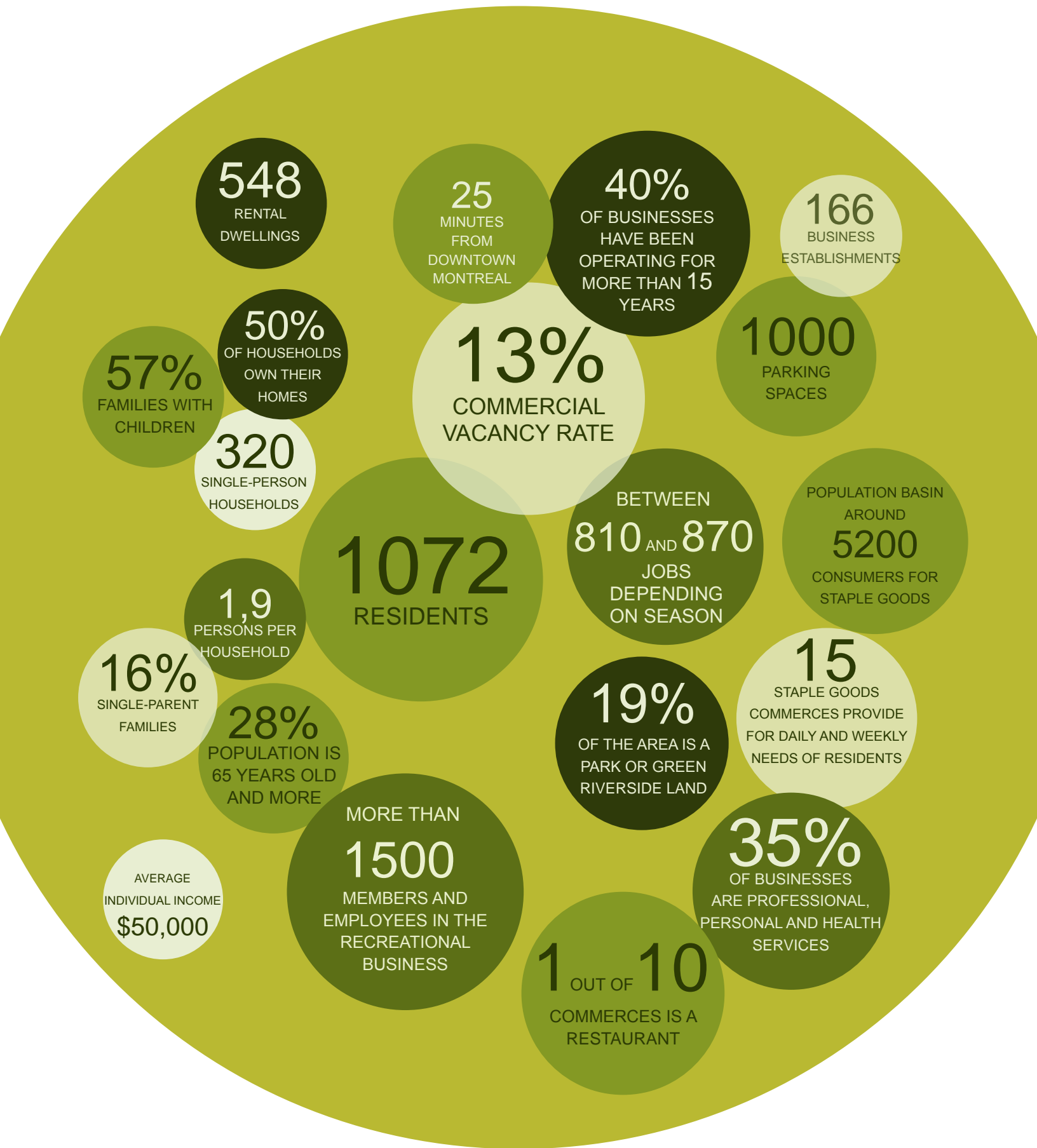
The diagnosis produced by Convercité in 2013 and 2014 for the Village is a comprehensive document that provides a clear portrait of the territory's strengths and weaknesses. This summary, supplemented by an in-depth examination of a few select elements, highlights the Village's issues, opportunities and challenges.

3.1. THE VILLAGE LOCATION WITHIN THE WEST ISLAND

The Village of Pointe-Claire is part of a long stretch of municipal heritage sites extending over more than 180km along the St. Lawrence River, Lake Saint-Louis, Lake of Two Mountains and the Rivière des Prairies. This area includes the six founding Villages of the Island of Montreal: the Village of Pointe-Claire, the Village of Sainte-Anne-de-Bellevue, the Village of Sainte-Geneviève, the former Village of Sault-au-Récollet, Old Pointe-aux-Trembles and Old Lachine. The West Island is also home to two other less prominent heritage villages: Old Dorval and Beaurepaire Village in Beaconsfield. The towns of Baie-d'Urfé, Senneville, and Pierrefonds, while not heritage villages, nevertheless boast a number of interesting heritage buildings.

The Village of Pointe-Claire is unique in many respects. First, its location almost at the centre of the West Island offers many advantages, attracting a wide population, numerous jobs and a large customer base. With a direct connection to Highway 20 via Cartier Avenue and its proximity to St-Jean Boulevard, the Village is easily accessible from all directions. Its heritage assets, natural landscape, businesses and recreational and sports facilities all offer a comparative advantage. Taken together, these many qualities make the village of Pointe-Claire an attractive destination. The following pages provide some interesting facts about the village of Pointe-Claire.







3.2. SPATIAL CONTEXT

3.2.1 LAND USE

The village of Pointe-Claire boasts a mixed-use environment featuring elements common to well-preserved heritage villages. It offers a diversity of residential, commercial, business, community, institutional, and sports and leisure options unequalled by other heritage villages on the Island of Montreal.

The following opportunities and issues should be considered:

- The presence of private sports clubs that have helped define the Village's character throughout its history: the heritage golf course and club-house, the yacht club, the curling and lawn-bowling clubs, as well as several public recreational facilities;
- The presence of vacant or under-utilized land in areas with high development potential, offering opportunities for new housing and commercial ventures. For example, the vacant lot at the corner of Cartier Avenue and Lakeshore Road offers an opportunity to build a new structure adapted to the Village environment;
- Parking regulations currently hinder the establishment of new restaurants and tourist accommodations that could attract more visitors and help animate the Village;
- The coexistence of properties zoned for different uses could have negative repercussions if is not adequately supervised and controlled. For example, restaurants and entertainment venues with exterior activities could produce noise, odours, and visual disturbances or disrupt the privacy and well-being of neighbouring residents;
- The village is a unique and remarkable environment that presents opportunity to attract new and creative commercial ventures.



Lakeshore Road

Source: : City of Pointe-Claire

3.2.2 A VILLAGE THAT REVEALS ITS FOUNDING ROOTS

The Village's current road network dates back to the first allotment plan of 1756. Its grid plan features a number of straight roads, many of which have retained their original width. The plan is also characterized by the presence of physical barriers such as Lake Saint-Louis and the Beaconsfield Golf course. Two main roadways channel the flow of traffic: Cartier Avenue, which runs north-south and links the Village centre to the business hub along Highway 20; and Lakeshore Road, an east-west artery that serves as the Village's main shopping street. Lakeshore Road also connects the municipalities of Montreal's West Island along Lake Saint-Louis.

The Village maintains approximately 1,000 parking spaces, public and private, on street and off street..

The following opportunities and issues should be considered:

- The entry points to the Village are difficult to discern due to the lack of distinctive signage;
- Cartier Avenue, which serves as the Village's main entry point and is the primary north-south link between the two business hubs for all modes of travel, offers some on-street parking spaces but suffers from a flawed design;
- Lakeshore Road suffers from outmoded urban planning dating from the 1970s, characterized by mismatched street furniture and deteriorating sidewalks;
- Pedestrians and motorists alike encounter narrow roadways with buildings set at the edge of the public right-of-way; this causes visibility problems at intersections and makes it difficult for large vehicles to turn corners;
- The coexistence of travel modes remains a challenge, due to the lack of street plans encouraging active mobility and the absence of traffic-calming measures;
- Certain streets lack sidewalks, while others have only a partial pedestrian network or end in cul-de-sacs;
- Sidewalks are generally narrow, in poor condition, suffer from discontinuity, and are sometimes cluttered with utility poles. This restricts universal accessibility and poses a threat to the safety of children and people with reduced mobility;
- The regional Route verte follows Lakeshore Road. However, it is discontinued at Cartier Avenue;
- The lack of both a north-south and east-west bike-path link, as well as the absence of facilities to accommodate cyclists, constitute major shortcomings;
- The Village is well served by public transit, with three bus routes: one north-south and two east-west;
- Municipal signage is outdated and ineffective;
- The Village maintains sufficient parking spaces to adequately meet current demand. However, the lack of directional signage indicating the location of parking spaces often results in available spaces being under-utilized and creates the impression of a deficit;
- The urban fabric is disrupted by parking spaces in the front setback of certain businesses, as well as by the presence of vacant lots on Lakeshore Road;
- Current parking regulation and management hinders the optimal use of existing public and private parking spaces. This poses major challenges for businesses wishing to establish themselves or expand.

3.2.3 A VILLAGE OF REMARKABLE LANDSCAPES AND PARKS

The Village landscape is an attractive feature for Pointe-Claire visitors and residents. La pointe extending into Lake Saint-Louis offers remarkable views of the water and the surrounding built heritage.

The Village boasts three parks: Alexander-Bourgeau Park, the western portion of Edgewater Park and Antoine-Pilon Park. These three waterfront parks make up almost 19% of the Village surface area (excluding the golf course). The three hectares of Alexander-Bourgeau Park are located on soil that was backfilled into Lake Saint-Louis in the 1960s. It is home to a number of sports facilities.

The following opportunities and issues should be considered:

- The public spaces along the shore provide an attractive point of access to Lake Saint-Louis;
- Alexandre-Bourgeau Park is difficult to access because it is located behind the lots along Lakeshore Road. Vast areas are under-utilized and would be difficult to upgrade; for example, the unsatisfactory location of the baseball field and the asphalt parking lot near the shore;
- Edgewater Park runs along Lake Saint-Louis east of the Village. It includes a large parking lot and a portion of the Route verte bike path;
- Apart from the green spaces at the lakeshore, the Village displays a lack of vegetation. There are few trees on the streets or on plots in the Village centre;
- The “heat island” effect is intensified by the lack of tree cover in the main parking lots, by dark roofs and by the school yard;
- The dearth of lake views and pathways from Lakeshore Road is not offset by sufficient signage directing to the lake.



Alexandre Bourgeau Park - Canada Day

Source : City of Pointe-Claire

The Village of Pointe-Claire enjoys a rich and diverse heritage that contributes to its unique, interesting and remarkable character. Its charm lies in the range of activities it offers and in the village-like quality of its urban fabric, characterized by small-scale buildings and narrow streets. Its landscapes, by-products of Pointe-Claire's multi-layered history, contribute to its appeal, as well as the juxtaposition of several architectural styles and land uses in close proximity. The Grand répertoire du patrimoine bâti de Montréal states that: «The scale and the special atmosphere of the Village core provides a real journey back in time.»

The following opportunities and issues should be considered:

- The presence of institutional and religious structures at La pointe, which have recently been collectively designated a heritage site due to the unique qualities of the landscape, the architecture, their historic significance and urban design;
- The human scale of the Village: diversity of uses, pedestrian pathways, architectural qualities, the lively character of the commercial facades and store fronts, etc.;
- The heritage lakefront route, which is also considered a panoramic roadway along Lakeshore Road;
- The lack of public access to the windmill, located on private property, and the poor condition of this historically significant building, which is the emblem of the City of Pointe-Claire;
- The support measures given to those who undertake to architectural work, which does not always improve the appearance of the built environment or contribute to the Village's charm;
- The support of the City of Pointe-Claire in work done on heritage buildings that promotes the enhancement of heritage values, optimizes architectural integration, and assists residents and organizations in their projects.





SPATIAL CONTEXT ANALYSIS MAP

This map, based on the Diagnosis Summary Report (Convercité, 2014), presents the main territorial components of the spatial context.





3.3. SOCIAL CONTEXT

The social context addresses the Village's social components. It focuses on the population and its characteristics, as well as on the community, and the cultural and recreational services that are available.

3.3.1 A MIXED POPULATION

The Village has a mixed population of young people, seniors, families and single persons, who, for the most part, share a harmonious coexistence. Residents live in spacious homes as well as more modest apartments. The Village is home to approximately 1,100 persons. The catchment area south of the highway, extending east and west to St-Jean and St-Charles Boulevards, respectively, includes approximately 5,200 residents. Any Village revitalization project must pay special attention to the population's characteristics, the composition of its households, and the state of housing in the Village, while planning for future dynamic development opportunities.

The following opportunities and issues should be considered:

- The Village population is stagnant. It grew from 1,070 to 1,072 between 2006 and 2011, while the catchment area saw 6% growth during the same period;
- Half the population is composed of individuals over 49 years of age and 28% of residents are 65 and older. The aging population will require services and facilities adapted to its needs, particularly with respect to mobility and safety;
- The average individual income is approximately \$50,000 in the Village and \$55,000 in the surrounding area. This is 18% and 30% higher, respectively, than the City of Pointe-Claire's average income, which sits at \$42,380;
- 56% of people report English as their main language, while 42% list French and 2% list both English and French;
- 50% of households own their homes and 50% rent. Rental units consist primarily of multifamily dwellings or older duplexes in the heart of the Village. Because many residents lack access to a private yard, there is a pressing need for high-quality public space and public facilities;

- More than half of households consist of single persons (320). The Village is also home to 50 single-parent families. It averages 1.9 persons per household, compared with 2.5 persons for Pointe-Claire as a whole. A large number of households consist of a single adult and a single child; services are therefore required to meet the needs of this population.



Ballet classes, Noël-Legault Center

Source: City of Pointe-Claire

3.3.2 A RECREATIONAL VILLAGE

The Village enjoys a high concentration of recreational facilities that serve local and regional needs, a consequence of Pointe-Claire's status as a nineteenth-century vacation destination. This explains why its citizens have not expressed any significant or specific need for such facilities during consultations. These facilities help strengthen the Village of Pointe-Claire's community; opportunities to mobilize their potential should be considered under any Village redevelopment plan.

The following opportunities and issues should be considered:

- The maintenance and upgrade of existing facilities, both to satisfy local needs and to raise the Village's profile among the residents of the City of Pointe-Claire and the surrounding region;
- The Village is in need of a wider range of cultural services that will complement residential and commercial activities;
- With the departure in 2014 of the Sisters of the Congregation of Notre Dame, the future of the convent building on La pointe Claire heritage site remains in question. This offers a unique opportunity to find a new use for this historic place;
- Any plan to renovate the convent should extend revitalization efforts to the Pointe-Claire windmill, the emblem of the municipality;
- The Noël-Legault centre is a former water filtration plant. It is poorly adapted to its current use as a community centre, and the cost of bringing the building up to code would be very high. In addition, it breaks up the continuity of the businesses along the western portion of Lakeshore Road, raising questions about the reconversion or replacement of this structure;
- Moving the community activities out of the Noël-Legault centre would provide the impetus to equip the Village with a new community centre that could better accommodate the population's needs. This would fit well into any comprehensive Village revitalization plan that seeks to provide adequate recreational and cultural services for the Pointe-Claire catchment area;
- The grounds of the curling club, the lawn-bowling green and the community gardens show strong potential as locations for new housing. Should the relocation of these facilities occur, they could more adequately serve the local population, increase activity in the Village, and attract more visitors.

3.3.3 A FRIENDLY VILLAGE

It is vital that the Village remain a friendly and attractive place for everyone: children, seniors, single persons and families. The community must continue to focus on its strengths and guard against activity that threatens to undermine its residents' sense of peace and security, while allowing development to occur.

The following opportunities and issues should be considered:

- The general appearance of the Village strongly influences the impression it makes on residents and visitors. The deterioration of pavement and sidewalks creates a sense of neglect, and the presence of graffiti heightens feelings of insecurity;
- Issues related to the coexistence and proximity of different types of users, which have occasionally resulted in displays of lack of decorum with respect to noise pollution, merit consideration;
- To improve the Pointe-Claire Village experience, the boundaries between commercial or public properties and private businesses or residences should be more clearly delineated;
- In 2006, 15% of all dwellings were in need of major repairs. This figure is double the per capita figure observed in other towns in the Urban Agglomeration of Montreal. Within a heritage context, such deterioration of dwellings is an even more pressing issue;
- The presence of dangerous intersections and the perceived challenges faced by pedestrians and cyclists (particularly seniors and children) when crossing Lakeshore Road and Cartier Avenue warrant attention.

SOCIAL CONTEXT ANALYSIS MAP

The map, based on the Diagnosis Summary Report (Convercité, 2014), presents the main territorial components of the social context.



SOCIAL CONTEXT ANALYSIS MAP

Legend

Land use

- Commercial
- Institution and community
- Residential
- Office
- Public services
- Golf Club
- Sports club
- Mixed use residential / commercial
- Parking
- Vacant lot
- Other

Mobility

- Conflictual intersection
- Street section without sidewalk or pavement in poor condition
- Park and green space
- SPP limit



3.4. STANDARD OF LIVING

The standard of living constitutes the economic component of this analysis of the Village of Pointe-Claire and is tied mainly to its commercial activity. Its vitality is connected to its ability to attract visitors from across the West Island and maintain the vibrancy of its businesses.

3.4.1 A DESTINATION VILLAGE

The Village boasts a number of attributes that contribute to its profile as a destination for visitors from the surrounding area.

The following opportunities and issues should be considered:

- The Village is home to almost 700 full-time jobs. The workers represent a diverse demographic and contribute to the Village's economic vitality. The Village also generates a number of part-time jobs, particularly in sales, recreational and tourism;
- The market area for many Village activities extends to the entire West Island. Examples include the employment hub on Cartier Avenue, a number of fine dining establishments, the golf course and other sports facilities. Facilitating the movement of traffic into and out of the Village would help strengthen its reputation as a destination;
- Recreational facilities generate close to 10% of summer business activity. Maintaining and, more importantly, improving and enhancing these facilities would attract even more visitors and help stimulate business.

3.4.2 A BUSINESS-ORIENTED VILLAGE

The Village's commercial sector, particularly the businesses along Lakeshore Road, is an element that contributes to its unique character. The sector's vitality stems from a combination of factors, but some aspects risk undermining its ability to achieve its full potential.

The following opportunities and issues should be considered:

- The mix of commercial offerings contributes to the Village's charm. Businesses enjoy longevity, are independently owned and operated, and a number offer unique products that stand out in the semi-staple goods market. There is an adequate offering of staple goods to meet the local population's basic needs,

and certain restaurants and stores attract outside visitors, which makes the Village core an attractive location for new entrepreneurs. However, the current mix of businesses is sensitive to seasonal variations and success largely depends on mild weather;

- Business owners have expressed an interest in coming together in joint actions to boost the appeal of the Village and increase its popularity as a commercial destination. A business association with the means to take strong action and implement long-term plans, working collaboratively with the municipality would be an important asset;
- Current zoning restrictions limit the establishment of new businesses, but there exists a demand for sit-down restaurants that could further generate increased commercial activity. Current municipal regulations can be perceived as inadequate to the context;
- A number of vacant lots and buildings could conceivably serve as locations for new businesses, which could potentially attract more customers to the commercial area. However, lifeless facades and store-front parking spaces disrupt the continuity of the business area and reduce the appeal of this section of Lakeshore Road;
- The staple goods sector is in decline due to competition with the commercial areas along the major thoroughfares. Unfortunately, the potential to increase the Village's residential density, which could generate local demand and help reverse the decline, is limited;
- A number of local businesses operate in old and cramped spaces. The high vacancy rate (13%) in commercial properties is likely due in part to their dilapidated state and lack of universal accessibility;
- Upcoming repair work scheduled for streets, sidewalks and other infrastructure could have negative repercussions on customer traffic and business vitality. A phased-in approach should help limit the disruptions caused by this necessary work.



ECONOMIC CONTEXT ANALYSIS MAP

- Legend
- Land use
 - Mixed use residential / commercial
 - Commercial
 - Office
 - Parking
 - Traffic generator
 - Ice Cream Parlour
 - Pharmacy
 - Grocery Store
 - Outdoor Market
 - Daycare
 - Major employer
 - Other
 - Opportunities for improvements
 - Break discontinuity in the commercial
 - Potential for redevelopment
 - Vacant lot or premises in the building
 - Park and green space
 - SPP Limit



PART 2 - PLANNING AND DEVELOPMENT VISION AND ORIENTATIONS



4. PLANNING AND DEVELOPMENT VISION

The vision consists of forecasting the Village's development along the desired lines. It answers this question: what do we want to become? Aspirations for the Village must share a common denominator that is spelled out in the urban development plan: sustainable development. Consequently, the conditions for sustainability will be developed to establish benchmarks for the program's policies and objectives. Planning principles will then be established to serve as a guide for making decisions vis-à-vis the planned actions.

First, we will jump to the year 2030 to catch a glimpse of the Village of Pointe-Claire at that time.



4.1. VISION STATEMENT

IN 2030...

The Village has successfully capitalized on its strengths and has positioned itself as a preferred destination in the West Island of Montreal; it has done so by preserving its appealing village environment, its distinctive heritage identity and its strong roots within the municipality.



In 2030... The Village of Pointe-Claire is a fully developed neighbourhood offering a comprehensive environment where people live, work and enjoy themselves in ways consistent with the planning and development of best practices. Employment has grown markedly, with formerly vacant premises now occupied by businesses at street level, and by various professional services on the floors above. The Village offers recreational, cultural and sports activities that are appreciated by residents, workers and visitors. The housing supply has been substantially updated and attracts a diversity of households, from young families to seniors and from people of modest means to those of greater affluence. With a dynamic environment that suits everyone, the Village has seen widespread home renovations and a number of new builds that supplement the housing supply. The area has become a true human-scaled village neighbourhood.



In 2030... The Village of Pointe-Claire has been successful in promoting its heritage through a variety of contemporary approaches. These efforts have succeeded by providing a better human experience of the area and forging a distinctive identity. The Village's heritage components are showcased, while its built environment is a good reflection of the various phases of development. Taken collectively, the overlapping or amalgamated historical layers now form a unified whole. Lying at the heart of the area's identity, the heritage site is now formally recognized and valued as such. Various public and private initiatives have been completed and help enhance the esthetic qualities, image and atmosphere of the Village. In addition, new buildings are consistent with the Village's development, which has been characterized by a succession of architectural styles that harmonize with existing structures.



In 2030... The Village of Pointe-Claire is described as a destination of choice on the West Island of Montreal, affording visitors a pleasurable and distinctive experience. A synergy has developed between the activities offered and the ways in which they are linked. On the one hand, businesses and recreational facilities alike provide complementary services for the benefit of the entire area. These form an extremely attractive whole thanks to the many destinations that can be reached within a 500-metre walk. On the other hand, the routes between the various points of interest create an ambiance worth experiencing for itself. The Cartier Avenue entrance is quite exceptional and is traffic-friendly for all modes of transportation. Lakeshore Road, together with certain segments crossing this route, sport an attractive but utilitarian design that improves the experience of passers-by and enhances the overall esthetics. Lake Saint-Louis, with its exceptional waterscape in a peaceful environment, presents a contrast with the lively commercial streets of the Village centre.

5. MAJOR LAND-USE AND DEVELOPMENT ORIENTATIONS

The vision can be divided into six major land-use and development orientations for the Village of Pointe-Claire. They are presented here in no particular order of importance:

1. CREATING ECONOMIC AND COMMERCIAL DYNAMISM FOR THE BENEFIT OF CITIZENS
2. STRENGTHENING AND DIVERSIFYING THE HOUSING STOCK
3. PROTECTING AND ENHANCING THE VILLAGE'S HERITAGE AND LANDSCAPE
4. IMPROVING THE BUILDINGS AND HERITAGE SITE OF LA POINTE CLAIRE
5. IMPROVING MOBILITY AND ACCESSIBILITY
6. EXPANDING THE SPORTS AND RECREATIONAL FACILITY OFFERINGS

CREATING ECONOMIC AND COMMERCIAL DYNAMISM FOR THE BENEFIT OF CITIZENS

The Village has been successful in preserving its commercial structure since its founding. Lakeshore Road is the main commercial and services hub, while a second area of activity on Cartier Avenue, near Highway 20, provides easy road access. Given that these two areas constitute the Village's economic engine, it is crucial to maintain and enhance them as dynamic centres.

Such dynamism requires an affirmation of the Village as a West Island destination. The other orientations described in this document entail a variety of initiatives intended to enhance its attractiveness and capitalize on the Village's diversity, thereby enabling it to assume its full stature.

The issue of business/residential coexistence goes hand-in-hand with the benefits of activity diversification. It will therefore be important to avoid problematic situations by controlling any potential nuisances arising from this coexistence.

➤ Objective 1.1 - Promote customer traffic in the two commercial hubs of the Village

The Lakeshore Road redevelopment plan and the Village's activity diversification initiatives will provide a better consumer experience and a higher volume of customer traffic. However, work-related disturbances will need to be of short duration and subject to mitigation measures in order to minimize impact on customer mobility.

Businesses near the Highway 20 entrance to the City will find it advantageous to have highly visible access. They will also benefit from the Cartier Avenue redevelopment, with its reconfigured parking facilities and strong link to the Village.

The measures required to achieve this objective are indicated below, and are more fully described in Section 7: Strategies:

- In view of concentrating the revitalization efforts in targeted areas (as shown on the land-use designation plan), strengthen commercial activity on:
 - Main commercial core: Lakeshore Road and the cross streets, Cartier between Lakeshore and Lanthier;
 - Cartier entrance: Cartier Avenue, north of Val-Soleil Avenue;

The limits of these areas could be revised if necessary, when the expected economic revitalization is attained in the main commercial core.

- Maintain storefront continuity in this area with street-level businesses that have offices or housing units on the upper floors;

- Favor the conversion of fully residential buildings located in a commercial hub into commercial establishments;
- Create a formal structure such as a Business Development Corporation (BDC). Such a structure could set up a business assistance program, provide competitive advantages and coordinate the development of promotional events, some of which are described in objective 3.1, for the enhancement and discovery of Pointe-Claire's built heritage;
- In order to maintain a viable market for the village businesses, permit residential development on the landsites that have been identified as having a potential for requalification.



Businesses on Lakeshore Road

Source: City of Pointe-Claire

➤ Objective 1.2 - Enhance and diversify commercial offerings

The Village of Pointe-Claire is home to a number of neighbourhood businesses and services. However, the zoning by-laws prohibit certain uses that would both enhance the village character and increase the volume of customer traffic for existing businesses. For instance, the addition of tourist accommodations would reflect the Village's appeal and history as a vacation spot, and new restaurants would attract customers from further afield. Such changes would offer visitors a more enjoyable shopping/entertainment experience at multiple destinations. It will be necessary to strike a balance between neighbourhood services and destination businesses in order to preserve peace and quiet for residents. It is also important to diversify commercial offerings to ensure that the Village's economy is not dependent on seasonal variations.

The expected by-law amendments can be summarized as follows:

- Allow small accommodation establishments in the residential sectors of the village;
- Allow restaurants, some with a waterfront view, to open on Lakeshore Road properties;
- Change the zoning regulations to encourage the replacement of technical workshops and wholesalers non-compatible with the Village vision, by uses that are more appropriate and which will contribute to the attractiveness and life of the Village;
- Adopt a new set of planning regulations that are flexible, to welcome and encourage the establishment of innovative activities and businesses that are compatible with the environment, the community and the village economy;
- Expand the list of permitted uses for the convent of La pointe Claire, that are compatible with the village. Permit new economic activity of regional interest.

➤ Objective 1.3 - Improve coexistence between commercial and residential functions

Parking lots and warehouses can be found behind the Lakeshore Road businesses; and the residential area is lacking in vegetation and dotted with chain fences or metal safety barriers. The transition between the business and residential areas is detrimental to the intimacy and attractiveness of the Village. As a consequence of the proximity and interdependence of these two areas, a certain amount of noise is generated, as well as visual pollution and unpleasant odours.

The following by-law amendments are proposed as a way of counteracting such nuisances and limiting conflict:

- Amend the zoning rules to compel owners of nuisance-causing businesses to install a fence and opaque vegetation between their business and adjoining residences;
- Limit restrictive uses, or uses with the potential to cause certain nuisances, by means of conditional-uses standards, so that such uses can be properly located;
- Reassign land adjacent to residential areas or low-impact functions.



Lakeshore Road Source: City of Pointe-Claire

STRENGTHENING AND DIVERSIFYING THE HOUSING STOCK

Since the Village possesses land with a high potential for residential development, in both the short and long terms, it can anticipate real estate investment and a growth in the residential population. This represents an opportunity to meet the needs of seniors and young families alike, as well as young adults looking for a dynamic and active environment.

Other important issues in the Village are the aging of the built environment and the quality of housing. It is therefore desirable to provide property owners with incentives to invest in their buildings; such motivation will lead to better housing and, broadly speaking, will improve the overall quality of the Village's heritage.

➤ Objective 2.1 - Encourage new building projects

Some of the vacant lots provide an opportunity to construct new buildings or replace structures of lesser architectural merit. Taken together, these spaces represent 3.5% of land use within the territory, and offer the possibility of creating 200 to 300 housing units. These real estate developments will not only add to the new housing stock but will also boost the number of shoppers frequenting the existing neighbourhood businesses. The new residential projects on Lakeshore Road and Cartier Avenue south of Lanthier Avenue will require a commercial ground-floor level to avoid any new breaks in storefront continuity. The human scale of the Village as it presently exists will also need to be preserved. Particular attention should be paid to the quality of integration and the scale of the new development projects that should be in accordance with the historic character of the village, known for its smaller buildings and narrow streets.

The implementation proposals to achieve this objective are indicated below and are more fully described in Section 6: Public Space Initiatives, and Section 7: Strategies:

- Relocate the municipal parking lots adjacent to Lakeshore Road; use these spaces to construct buildings that will frame the street and fill in breaks in storefront continuity;
- Rezone the remaining semi-industrial sites, mechanical garages and vacant lots to favor residential development. Identify and promote these landsites that are ready to be redeveloped, to make them attractive to developers.

➤ Objective 2.2 - Improve and renovate existing housing stock

The housing stock is aging, and maintenance continues to pose problems. The City therefore needs to create effective tools to improve both the architectural state of the Village's buildings and the quality of the dwelling units within these buildings. The value and quality of the Village's heritage are directly linked to the condition of the built environment, while the quality of life of residents depends on the quality of the available housing. Consequently, incentives for renovation are a must and should come with professional guidance to ensure that a restoration or renovation project is respectful of the heritage characteristics of these village neighbourhoods.

To reach this objective, it is suggested that the City consider setting up a financial support program with professional counselling for renovation and heritage restoration work in the Village. For further details, please see Section 7: Strategies.



Saint-Joachim Avenue

Source: City of Pointe-Claire

PROTECTING AND ENHANCING THE VILLAGE'S HERITAGE AND LANDSCAPE

The Village bases its identity on a distinctive natural and urban heritage. Enhancing the site as a West Island heritage attraction will involve initiatives that engage all of its components. The area will gain in overall unity and the village atmosphere will be maintained. Drawing on the site's history and existing strengths, the villagescape will become a more coherent whole.

Private initiatives are required to preserve, restore and enhance the built heritage of such a village; in addition, public undertakings are needed to ensure that the infrastructure contributes to the quality of the living environment enjoyed by residents and visitors.

► Objectif 3.1 - Rekindle interest in the Village's heritage and capitalize on this interest to promote the area

Before heritage can be protected and showcased, there must be an awareness of its significance and the need for preservation, and a general sense that its qualities belong to everyone. The Village of Pointe-Claire already has a number of heritage attributes, and the time has now come to publicize and promote them. This heritage bears witness to the Village's evolution over the years and, more broadly, to the manner in which the former villages on Montreal's West Island have developed. The heritage and history will be interpreted in such a way as to extend beyond the borders of Pointe-Claire itself, enabling people from outside the Village to discover a shared past.

A few years ago, the City of Pointe-Claire embarked on an initiative to protect and enhance the built heritage of the Village and, more broadly, of the City itself. To this end, the City contracted with specialist firms for various reports, inventories and strategic studies. The most recent of these studies was completed by Groupe GID in 2015 and explored various possibilities for enhancing all components of the built heritage.

To implement its Special Planning Program (SPP), the City will be able to draw on a number of interesting suggestions, such as:

- Developing a discovery route featuring urban art installations at key intersections;
- Organizing group activities in the Village to enhance the discovery route experience, e.g., an introductory day to sports traditionally played in the Village (lawn

bowling, curling, golf, etc.), a regatta race at the Pointe-Claire Yacht Club, or a harvest festival near the windmill;

- Producing a discovery guide to Pointe-Claire's built heritage, merchants and other points of interest;
- Creating a dedicated web platform for the Village with additional information about the history of Pointe-Claire, its heritage, merchants and other points of interest;
- Mounting temporary exhibitions on the architecture of Pointe-Claire;
- Forming partnerships with Village groups and associations to oversee and organize various events;
- Developing a lighting plan for Lakeshore Road and some of the more interesting buildings scattered throughout the Village, ensuring that the plan respects the site's heritage character and includes measures to prevent light pollution;
- The possible creation of a municipal Heritage Committee, with an advisory role towards the City Council in meeting the objectives pertaining to the protection and recognition of La pointe Claire heritage site and the village.

Municipal interventions pertaining to heritage recognition ought to be done in collaboration with the persons interested and concerned with the heritage of Pointe-Claire.

➤ Objective 3.2 - Improve the quality of the Village's built environment

From the time the Village was founded, various phases of development have come together to shape it as it exists today. This evolution remains ongoing. With all new construction, the intention is to reinterpret the Village's heritage in ways that respect both the history of the site and contemporary architectural sensibilities. This means preserving the identifying features of the built environment and ensuring that the quality of the new architecture is anchored in the present time.

The renovation work will restore the characteristics of the original architectural style, and focus particularly on the buildings on Lakeshore Road, which is both a historic thoroughfare and a future discovery route.

Certain provisions of the by-laws need to be reviewed with an eye to producing better building renovation/site layout guidelines. Different criteria should be established based on various landscape units and types of work; some renovations will focus on preserving the original style while new construction will seek to reinterpret – or even contrast with – the site's heritage. Particular attention should be paid to the quality of architectural insertion of new development projects, such that they highlight the cachet and the unique character of the village.

It is also vital to implement a series of measures that will encourage property owners to maintain their buildings in a good state of repair and carry out renovations to showcase their architectural features.

- The City will study the possibility of setting up a support program – possibly including support from professionals – to encourage owners to enhance the exterior look of their properties through high-quality work;
- The Site Planning and Architectural Integration Programs (SPAIP) By-Law needs to be enhanced to ensure that new constructions integrate well with existing buildings, i.e., that they provide a contemporary reinterpretation of the architectural style of the infill setting, and that existing buildings are renovated in such a way as to restore their

heritage character;

- For better continuity in the building line, encourage replacing front setback parking with terraces or public parking areas.



Lakeshore Road Source: City of Pointe-Claire

➤ Objective 3.3 - Provide the Village with a distinctive visual signature

One of the Village's strengths lies in having a landscape that enhances every aspect of its heritage character. The objective here is to create a distinctive visual signature that will link all the components together to produce a vibrant unified Village.

The existing public space is overloaded with a patchwork of various street amenities. Installing new visually attractive street furniture would provide one solution to such problems, while also defining the public space more clearly; this, in turn, would bring out the qualities of the landscape and cityscape.

Moreover, streetlamps, benches, waste receptacles and other public space amenities will need to be multi-purpose, durable and attractive so as to enhance the visitors' experience and offer an image of quality. The furniture must transcend current fads, be easy to maintain and offer a look that will withstand the test of time.

Three planning criteria have been identified for the street furniture, which should:

- present a distinctive style to serve as a common thread linking the various components of the Village;
- leave the public space uncluttered so that the existing heritage and landscape features are more visible;
- be solidly built for longevity.

Visitors and residents alike will be able to enjoy an enhanced, enriching and original experience that leaves them with positive memories of the Village.

Other initiatives which the City will consider in addition to distinctive street furniture and lighting throughout the Village include:

- Reviewing the current zoning by-law to develop and standardize commercial signage for the promotion of Village business and the street;
- Develop a distinctive visual signature for directional signs, street name signs and traffic signs specific to the Village;
- Burying the cable distribution networks along Lakeshore Road, between Golf and Cartier Avenues, to remove this visual nuisance and enhance the quality of the streetscape;
- Positioning and promoting public art as a reference point within the area by making it a key element of development plans and visitor guides;
- Installing banners along Cartier Avenue and Lakeshore Road to publicize landmarks that can be accessed from the two main axes of the Village.



Saint-Joachim Avenue

Source: City of Pointe-Claire

➤ Objective 3.4 - Enhance the Village's landscaping and green spaces and preserve the views on the water

The Village centre is devoid of vegetation. Indeed, the narrow street network makes it impossible to plant roadside trees, and heat islands form as a result. From a sustainable development perspective, greening the area is an important element of its revitalization.

Proposals for study to help achieve this objective include:

- Develop a landscape plan for public spaces, parks, shorelines and the community garden, and link them all via a network;
- Whenever possible, incorporate rustic vegetation into the public areas and, with the support of property owners, use the front setback of the buildings for landscaping and floral displays;
- Plant large roadside trees and plan quality landscaping between the parking lot in front of the school and Sainte-Anne Avenue;
- As discussed in detail in the pages that follow, incorporate a high-quality development along Lake Saint-Louis;
- Inform property owners of the advantages of climbing plants, and provide such plants to cover bare sections of walls;
- Provide a green open space, accessible to the public on a part of the vacant lot at the corner of Cartier Avenue and Lakeshore Road, allowing a vantage viewpoint of the heritage buildings located on the opposite side of the street, including Antoine-Pilon and Monseigneur Mitchell houses.

IMPROVING THE BUILDINGS AND THE *LA POINTE CLAIRE* HERITAGE SITE

Jutting into Lake Saint-Louis La pointe Claire, with its remarkable landscape, is a site of exceptional heritage value; it has been officially designated by the City of Pointe-Claire as a heritage site. It consists of a number of institutional buildings that form part of its identity: the convent of the Sisters of the Congregation of Notre Dame, Saint-Joachim Church, the presbytery and the Marguerite-Bourgeoys Elementary School. This founding site and the structures on it need to be developed in a way that maintains the site's public character; this will help preserve and strengthen a sense of ownership by the public.

The convent could take on a new function now that the Sisters have left. This building and its site, which also includes a windmill, should, if possible, be accessible to the public and become a key point of interest in the Village.

➤ Objective 4.1 - Develop La pointe Claire heritage site as a public space

After two centuries on the Pointe-Claire peninsula, the Sisters of the Congregation of Notre Dame left the Convent in December 2014. There is general agreement to restore public access to this part of the heritage site. Acquisition of La pointe by the City would ensure continuation of municipal control over the destiny of this site, which is the focal point of the Village and, more broadly, of the City and West Island.

A number of implementation proposals to achieve this objective are indicated below:

- Maintain an opening to acquiring La pointe Claire land sites to ensure that the public has land and shore access;
- Seek partnership opportunities with the Parish, which is the current owner, for convent management and use;
- Produce a conservation plan for La pointe Claire heritage site in accordance with its religious, educational and contemplative nature and that of its surroundings;
- Study the possibility of installing a commemorative element in the former cemetery behind the church, always in partnership with the Parish.

➤ Objective 4.2 - Improve land-use planning for La pointe Claire, its access points and visibility

La pointe, its heritage buildings and the church bell-tower are barely visible from the Village centre. The compact built environment between Lakeshore Road and La pointe forms a physical and visual barrier, while Marguerite-Bourgeoys School is an obstacle between Alexandre Bourgeau Park and La pointe.

A number of implementation proposals to achieve this objective are indicated below; certain details can be found in Section 6: Public Space Initiatives and Section 7: Strategies:

- Consider consolidating and sharing properties owned by the City, the Parish and the school board to better reflect the use of the space.
- Develop La pointe riverside land as a public space for rest, relaxation and reflection in collaboration with the Parish;
- Clearly identify the entrances to La pointe, i.e., at the intersections of Saint-Joachim Avenue/Lakeshore Road, Sainte-Anne Avenue/Lakeshore Road, and from Alexandre Bourgeau Park;

➤ Objective 4.3 - Showcase the windmill on La pointe Claire

Classified as an archaeological property by the Quebec Ministry of Culture and Communications, the Banal Windmill plays a major role in the City's history. Consequently, the City should take the required steps to ensure that it is preserved.

In order to achieve this objective, it is proposed to :

- Continue to seek government assistance so as, in the short term, to be able to restore the exterior structure and shell of the windmill.
- Develop the approaches to the windmill as a rest and relaxation area, and provide landscaping to create a place for quiet reflection;
- Encourage guided visits of the windmill and the Village's other heritage buildings.

➤ Objective 4.4 - Identify and foster a new function for the convent on La pointe Claire

The building's new function needs to harmonize with the heritage character of La pointe. This involves preserving and restoring the building while permitting it up for activities that integrate well with the immediate surroundings. Preferably, the new vocation of the convent should be of a community, cultural or touristic nature, and respectful of its religious context.

A number of implementation proposals to achieve this objective are indicated below:

- Repurpose the convent of the Sisters of the Congregation of Notre Dame for one or more uses that are compatible with its immediate surrounding;
- Reorganize all existing parking spaces on La pointe Claire to reduce harmful effects on the immediate surroundings, while meeting the parking needs of the new uses.



IMPROVING MOBILITY AND ACCESSIBILITY

The vitality of the Village is directly linked to its accessibility and the quality of people's travel experience within it. The various traffic networks must provide complementary – but not conflicting – ways of getting around. Many initiatives are required in the Village to achieve safe, user-friendly mobility, whether by car, by bus, on bicycle or on foot.

All traffic networks must be taken into consideration, and the various travel routes need to be assessed in terms of their interrelationships. The specific roles of the streets, trails and paths will then be determined, and each site will be treated in a way that is appropriate for its particular function.

The mobility support infrastructure, including parking lots, signage and bicycle racks, has a role to play in facilitating general accessibility and full enjoyment of the site.

➤ Objective 5.1 - Provide pedestrian routes that are safe, attractive and user-friendly

Active modes of travel are on the increase, and with them comes the assumption that urban developments will be conducive to walking – a requirement that is even more important in the Village core where there are many businesses within a small radius. Ultimately, all customers are pedestrians.

Businesses and recreational destinations in the Village can be reached on foot; strengthening the pedestrian networks will encourage a flow of people between these two complementary activity clusters. Foot traffic will enhance the friendly atmosphere of the Village centre. Pedestrians generate more customer traffic for all businesses than do motorized visitors, who drive to the parking lot nearest their destination and then leave. It can be assumed that pedestrians who set out with one destination in mind may well become multi-destination consumers.

A number of implementation proposals to achieve this objective are indicated below. They are more fully described in Section 6: Public Space Initiatives:

- Develop a user-friendly street along a section of Lakeshore Road between Golf and Cartier Avenues;
- Review public land use along Lakeshore Road to ensure unobstructed travel; also, incorporate a refined design into the plan, including special measures to ensure universal accessibility;
- Replace most on-street parking on Lakeshore Road with wider sidewalks to provide additional space for pedestrians while keeping

- some of the on-street parking spaces;
- Develop shared streets on Saint-Joachim, Sainte-Anne and Cartier Avenues south of Lakeshore Road since pedestrians already make heavy use of these sections to access the elementary school, the church, La pointe Claire and Alexandre Bourgeau Park;
- Provide raised or textured pedestrian crossings to ensure safety at major intersections, i.e., Lakeshore/Cartier, Lakeshore/Golf, Cartier/Lanthier, and Cartier/Salisbury;
- In addition to developing a user-friendly street and shared streets, restore deteriorated sidewalks and install new ones where there are none on either side of the street, especially sidewalks leading to a business, an institution, a parking lot or a recreational facility;
- Improve links to Alexandre Bourgeau Park to make them more visible and accessible;
- Redevelop the path to the park from the lot east of Le Pionnier and mark this access point;
- Create a marked pedestrian/bicycle link connecting Sainte-Anne Avenue and the park north of Marguerite-Bourgeoys School;
- Install signage for the Cartier Avenue access to the park at the Lakeshore/Cartier intersection.

➤ Objective 5.2 - Make the Village accessible and cyclist-friendly

The Route Verte, which passes through the Village on Lakeshore Road, is not identified nor developed other than the small section of bicycle path between Bowling Green and Cartier avenues. The bicycle network resumes north of the golf course and passes through a tunnel under Highway 20. This discontinuity affects the mobility of the City and the West Island as a whole. Completing the north-south bicycle path will fill in this gap in the network. Moreover, providing a link to the Village is not enough: there must also be easy access to the various destination points and safe ways to reach them.

Some ideas to achieve this objective are indicated below, and are detailed in Sections 6: Public Space Initiatives, and Section 7: Strategies:

- Develop a bicycle path on the west side of Cartier Avenue, linking it to the pathway and tunnel that cross Highway 20;
- Complete the bicycle path, from Alexandre Bourgeois Park to La pointe Claire;
- Extend the bicycle link along Lakeshore Road inside the Village limits in the form of a user-friendly street;
- Set up amenities for cyclists, such as bicycle parking spaces, public washrooms, a rest area, fountains, signage, etc., and position them to make them more visible and accessible;
- Provide a cyclist rest stop along the bicycle path, near the park or La pointe;
- Offer merchants an incentive to install bicycle racks in the same style as the street furniture selected by the City.

➤ Objective 5.3 - Optimize parking accessibility and use

With its compact built environment and narrow streets, the Village has room for only a limited number of parking spaces. Well-planned public parking areas, judiciously located and equipped with appropriate signage, will allow motorists to stop and visit the Village more easily.

The advantage of strategically located public parking areas is that they are used by all visitors; consequently, people have no reason to move their cars when they go from one store to another, and they end up spending more time walking throughout the Village. The “time-sharing” concept needs to be developed so that parking areas used during the day by certain establishments can accommodate restaurants and other activities in the evening.

The implementation proposals to achieve this objective are as follows:

- Optimize the location and use of on-street/off-street parking spaces within the Village;
- Redevelop the parking facilities on Cartier Avenue;
- Follow normative guide BNQ 3019-190 of the Quebec standardization office to counteract heat islands in the outdoor parking areas;
- Encourage agreements and public-private partnerships to promote shared use of parking areas;
- Relocate the parking lot at the Alexandre Bourgeois Park waterfront to the north of the park, nearer Lakeshore Road, and provide a drop-off area for school buses;
- Improve signage for easier identification of parking lots.

➤ Objective 5.4 - Create true gateways to the Village

The entrances to the Village serve as a real window into the area and an introduction to the City. It is important then to enhance the image of the three main access points, i.e., the intersections of Highway 20/Cartier Avenue, Lakeshore Road/Brunet Avenue, and Lakeshore Road/Pointe-Claire Avenue. Such an undertaking, in tandem with traffic-calming measures, would clearly signal the Village's existence, raise its profile, while also reducing the speed of cars and bicycles.

A number of ideas would help achieving this objective; they are more fully described in Section 6: Public Space Initiatives.

- Design a signature feature for the three main entrance points:
 - Create a landscaping feature and an emblematic urban art installation;
 - At the paved intersections, create an area slightly higher than the regular roadway to reduce traffic speed and facilitate pedestrian crossings;
 - Plant a continuous line of street trees.
- Install signage directing pedestrians, cyclists and motorists to the Village's points of interest.

➤ Objective 5.5 - Create a waterfront path to showcase Lake Saint-Louis

Given that Lake Saint-Louis is a major attraction for the whole West Island, a waterfront path will be a showpiece for the Village. This path would directly link the main lakeside places of interest, i.e., the La pointe Claire heritage site, Alexandre Bourgeau Park, and Edgewater Park, and, in so doing, would allow the public to retake ownership of the shoreline.

To achieve this objective, the following developments could be done:

- Develop a continuous waterfront walk between Edgewater Park and La pointe Claire;
- Along the waterfront walk, incorporate high-quality landscaping and street furniture of the same style as used throughout the Village;
- Provide places for rest and relaxation along the waterfront walk;
- Restore the shoreline where necessary.



Lake Saint-Louis *Source: City of Pointe-Claire*

EXPANDING THE SPORTS AND RECREATIONAL FACILITY OFFERINGS

The City prefers that the widely-used recreational facilities stay in the Village; however, it also wishes to assess the potential of these sites and the possibility of relocating some of them, if necessary. Currently located on extremely valuable and strategic sites, these facilities could be redeveloped or moved to a different location in order to optimize the use of this land.

Lake Saint-Louis, its shores and Alexandre Bourgeau Park are key features of the Village's landscape. Tangible initiatives south of the Village will enable residents and visitors to reclaim the Lake for recreational, sports and tourist purposes.

➤ Objective 6.1 - Preserve the Alexandre Bourgeau Park recreational function and the quality of its sports and leisure facilities

The quality of life of people residing in the Village is enhanced by its exceptional array of parks and green spaces. Vigilance to demographic changes is important in order to ensure that the facilities and activities offered continue to meet the needs of the population.

The preferred action ideas are summarized below. They are to be developed in collaboration with community groups and sports clubs, for the redevelopment of the Alexandre Bourgeau Park:

- Evaluate the needs for different sports areas and facilities (petanque, water games, tennis, softball, soccer, etc.) and review the park layout and configuration of sport equipments accordingly;
- Provide an open space for various activities such as open-air performances and outdoor cultural activities at the south side of Alexandre Bourgeau Park along the shores of Lake Saint-Louis;
- Replace the Alexandre Bourgeau chalet with a new building that includes public washrooms, a multi-purpose room and commercial facilities, making them available to businesses on a leased or seasonal basis;
- Provide an alternative location for a permanent facility that can accommodate a seasonal public market Alexandre Bourgeau park or Edgewater park next to the public parking lot. This will free the land occupied by the current public market for commercial and residential development in the village core;
- Integrate the redevelopment of the school yard to that of the park, so as to optimize the use

of the land for the benefit of schoolchildren and all users of the park;

- Provide Internet wireless access in the park and the village public spaces;
- Favor a more open layout of the Yacht Club, visible from Alexandre Bourgeau Park, as well as access during certain events.



Alexandre Bourgeau Park

Source: City of Pointe-Claire

➤ **Objectif 6.2 - Develop recreational and sports offerings in the vicinity of Lake Saint-Louis to affirm this area as an integral part of Pointe-Claire's heritage**

Lake Saint-Louis played a founding role in the City of Pointe-Claire's history, making it a natural point of interest – one that needs to be showcased, protected and made accessible. A large number of visitors are drawn to the Village because of the lake, while residents already practice a number of aquatic activities. It is important, however, to be innovative and develop the year-round sports market.

Views onto Lake Saint-Louis will also need to be protected and enhanced, specifically the view corridors from Lakeshore Road. This should be taken into consideration in the redevelopment of Alexandre Bourgeau Park.

Proposed initiatives intended to stimulate thinking about how to achieve this objective, include the following:

- Replace the Alexandre Bourgeau Park pool with aquatic playground equipment and complementary facilities;
- Set up a launch platform for non-motorized watercraft (kayaks, canoes);
- Develop fishing activities.
- Consider the development of a swimming area and access to the lake, similar to the beach of yesteryear;
- Create a natural outdoor skating rink on Lake Saint-Louis;

This must be done while preserving the views of the Lake which are for the village an unquestionable asset. Landscaping should therefore focus on maintaining or recreating the visual openings towards the water from Lakeshore Road and from the streets and footpaths going to the Lake from the village.

➤ **Objective 6.3 - Optimize the use of the village recreation and community sites**

Some properties currently used by sports clubs and community activities have been identified as having a significant redevelopment potential. The lawn bowling green, the curling club landsite and the community garden could be used for redevelopment projects that would increase the housing supply and help revitalize the village economy.

The objective and original destination of the former water filtration plant building, Centre Noël-Legault, especially the manner in which it was built, the development constraints and the high costs to render it conforming to today's standards; force the City to consider all valid options favouring a new economic vocation for this building which has reached the end of its useful life.

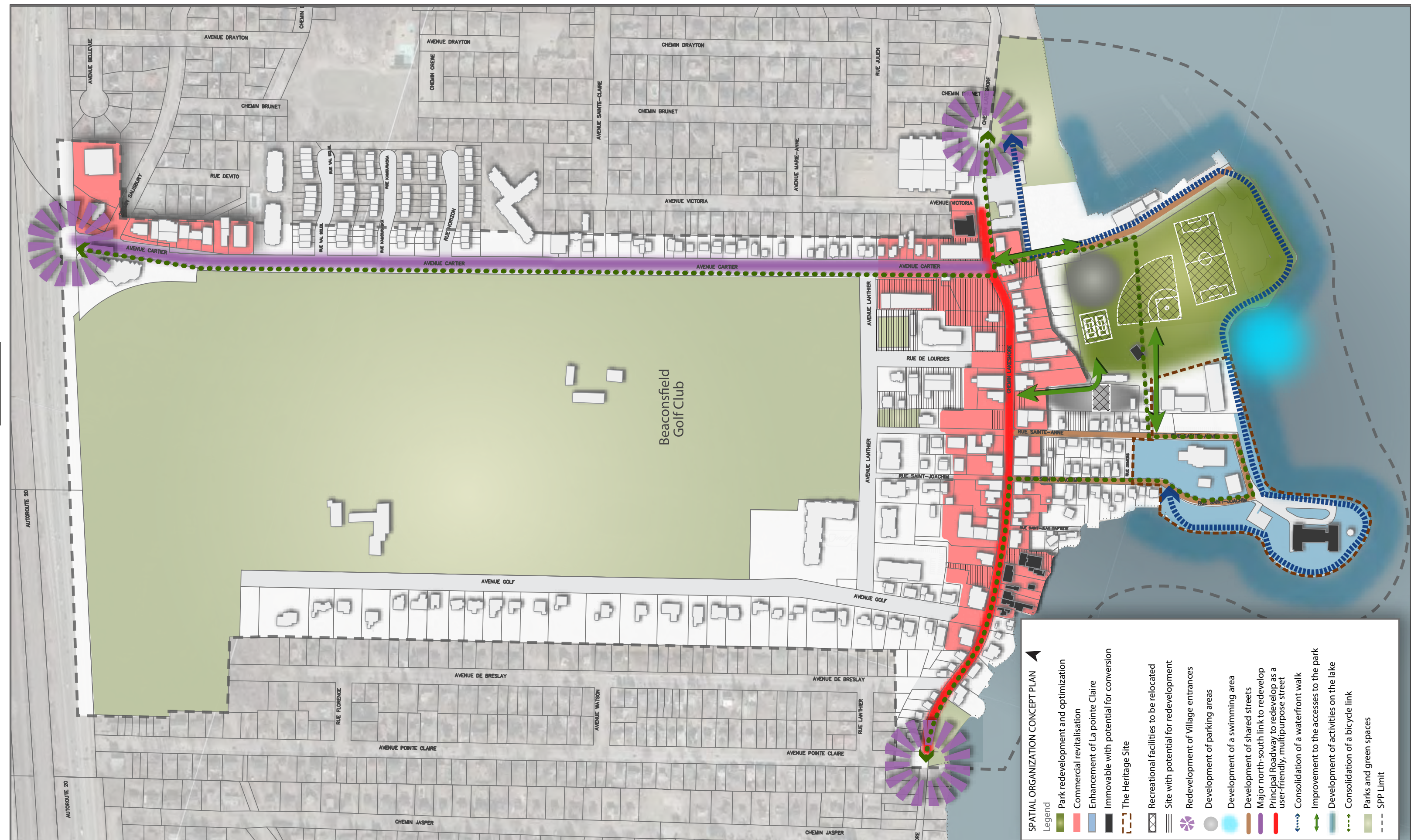
Sports and community activities currently taking place on these properties contribute to the liveliness of the village and could be relocated either elsewhere in the village or in Pointe-Claire in improved facilities that are more accessible to the various user groups.

In collaboration with the concerned community groups and sports clubs, it will be possible to investigate the different options for achieving this goal. The following solution scenarios should be considered:

- Include a new community garden in one of the parks or on land or roofs of a residential development project;
- Incorporate the Curling Club into a mixed-use building with dwelling units above or relocate the club outside the Village;
- Review the use of the site and building of the Noël Legault Centre;
- Identify a new location to build a lawn bowling club house and green.



SPATIAL ORGANIZATION CONCEPT PLAN



An aerial photograph of a coastal town. In the upper left, a church with a tall steeple sits on a small peninsula. To its right is a residential area with many houses. Below the church, a large marina is filled with numerous sailboats. A green park area with a winding path and trees runs along the waterfront. In the bottom right, there's a parking lot and more residential buildings. The text "PART 3 – IMPLEMENTATION PROGRAM" is overlaid in white on a dark grey banner that spans the width of the image.

PART 3 – IMPLEMENTATION PROGRAM

6. PUBLIC SPACE INITIATIVES

The implementation program is based on the courses of action indicated in the previous section and is comprised of public space initiatives and strategies.

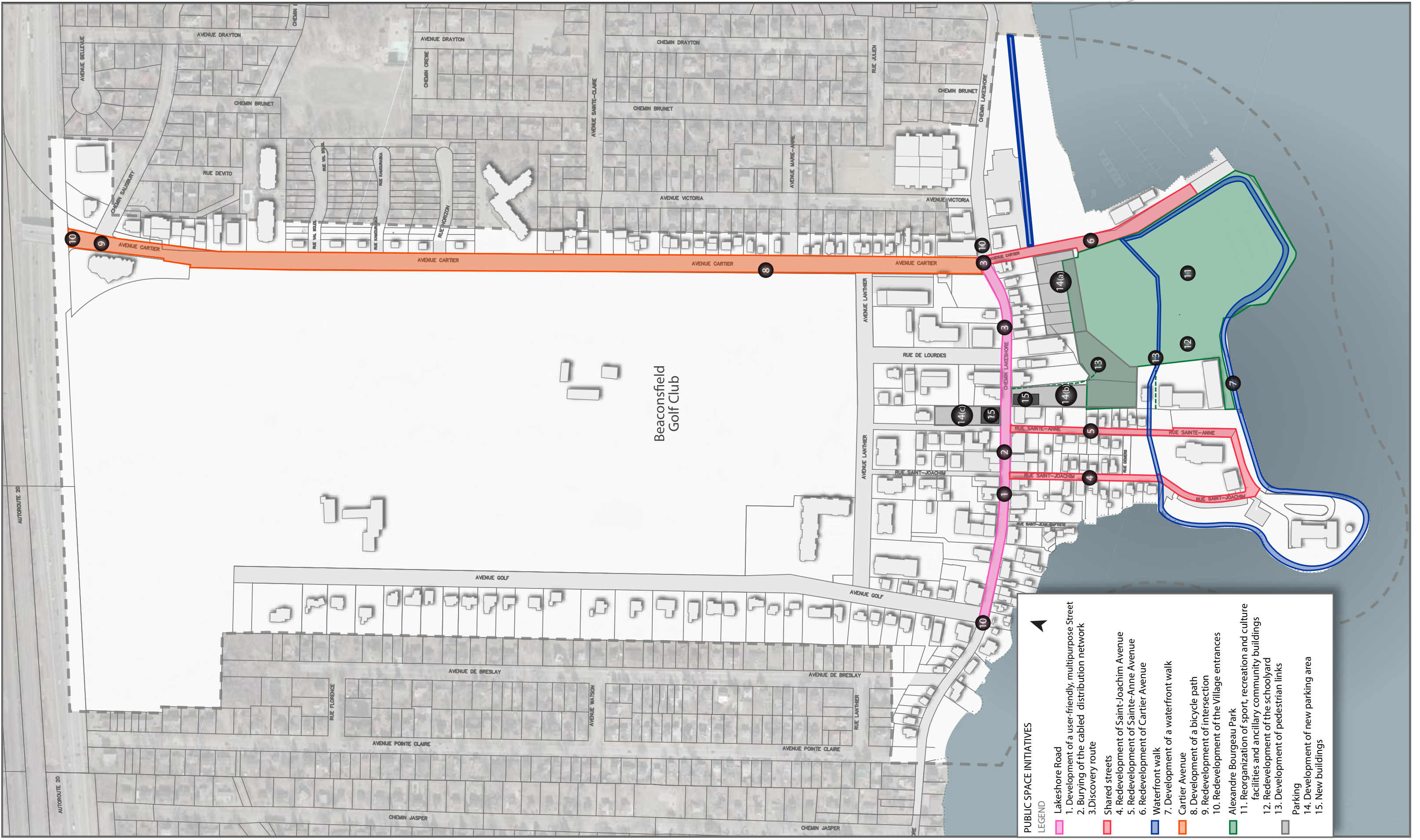
The physical initiatives under the responsibility of the City of Pointe-Claire will be presented first. These actions will not only greatly enhance the experience of the area's residents and visitors, but will also reaffirm the position of the Village as a waterfront hub of the West Island. The six focus areas for the public space initiatives are as follows:

1. Lakeshore Road;
2. Shared streets;
3. Waterfront walk;
4. Cartier Avenue;
5. Alexandre Bourgeau Park;
6. Parking.

Then strategies, which involve various courses of action that target the private rather than the public sector will be explained. Such actions are intended to provide a framework and encourage, stimulate and fund projects that may be as productive as the physical initiatives for which the City bears the responsibility.



PUBLIC SPACE INITIATIVES PLAN



PUBLIC SPACE INITIATIVES

LEGEND

Lakeshore Road

1. Development of a user-friendly, multipurpose Street

2. Burying of the cabled distribution network

3. Discovery route

Shared streets

4. Redevelopment of Saint-Joachim Avenue

5. Redevelopment of Sainte-Anne Avenue

6. Redevelopment of Cartier Avenue

Waterfront walk

7. Development of a waterfront walk

Cartier Avenue

8. Development of a bicycle path

9. Redevelopment of intersection

10. Redevelopment of the Village entrances

Alexandre Bourgeau Park

11. Reorganization of sport, recreation and culture facilities and ancillary community buildings

12. Redevelopment of the schoolyard

13. Development of pedestrian links

Parking

14. Development of new parking area

15. New buildings

LAKESHORE ROAD

Lakeshore Road is one of the original roadways of the City of Pointe-Claire. Narrow and winding, it offers interesting views of the heritage buildings along its route and, in a few places, a view of Lake Saint-Louis. Used by a large number of motorists and cyclists to cross through the Village, Lakeshore Road links all the municipalities of the West Island of Montreal. The Route Verte exists only as far as Cartier Avenue. In addition to this traffic, Lakeshore Road is used by pedestrians to access the various shops on this commercial street. However, the pedestrian infrastructure is of poor quality, with narrow, deteriorating sidewalks that are often obstructed by utility poles and street furniture. This situation presents a major challenge as to how to ensure the coexistence of various modes of transportation and universal accessibility.

Although each initiative is described as a distinct undertaking, some need to be carried out concurrently in order to minimize stress and inconvenience, particularly for the stakeholders. Redeveloping the street as a single construction site will make it possible to bury the cable distribution networks, rehabilitate some of the underground and surface infrastructure, and repair the sidewalks. The aim is to minimize problems for businesses and residents during the works.

➤ **Initiative 1.1 : Development of a user-friendly, multi-purpose street**

The development of a user-friendly, multi-purpose, human-scaled street is proposed as a way of improving the coexistence of motorists, cyclists and pedestrians on the busiest part of Lakeshore Road. The proposal involves shared-space use. The proposal is to implement shared space plan where the surface treatment is the same over the entire width of the street right-of-way, with bollards installed on both sides of the street centre to secure the pedestrian walkways. A levelled roadway is both versatile and fosters universal accessibility to the street for pedestrians, cyclists and motorists. The result of this reconfiguration will be a user-friendly street.

This initiative needs to be planned and implemented in close consultation with the Montreal Transit Corporation (STM) because of the existing bus routes. Moreover, the STM is in the process of reviewing the minimum standards for allowing buses to operate on this type of development.

The proposed development includes the following:

- Level the sidewalks with the roadway;
- Harmonize the surface of the sidewalks. Consideration should be given to a contemporary modular paving stone system that is compatible with local weather conditions and maintenance;
- Traffic-calming measures to encourage reduced speed, including ground texturing, the use of human-scaled street furniture, etc. ;
- Creation of significant green space islands. The selected plants must have high ornamental value in all seasons, and provide contrasts in colour, texture and volume. They must also be easy to maintain, and able to withstand urban conditions and the effects of de-icing salt;
- Remove most on-street parking and widen the sidewalks to leave more space for pedestrians. Maintain some on-street parking spaces for quick-stop businesses (15-minute maximum) and mobility-impaired people;
- Create a slight demarcation to distinguish traditional pedestrian and vehicular spaces from each other, and install bollards;

- Add road markings to indicate the direction of bicycle traffic and presence of bicycle lanes;
- Make the street adaptable so that pedestrians are sometimes directed to remain on the sidewalks, and are free at other times to use the entire street (at festivals, for example).

The concept plan on the next page illustrates the current situation and treatments proposed.



Shared street Source: cbarchitektura.cz



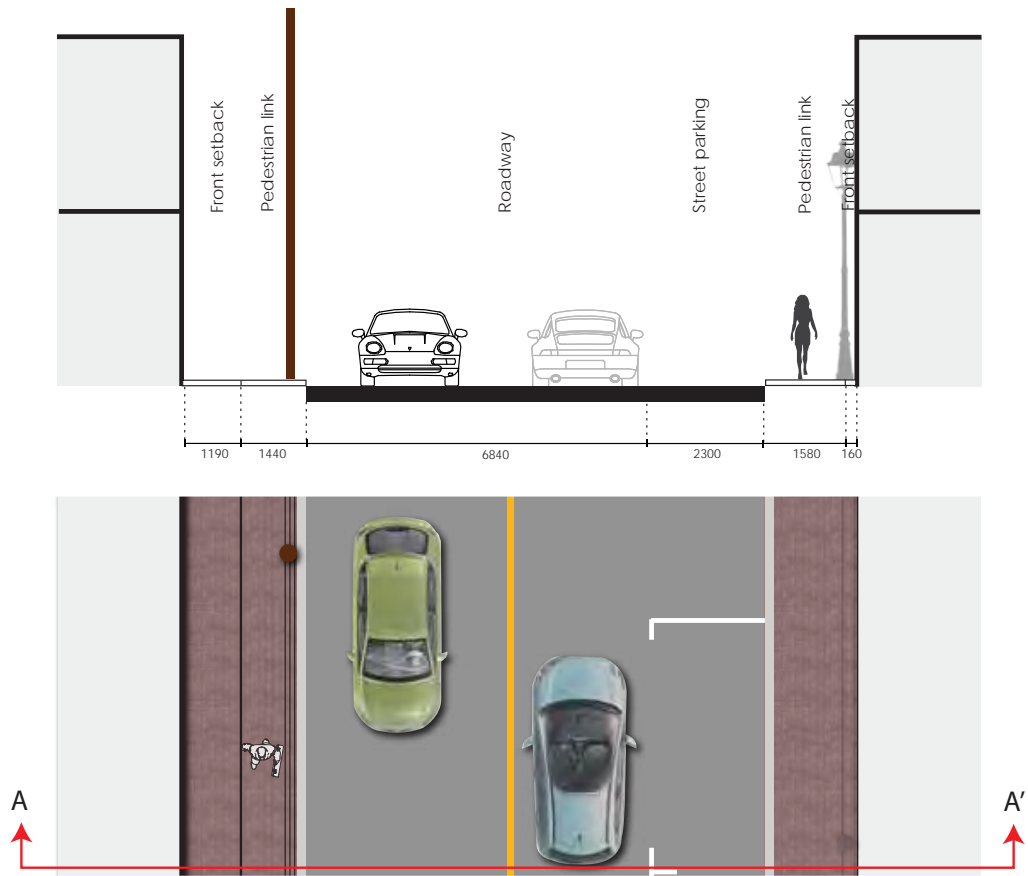
Shared street Source: davisla.wordpress.com



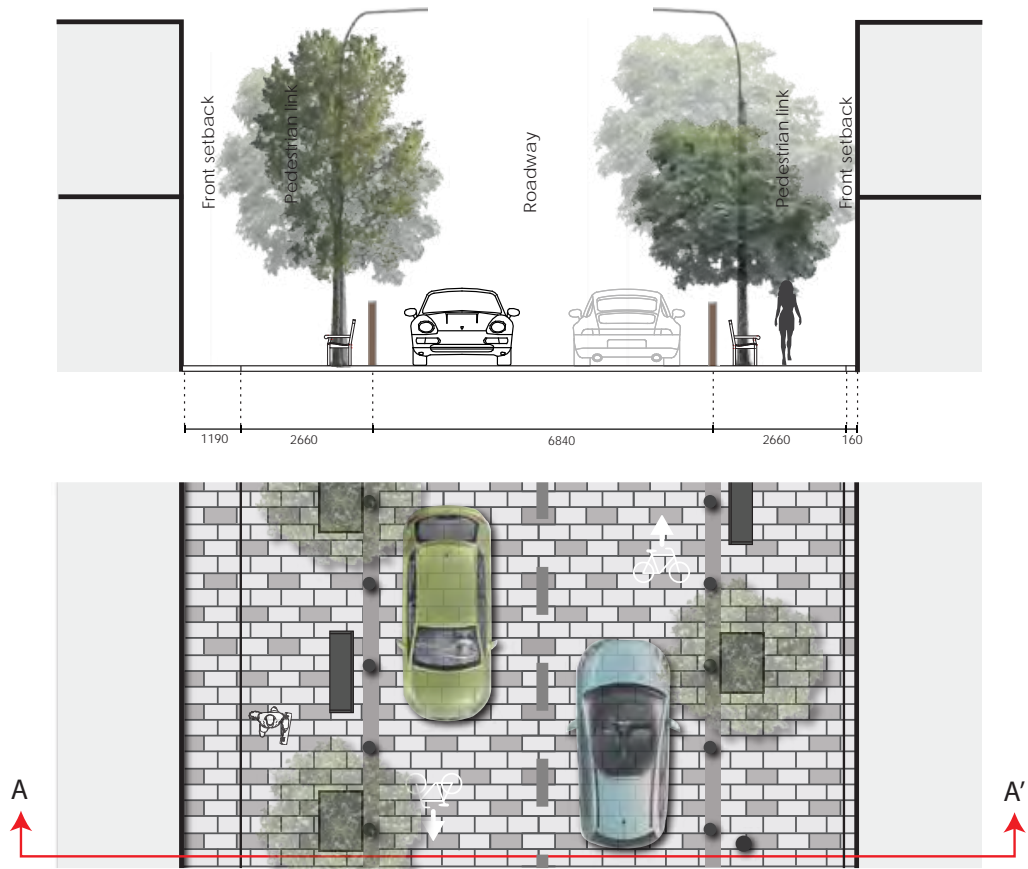
Shared street Source: walkarc.com

FOCUS
AREA
Lakeshore road

Current situation - Lakeshore Road between Sainte-Anne Avenue and Saint-Joachim Avenue



Concept - Lakeshore Road between Sainte-Anne Avenue and Saint-Joachim Avenue



The shared-space roadway along Lakeshore Road, between Cartier and Golf Avenues, is 475 metres in length, and is a user-friendly street that serves the Village's main commercial centre. This initiative also aims to highlight two of the three entrances to the Village, enhance the distinct identity of Lakeshore Road, and significantly improve pedestrian and cyclist safety. In the medium term, the inviting ambiance of this area will likely bring a higher volume of customer traffic to the Village core, and strengthen the commercial vitality of the whole area – particularly in the extremities, which are less frequented by shoppers.



Proposed initiatives – Multi-purpose street on Lakeshore Road

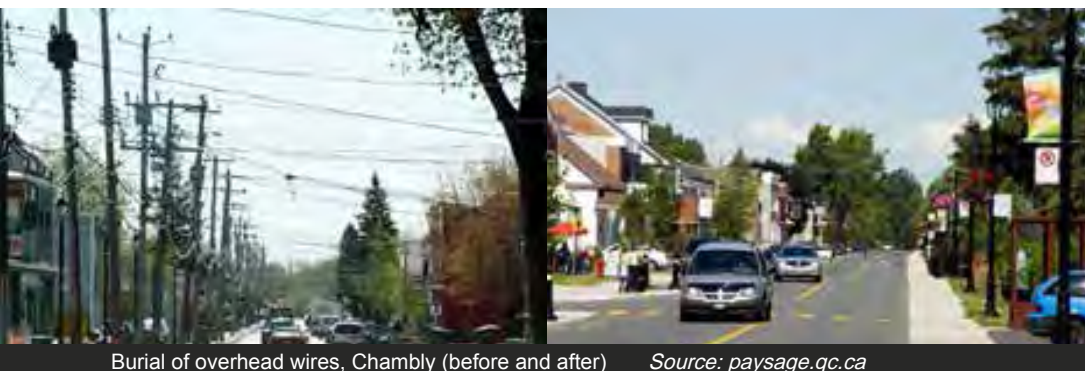
➤ Initiative 1.2 : Burying of the cable distribution networks

Burying the overhead wires of the distribution network is part of the approach to landscape enhancement. The visual clearance that will result from removing the poles and overhead wires will make for a better reading of the urban fabric, and improve buildings and spaces alike. Often there is a resulting effect on merchants and residents that encourages them to look after their own environment; in fact, the burying of the overhead wires has played a strong role in urban revitalization of a number of municipalities.

This initiative targets a 475-metre section of Lakeshore Road between Golf and Cartier Avenues. Hydro-Québec may participate financially whenever a network-burying project is scheduled for a culturally significant area, as indicated in a land use and development plan. According to the Montreal Urban Agglomeration plan, the Village of Pointe-Claire presents exceptional heritage value and archaeological interest.

Moreover, both Hydro-Québec and the Quebec Ministry of Culture and Communications require municipalities that are conducting such projects to hire an archaeologist to monitor the excavations.

Two options are available to the City of Pointe-Claire. One is to bury the entire network; the other is to bury the overhead wires and keep the pad mount transformers. This would greatly reduce the project costs while also clearing the overhead space. These pad mounts occupy about one cubic metre in volume, and will need to be carefully positioned to avoid obstructing the streetscape (see photo below).



Burial of overhead wires, Chambly (before and after)

Source: paysage.qc.ca



Pad mount device, Saint-Jérôme Source: [Google map](https://www.google.com/maps)

➤ Initiative 1.3 : Discovery route with temporary exhibitions

The City of Pointe-Claire is investigating the possibility of creating a discovery route adorned with urban art along Lakeshore Road, with the goal of enhancing the area's heritage and history. The following concept is worthy of investigation:

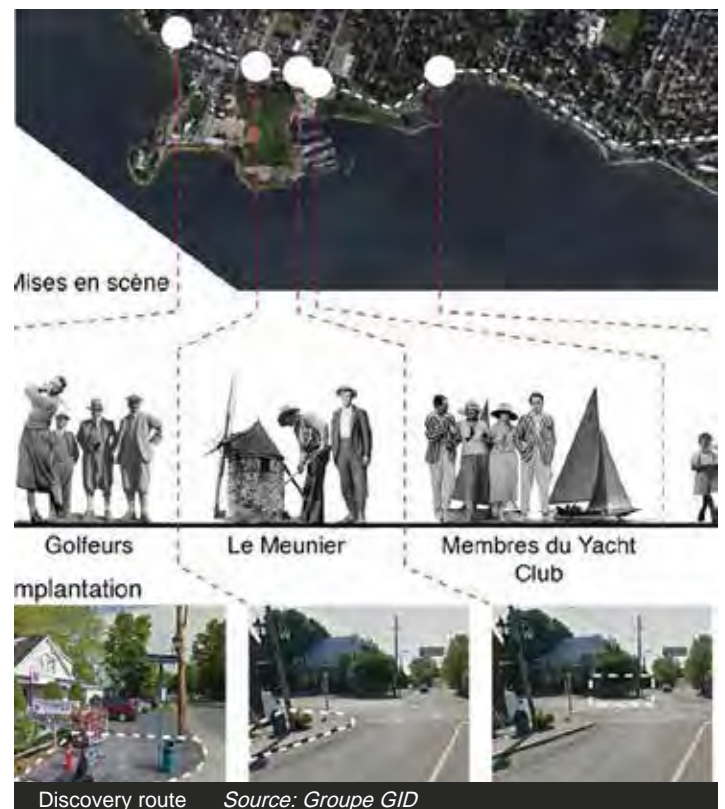
"At certain strategic points, Lakeshore Road would feature life-sized figures depicting individuals who were instrumental in moulding the City, or who resided in it (...); each figure would set the stage for people to discover a part of the City. These would be historical characters who lived in, frequented or developed the area with which they are associated. (...) Each figure would be accompanied by information about the history and development of the area, its architectural typology, and its most interesting buildings. These figures would serve as a gateway to various sectors of the City [translation]." (GID, 2015).

The figures listed below could represent a particular area or historical aspect of the City:

1. A golfer (Beaconsfield Golf Club area);
2. A miller (La Pointe area);
3. A Yacht Club member (Wharf area).



Discovery route Source: Groupe GID



Discovery route Source: Groupe GID

➤ Initiative 1.4 : New construction infill to optimize municipal land use

There are some gaps in commercial continuity along Lakeshore Road, due to vacant lots or parking spaces in front of the buildings. “Commercial continuity” is understood to mean “the presence of physically contiguous complementary businesses along a thoroughfare. Generally speaking, the greater the continuity, that is, the more commercial establishments there are, the greater the commercial offerings will be” [translation] (Laflamme, 2013). Gaps in this continuity have a negative impact on the perception of commercial offerings.

To counteract this situation, it is proposed to construct two-floor buildings with a commercial ground floor and housing or services on the upper floor on the following lots bordering on Lakeshore Road:

- Public parking lot on the northeast side of Sainte-Anne intersection;
- Public parking lot east of Le Pionnier.

It is also proposed to move the public market from the Curling Club parking lot to a location in Edgewater or Alexandre Bourgeois Parks, close to a public parking area. Such a move would enable merchants whose operations are currently limited to temporary summer facilities to serve customers in a more permanent installation. This space would allow citizens to exchange and mingle, while also enjoying fresh products from the market on a terrace overlooking Lake Saint-Louis.



Proposed initiatives – Location of new buildings

Initiative 1.5 : Installation of distinctive street furniture

The style of street furniture and light fixtures selected for Lakeshore Road should be installed throughout the Village in order to create a distinctive signature for the area.

- It should be chosen to enhance the Village's heritage value, and be respectful of the village context;
- Two different sizes of lampposts should be chosen: one size would be installed in the park for pedestrian use; the other would be installed along the streets.

SHARED STREETS

More and more shared streets are being developed in North America, especially in the United States where, as of 2013, 490 municipalities in 27 states had adopted a shared-street policy. Some states have even gone so far as to establish a legal framework for this concept.

Designs for shared streets differ greatly from one place to another; generally, however, they include automobile traffic-calming measures and more dedicated space for – and priority to – pedestrians and cyclists.

Shared-street use is also a wide-spread concept in Europe, particularly in the Netherlands, Belgium, Switzerland, Germany, and France. In the Netherlands, for instance, there are more than 6,000 woonerfs, or user-friendly streets, where more than two million people live. Following the introduction of shared streets, accidents decreased by an average of 40% in the woonerfs, which offer greater safety to pedestrians than traditional streets because foot traffic now takes priority over vehicles.

The Village of Pointe-Claire has residential streets that would benefit from this concept. Indeed, sections of Sainte-Anne and Saint-Joachim Avenues south of Lakeshore Road are already heavily used by pedestrians for access to the elementary school, the church and La pointe Claire. These streets are located in a fairly old section of the Village, with small sidewalks obstructed by utility poles, and difficult snow clearance conditions in winter.

Cartier Avenue, south of Lakeshore Road, is already used as a shared street on which people walk to their destinations, while motorists drive more slowly. All that is required here is to make certain physical adjustments to formalize this shared street.

The aim of this initiative is to confirm the right of pedestrians to use the street, and to provide safe public spaces of high quality in the neighbourhood.

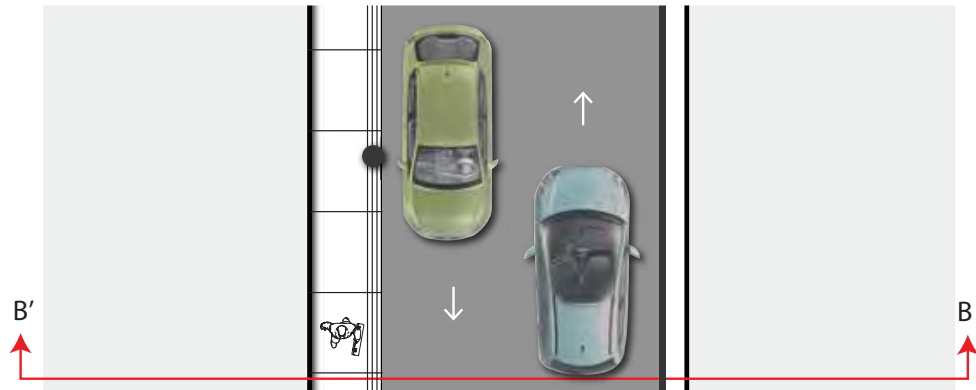
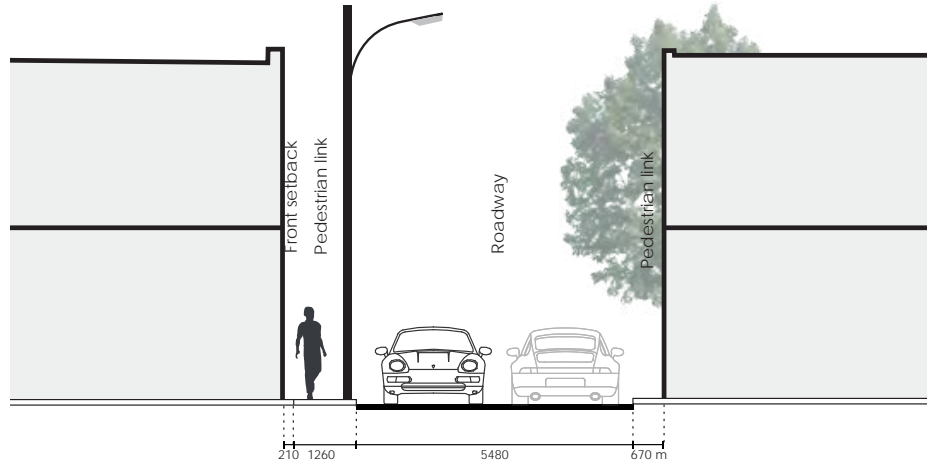
The proposals for developing a shared street are as follows:

- Level the sidewalks with the roadway;
- Harmonize the surface of the sidewalks to give the Village an improved image;
- Lower the speed limit for cars from 30 km/h to 20 km/h;
- Change the direction of street traffic to allow more space for pedestrians and landscaping:
 - Saint-Joachim Avenue: one-way south from Lakeshore Road;
 - Sainte-Anne Avenue: one-way north to Lakeshore Road;
 - Demers Avenue; two-way traffic.
- Create green space islands to increase vegetation, while also ensuring that emergency vehicles or school buses can easily manoeuvre. The selected plants must have high ornamental value, provide contrasts in colour, texture and volume. They must be easy to maintain and able to withstand urban conditions and the effects of de-icing salt;
- Allow residential parking at specific locations, but not on the entire street;
- Provide road markings indicating traffic direction for cyclists:
 - southbound for Saint-Joachim Avenue;
 - northbound for Sainte-Anne Avenue.

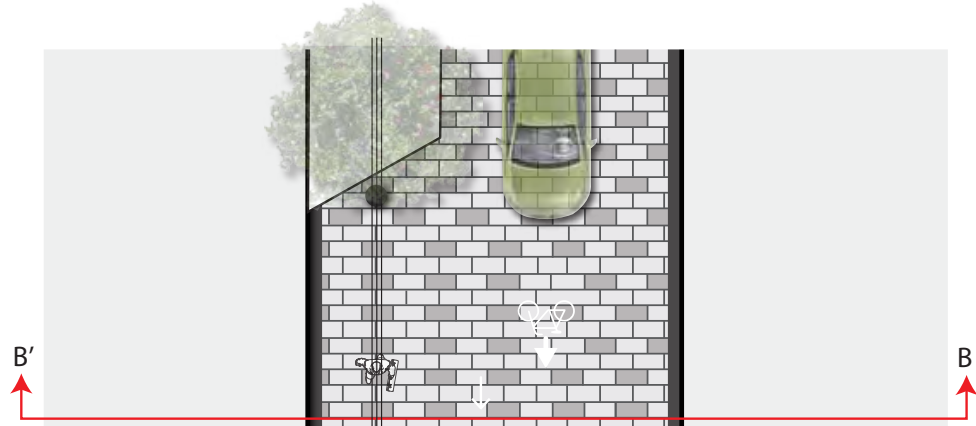
The concept plans on the following pages illustrate current situations and proposed developments.



Current situation - Saint-Joachim Avenue between Lakeshore Road and Demers Avenue



Concept of Saint-Joachim Avenue between Lakeshore Road and Demers Avenue



Green space island



Proposed initiatives – Shared streets

WATERFRONT WALK

Redeveloping the waterfront walk is a key element of the Village revitalization project; it will allow the public to retake ownership of the shore area while also showcasing Lake Saint-Louis. The lakeshore is a destination for West Island residents, and is one of the few places providing easy water access.

With its inclusion of a universally accessible path, the proposed waterfront walk forms a loop which follows the shoreline in Edgewater and Alexandre Bourgeau Parks, continues around La pointe Claire and joins the pedestrian and bicycle paths in the latter park.

To build this pedestrian path, the City should acquire a strip of land owned by the Marguerite-Bourgeoys School Board that is currently being used as a schoolyard and conclude an agreement with the Parish for the use of the Parish land. The pedestrian path would be 1.2 km long and would link La pointe Claire to Edgewater Park. Not only would it encourage active modes of transportation, it would also foster links among the Village's various attractions.

The street furniture, will be the same as that installed in the Village. Amenities such as picnic tables, benches, waste receptacles and bicycle stands would be available along the route in chosen locations. Illumination by streetlights scaled for pedestrian use will enliven the path and make it safe. Platforms with furniture can be placed on the shorelines along the waterfront walk.

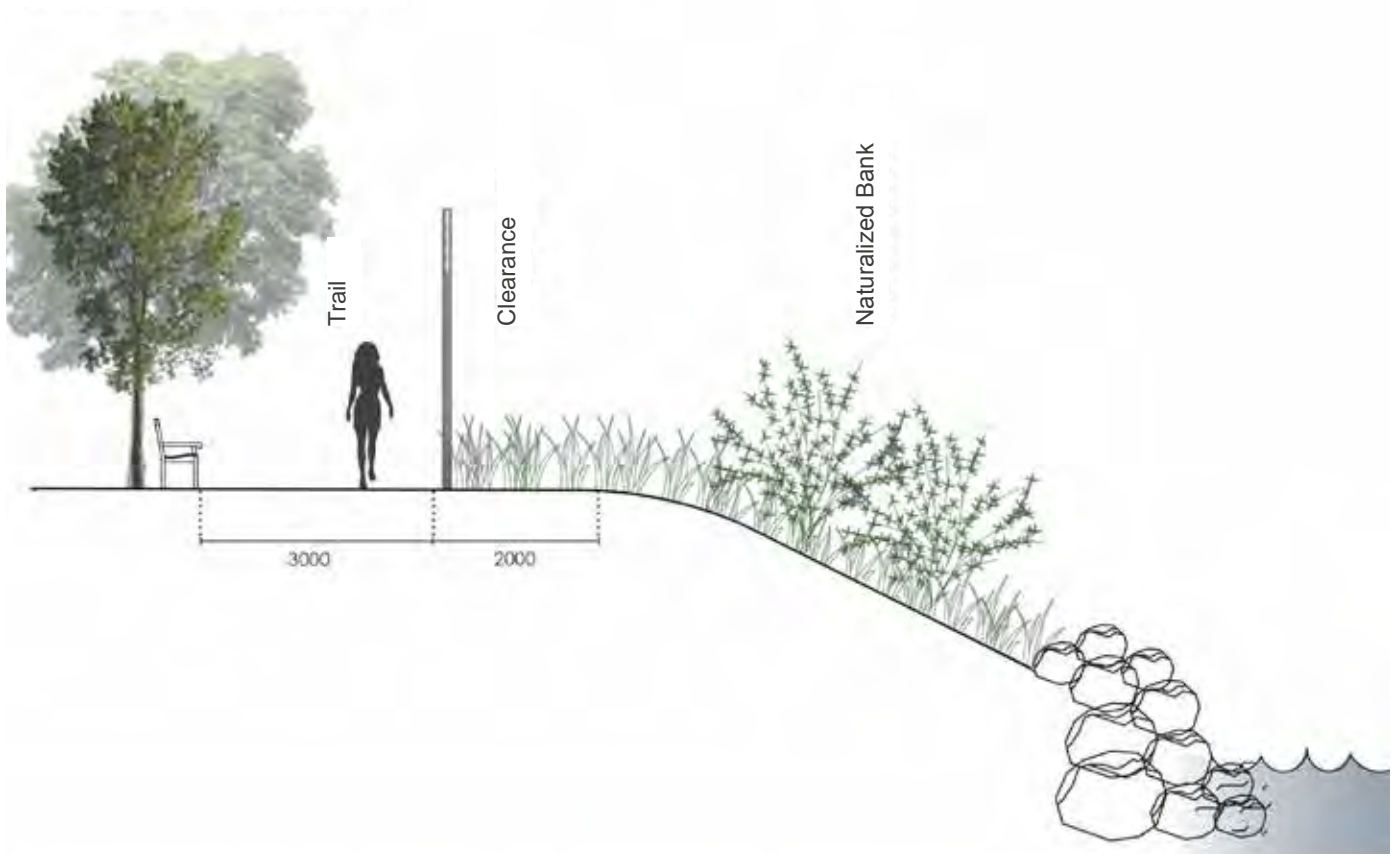
Quality landscaping will be undertaken with plants chosen on the basis of their attractive qualities and adaptability to local conditions. The route will be bordered by piazzettas and rest/relaxation areas. For instance, a landscaped area could be developed around the windmill, and a cyclist rest area in Alexandre Bourgeau Park.

An approximately 200-metre portion of the shore will need to be returned to its natural state and stabilized with trees, shrubs, grasses and perennials. At certain spots, plants will be chosen by height to prevent obstructing the most interesting views over Lake Saint-Louis.



Wooden platform and leisure furniture *Source: ville.valleyfield.qc.ca*

Waterfront Walk Concept



CARTIER AVENUE

> Initiative 4.1 : Develop a bidirectional bicycle path

The City of Pointe-Claire's Planning Program recognizes the popularity of cycling and the importance of providing infrastructure to develop this activity on its territory. The Program's bicycle network plan identifies certain basic routes, including a projected bicycle path in the north-south axis along the Cartier Avenue public right-of-way.

This bidirectional bicycle path should be built on the west side of Cartier Avenue, linking the Route Verte on Lakeshore Road to the bicycle path north of Highway 20, which passes through the golf course tunnel.

This path would be separated from the vehicular roadway by a landscaped and planted median (between Highway 20 and Lanthier Avenue), or by bollards (between Lanthier Avenue and Lakeshore Road). A minimum roadway width of three metres is recommended for a bicycle path.

> Initiative 4.2 : Redevelop a confusing intersection

The junction of Cartier and Salisbury Avenues has been identified as a confusing intersection. Despite the installation of a pedestrian crosswalk with a concrete refuge mid-way across, motorists and pedestrians alike seem unsure of what they should do. A raised, textured intersection integrated with the sidewalks and the refuge would ensure better pedestrian safety by indicating clearly that the space is meant to be shared.

Initiatives of this type would allow pedestrians to continue moving in a natural way while also slowing down traffic and maintaining a smooth flow. The safety of this intersection is all the more important because of its proximity to the local CLSC, which attracts an important clientele.



Proposed Initiatives - Cartier Avenue

➤ Initiative 4.3 : Redevelop the entrance to the Village, near Highway 20

The Cartier entrance to the Village of Pointe-Claire is the main gateway for visitors arriving from outside the city. As such, it should be developed to form an integral part of the experience of residents and visitors en route to the Village centre. A distinctive design would serve as an introduction to the Village.

This route, leading to the Village, could be framed by a row of trees of different species that would create a form of repeating, vertical signage. These trees could define the bicycle lane on the west side of the avenue. Trees could also be planted on the east side of the street; in this case, it would be necessary to widen the sidewalk space or obtain the consent of local property owners.

An urban art initiative representing the Village's main features could be installed at the Highway 20/Cartier Avenue intersection, together with appropriate signage to guide visitors to the Village's chief points of interest.

Banners could also be installed on the streetlamps along the east side of Cartier Avenue as far as Lakeshore Road. The banners could display various images, renewed from time to time, to announce events and promote the Village.



Raised, textured intersection with landscaped refuge *Source: greatersudbury.ca*



Festive banners *Source: hebdomadairesregionaux.ca*

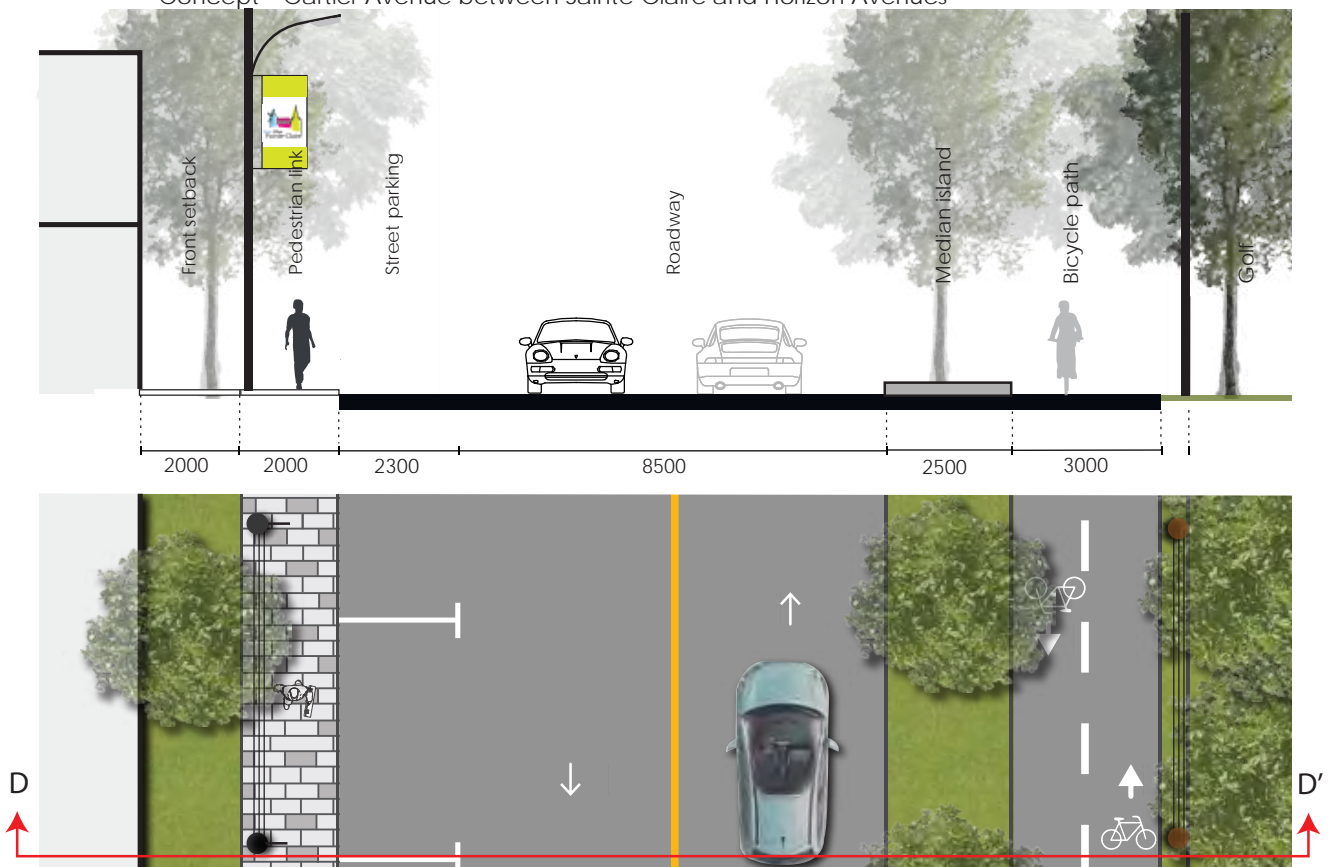


FOCUS
AREA
Cartier avenue

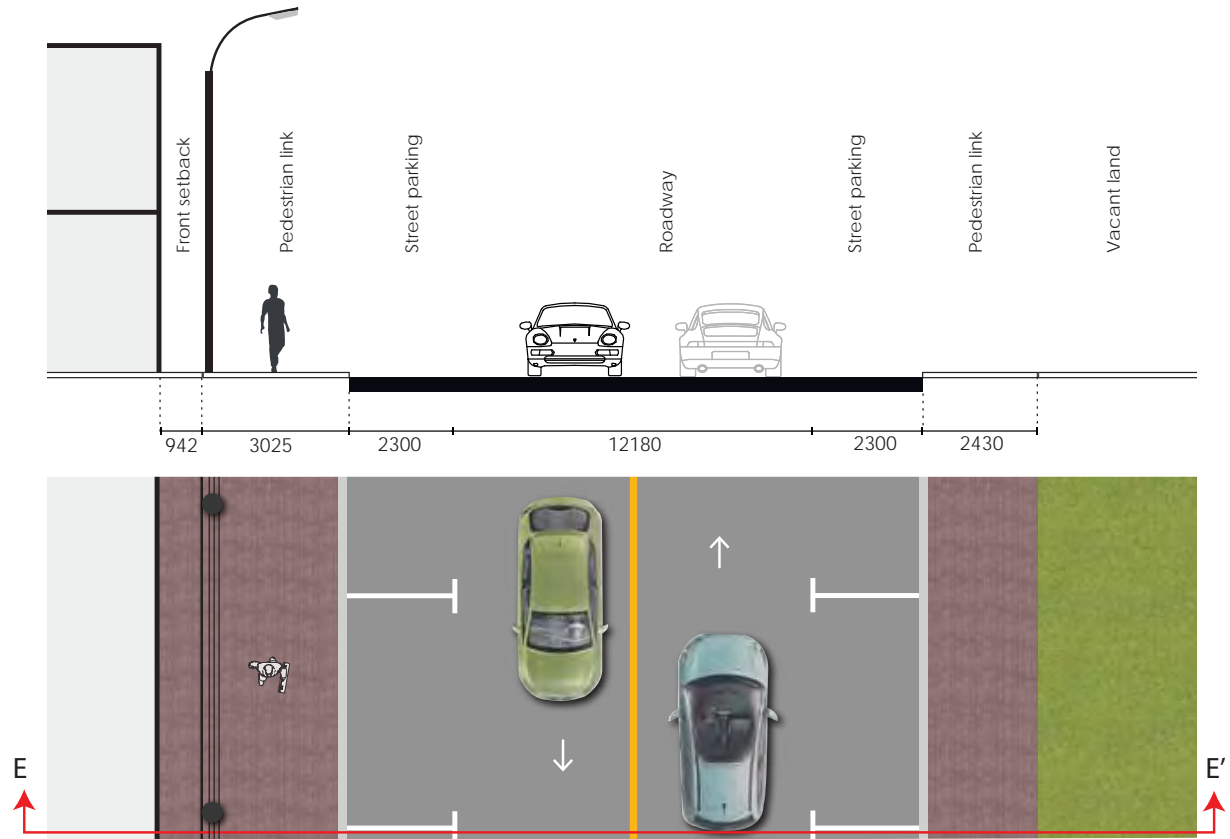
Current situation – Cartier Avenue between Sainte-Claire and Horizon Avenues



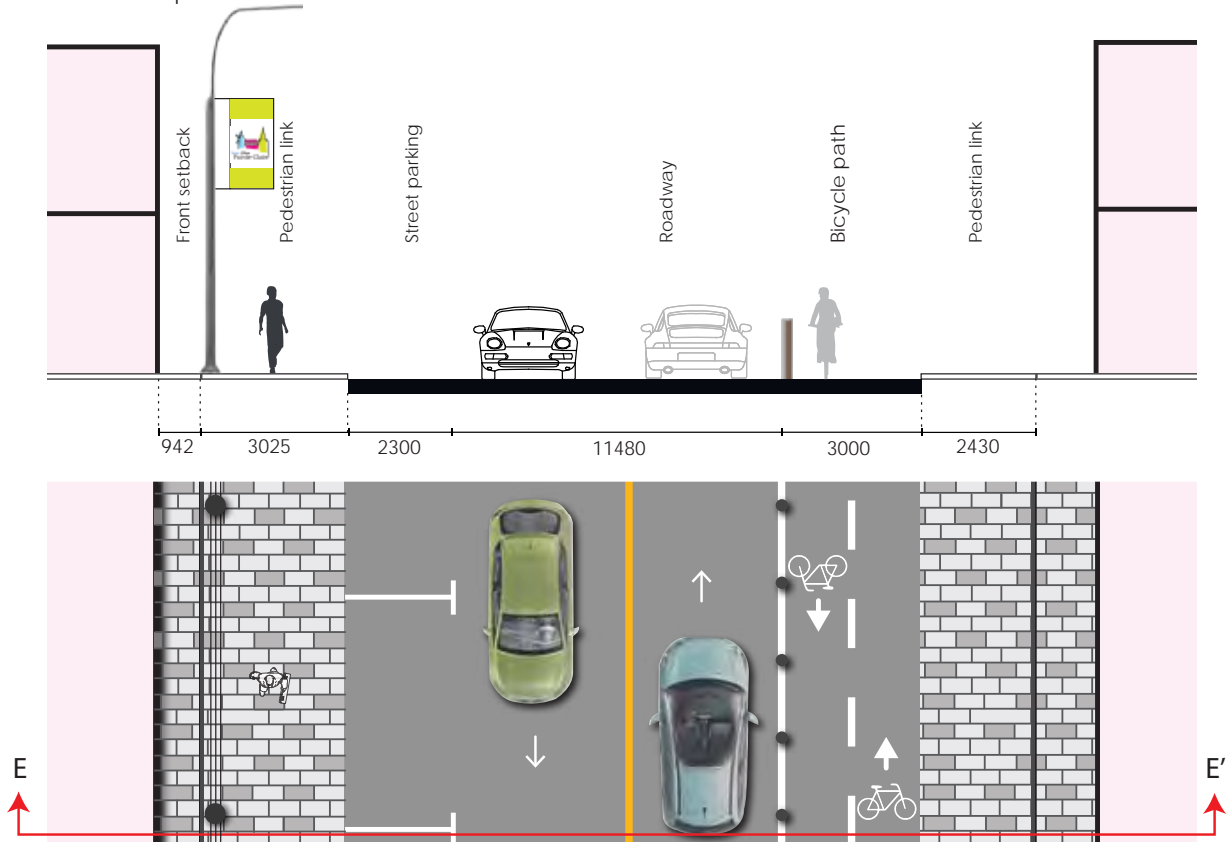
Concept – Cartier Avenue between Sainte-Claire and Horizon Avenues



Current situation – Cartier Avenue between Lakeshore Road and Lanthier Avenue



Concept – Cartier Avenue between Lakeshore Road and Lanthier Avenue



ALEXANDRE BOURGEOU PARK

This SPP proposes a redevelopment of Alexandre Bourgeau Park in keeping with the orientation on expanding its sports and leisure facility offerings. These initiatives will help preserve the recreational role of the Village while also making it a more attractive place to live and visit. Prior to implementation, the concept can be revisited and studied in specific detail, with input from the public.

➤ Initiative 5.1 : Reorganize the sports facilities

As most of the park's sports facilities are scheduled for restoration in the near future, this initiative proposes a manner of restructuring the facilities for optimal overall use of the park's green space.

Redesignate the baseball field

The use of the large area covered by the baseball field must be re-examined to determine if it is still a viable use for the park. An outdoor theatre for open-air cultural and musical activities could be set up in the space left vacant.

Develop a lawn-bowling green

The site currently occupied by the lawn-bowling green and club house could potentially be optimized by developing the landsite for new housing units. Since the lawn-bowling association is popular with, and important to, Village and City residents, its relocation in a municipal park should be evaluated. The new green in a charming setting should be located near a chalet, which would include premises for use by club members.

Develop an unprogrammed rest/relaxation space

An unprogrammed space is proposed for the south end of the park. Picnic grounds and piazzettas designed for rest and relaxation, together with a grassy area, would allow for a magnificent view over Lake Saint-Louis. Wharves would give passers-by a chance to dip their feet in the water.



Picnic area and piazzetta

Source: lepamphlet.com

➤ Initiative 5.2: Develop a swimming area

In addition to the waterfront walk, a swimming area created using a floating wooden platform could further enhance Lake Saint-Louis.

The wooden platform would be bordered by a beach with parasols and chairs offering a space for relaxation. This beach could be developed on the western part of Alexandre Bourgeau Park, between two peninsulas which would create the necessary windbreak.

To determine the exact position of the swimming area, it will be necessary to study the depth, wind and current conditions, as well as the embankment slopes, in greater detail. Today, the Lake Saint-Louis shore area has relatively good water quality, making it a candidate for the swimming area.

➤ Initiative 5.3 : Create a natural outdoor skating rink

When suitable winter conditions exist a natural outdoor skating rink covering several kilometres in length could be built along the shoreline. Appropriate furnishing and equipment could be placed on the lake near the shore to make the skating experience more enjoyable.

FOCUS AREA

Alexandre
Bourgeau park

➤ Initiative 5.4 : Build a new chalet

The chalet in Alexandre Bourgeau Park is outdated. With a surface area of approximately 180 square metres, it currently serves as a headquarters for the summer sports day camp. In winter, it is frequented by skaters from the outdoor skating rinks.

The location of the new chalet should be optimized to meet various demands and accommodate different activities. It would house a multi-purpose room for the park users and skaters, year-round public washrooms, and commercial facilities that could be made available on a leased or seasonal basis (ice cream stand, aquatic/sports equipment rentals, etc.). The chalet, with a contemporary design, would reinforce the image of the Village as a dynamic destination and be near a paved public area suitable for shows and events that could also be used as a gathering place.

➤ Initiative 5.5 : Develop a dedicated bicycle path

The City of Pointe-Claire's Planning Program indicates a projected routing of the Route Verte that would start at Lakeshore Road, go south onto Cartier Avenue and through Alexandre Bourgeau Park north of Marguerite-Bourgeoys school. It would reconnect with Lakeshore Road, either via Saint-Anne Avenue or Saint-Joachim Avenue, on a shared street. Finally, bicycles will have safe, sheltered parking places in the park and near the activity centres.

A cyclist rest stop would be located near the park's new chalet, bringing together parking spaces, a drinking fountain, a rest area with rain shelters, information boards, washrooms and waste receptacles.



Architecture example for a new chalet Source: City of Pointe-Claire



Dedicated bicycle path, Lachine Canal

Source: wikipedia.org

➤ Initiative 5.6 : Develop pedestrian links

Pleasant, user-friendly pedestrian links are needed to foster foot traffic among the various sites of interest in the end of the Village. From La pointe Claire to the park, a path located north of Marguerite-Bourgeoys School would guide pedestrians from west to east by way of the parking area north of the park, towards Cartier.

Other links would steer people towards Lakeshore Road via the Cartier shared street or the future path along the public parking area east of Le Pionnier.

Street furniture matching the furniture installed elsewhere in the Village would be placed along the paths, as well pedestrian-scaled lighting.

➤ Initiative 5.7 : Vegetation

A variety of plants would be used to enhance the natural beauty of the sites along the shore of Lake Saint-Louis. Trees, shrubs and perennials would contribute to the park's biodiversity and provide an eye-catching spectacle for passers-by. Trees would be planted to provide shade during the summer season and to visually frame the park and the lake.



Park entrance marker

Source: premier-jet.com



Park development

Source: lepamphlet.com

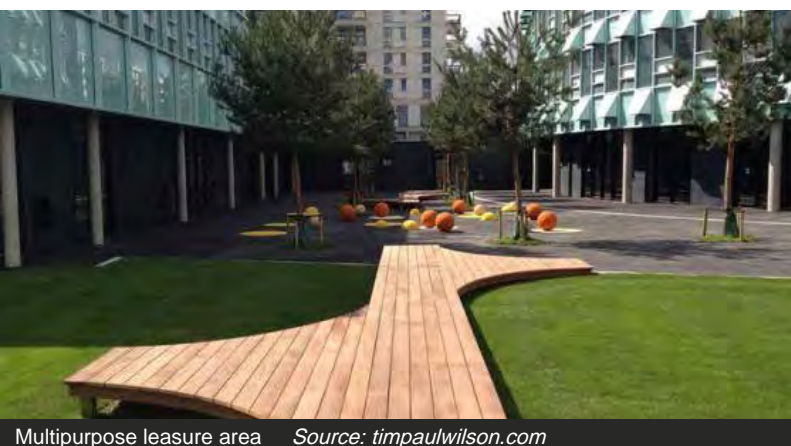
FOCUS AREA

Alexandre
Bourgeau park

➤ Initiative 5.8 : Redevelop the schoolyard

Many other Montreal-area schools have taken steps to minimize the effects of urban heat islands caused by large concrete or asphalt surfaces. Marguerite-Bourgeoys Elementary School could follow their example by joining with the municipality to develop a schoolyard greening plan. Such a plan would encourage the creation of a green zone that could then be used for educational activities (composting, recycling nutrients, planting seedlings, etc.); it would also provide shade trees in some parts of the schoolyard, without preventing the children from playing certain sports. Similarly, the building's passive climate control would be improved by the use of climbing plants on the school walls.

Finally, the rear schoolyard should be developed to complement Alexandre Bourgeau Park, with a link and easy access between the two. Implementing this initiative would require a partnership with the school and the school board.



Multipurpose leisure area *Source: timpaulwilson.com*



Open-air show *Source: basseslaurentides.com*



PARKING

➤ **Initiative 6.1:** Optimize the location and use of on-street/off-street parking spaces in the Village

Parking supply

The Village presently has 1,167 visitor parking spaces; these include 257 public on-street spaces, 257 public off-street spaces, and 653 private off-street spaces. According to Convergence diagnosis (2014), the existing parking spaces adequately meet the needs for established uses.

Parking demand

While there are enough parking spaces to satisfy the current demand, any spaces eliminated during the implementation of certain initiatives will need to be replaced. In addition, the demand created by new uses and facilities must be taken into account. The table below shows the number of additional parking spaces required for each of the new planned uses presented in this SPP:

New use	Comments	Additional parking spaces required
Businesses		
Two-floor commercial building east of Le Pionnier	Ground floor commercial: 4,560 sq. ft. Second floor with services: 4,560 sq. ft.	28
Two-floor commercial building at the northeast corner of Sainte-Anne and Lakeshore	Ground floor commercial: 3,875 sq. ft. Second floor with services: 3,875 sq. ft.	24
Housing		
200 - 300 new dwelling units between Lanthier, Cartier, Lakeshore and Sainte-Anne	Underground parking	200 - 300
Total	-	252-352

New uses generate demand for an additional 252-352 parking spaces. A new method of managing the public and private parking areas, along with a revision of the parking regulations will help in meeting this objective.

Suggested number of parking spaces

Considering the public space initiatives proposed in the previous pages, it would be possible to increase by approximately 350 spaces the number of parking in the Village as a whole, thus meeting the parking needs generated by the proposed new uses and new constructions. The Village would then have approximately 1,500 public and private parking spaces altogether.

➤ Initiative 6.2: Install electric vehicle charging stations ➤ Initiative 6.3: Enforce new parking area development rules

Sustainable development is a major objective of the municipality's vision, and electrifying transportation is an element that can help make this vision a reality. Electric vehicle charging stations could be gradually installed in the Village's public parking areas.

The parking areas and sparse vegetation cover in the Village centre create heat islands that negatively impact the quality of life. The BNQ 3019-190 normative guide proposes a series of methods to develop parking areas that counteract the formation of urban heat islands. It would be worthwhile to integrate some of the standards into the City's zoning by-law. The following actions can be singled out in particular:

Reduce the minimum dimensions for parking spaces

The spaces in the Village parking lots are 2.7 by 5.5 metres in area, with 6.7-metre wide vehicular accesses. Reducing the size of the parking spaces would also decrease the asphalted area, while simultaneously increasing the number of spaces available. The dimensions indicated below should be used:

- Vehicular access width: 6 metres
- Parking space width: 2.5 metres
- Parking space length: 5.5 metres

Revegetate parking areas

The Village parking lots have very little vegetation. Landscaping would not only enhance the esthetics of these areas, but would also help reduce heat islands and allow for on-site rainwater management. Planting large-scale trees will create shade within the parking areas and reduce ambient heat. The roofs and walls of adjoining buildings can also be greened.



Revegetated parking lot

Source: gailmaterials.com

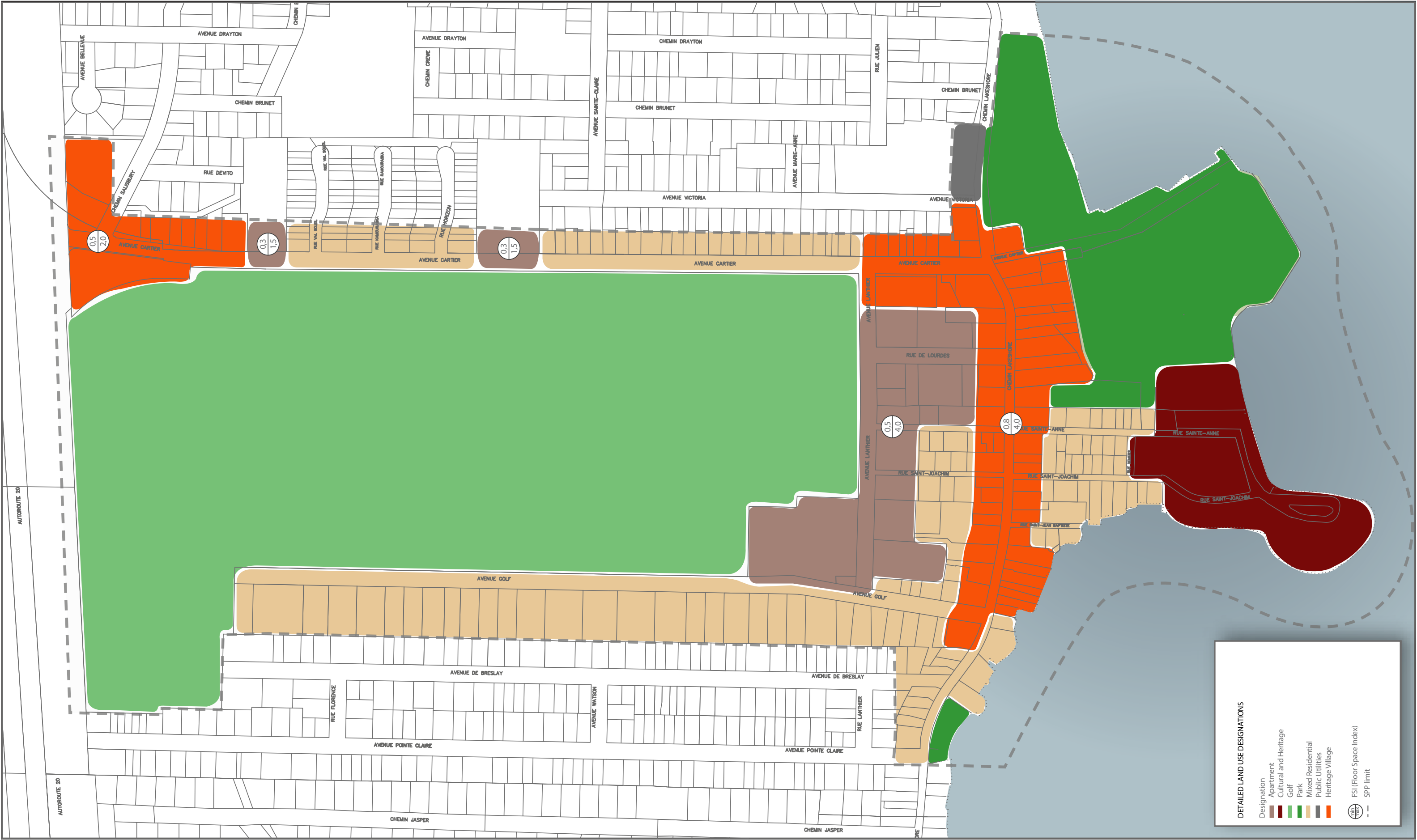
7. STRATEGIES

In addition to the physical public space initiatives, a host of strategic actions are available to the City of Pointe-Claire to help it achieve its land-use and development vision. These strategies can be divided into several areas of action: land-use designations, by-laws, planning, partnerships, programs and funding.

7.1 LAND-USE DESIGNATIONS

According to Article 85 of the Land Use Planning and Development Act (R.S.Q., c. A-19.1), a Special Planning Program can provide for detailed land use and land occupation density. Consequently, the detailed land-use plan included in this SPP replaces the major land-use designations of the Planning Program for the territory of application. The minimum and maximum density (Floor Space Index) per landsite are identified for the «Apartment» and «Heritage Village» designations. Below are the areas identified on the detailed land-use designations plan:

Land use designation	Description
Apartment	Residential buildings of three storeys or more, higher density buildings; developments may contain a limited number of houses.
Cultural and Heritage	Applicable to La pointe Claire and includes uses marking it as a destination, while also affirming the public accessibility and cultural/heritage character of La pointe Claire. It includes community facilities under the City's responsibility (e.g., cultural or art centres, recreation or sports facilities), public and religious institutions (e.g., schools and places of worship), and some complementary public uses for tourists (i.e., accommodation services, relaxation and health facilities, theatres and reception halls).
Golf	Applicable only to the golf course.
Park	Parks, green spaces, playgrounds and gardens under the responsibility of the City, as well as public markets.
Mixed Residential	Single-family homes, duplexes, triplexes and quadruplexes.
Public Utilities	Public utilities under the responsibility of the City or the Urban Agglomeration of Montreal, i.e., the filtration plant. Zoning may also authorize public utilities in other designation areas.
Heritage Village	Retail stores, local or specialized services, residential buildings, mixed-use buildings with a commercial use on the ground floor and offices or dwellings on the upper floor(s).



7. STRATEGIES

7.2 BY-LAWS

Consequential amendments to the planning by-laws, specifically the Zoning By-Law, the Site Planning and Architectural Integration Program (SPAIP) By-Law and the Conditional Uses By-Law, will be required to ensure that they are in alignment with this Special Planning Program.

Amendments to the Zoning By-Law are as follows:

- Zoning map: Zone limits modified in accordance with the detailed land-use designations plan;
- Particular Provisions Table:
 - New densities and uses in accordance with the detailed land-use designations plan;
 - Building heights in terms of number of storeys or metres, depending on the new specifications provided in the detailed land-use designations plan;
 - In the Heritage Village designation area:
 - Permit a mix of commercial, services and housing, while favoring the occupancy of ground floor premises facing the street with commercial and services;
 - Restrict uses that are incompatible with the development vision for the Village, e.g., technical workshops, garages and wholesalers. Increasing the permitted density on these sites will improve their redevelopment potential;
 - In the Village, allow use of the E-3 class “recreational business” designation on the ground-floor level to encourage preservation of the Curling Club and its integration into a mixed-used building; allow residential use on the floors above.
- Standards of mitigation between various uses: require the owners of nuisance-causing businesses to create noise-abatement plantings that include a physical barrier between their business and adjoining residences;
- Parking standards: Reduce the requirements in terms of dimensions and number of spaces, and prohibit front setback parking for commercial uses;
- Signage standards: improve signage standardization, scaling it to a human dimension and using an appropriate design.

Amendments to the SPAIP By-Law are as follows:

- New buildings: The objectives and criteria will need to focus on integrating these buildings with existing structures, through a contemporary reinterpretation of the surrounding environment;
- Renovations: The objectives and criteria must ensure that the renovation work contributes to restoring the heritage character of the buildings;

Amendments to the Conditional Uses By-Law are as follows:

- Establish approval criteria for the use of small tourist accommodation facilities in the Heritage Village and Mixed Residential designation areas. The location of such facilities must not interrupt the continuity of commercial uses on the street;
- Establish criteria for such considerations as distances and potential landscape/cultural enhancements to allow restaurants in the Heritage Village designation areas;
- Establish distance criteria and others to mitigate potential effects of such uses as bars and recreational businesses, technical workshops, etc., so that they can be properly located.

7.3 PLANNING

In-depth planning is required to develop construction plans and specifications, and to implement certain initiatives, especially in such sensitive areas of concern as heritage and design.

The City should therefore seek out specialist services to carry out the following specific studies and plans:

- Develop a conservation plan for the La pointe Claire heritage site;
- Produce a discovery guide, in print and virtual formats, of Pointe-Claire's built heritage (Proposal submitted by Groupe GID, 2015), businesses, and other points of interest;
- Develop a lighting plan for the entrances to the village, Lakeshore Road, and heritage buildings, ensuring that the night sky is preserved;
- Produce a master landscaping development plan for all public spaces, including the community garden; this plan should contain specifics about the street furniture, and about the design and styling of the Village's signage.

7.4 PARTNERSHIPS

The City of Pointe-Claire cannot carry out all the actions put forward in this SPP on its own. Rather, it will rely on forging partnerships with other community organizations and players to implement some of these initiatives. Most importantly, an appeal will be made to citizens to do their part in contributing to the dynamism of the Village.

Creating a Business Development Corporation (BDC)

A BDC is a non-profit organization of the City and merchants which, as provided for by law, may "(...) promote the economic development of the district, establish joint services for its members and their customers, operate a business in the district, erect and manage a parking garage or parking lot and carry out work on public property or private property with the consent of the owner."

A dialogue should be initiated between the City and the business owners to assess the appropriateness of creating a Business Development Corporation. If the decision is made to set up a BDC, the City may do so, by by-law, under Section 458.1 of the Cities and Towns Act (R.S.Q. c. 19), which will allow the following to take place:

- A BDC may establish a working group to deal with the events related to the street rehabilitation work and burial of cable distribution networks so as to minimize the impacts on the commercial activities of its members.
- A BDC may also organize and provide transportation services for the citizens of senior residences for outings or shopping in the village.
- In cooperation with existing groups and associations, a BDC can oversee and organize certain events to support Village activities and development. The GID report on heritage development contains a few suggestions in this regard:
 - hold an introductory day to sports traditionally played in the Village (lawn bowling, curling, golf, etc.);
 - organize a regatta race at the Pointe-Claire Yacht Club;
 - hold a harvest festival near the windmill;
 - develop a Village discovery route;

7. STRATEGIES

- create a dedicated web platform for the Village to provide additional information on the history of Pointe-Claire, its heritage, merchants and other points of interest the City has to offer;
- Set up temporary exhibitions on the theme of Pointe-Claire's arts and architecture;
- Offer guided visits of the windmill and other Village heritage buildings;
- Organize outdoor cultural activities (theatre and concerts).

Ideally, the City should be involved in festival programming to help attract people to the Village all year round. Public spaces near the heritage site or in the parks could house temporary installations. Given that such events will attract a large number of people, they should showcase the commercial establishments that operate in the Village core. Merchants could set up stands promoting their businesses and would see an increase in customer traffic.

Collaborating actively with the Parish and investing in La pointe Claire lands

The development of La pointe Claire will require a close relationship with the Saint-Joachim Parish. The Parish currently owns all of La pointe Claire, including the windmill, the convent, the church, the parking areas and the shoreline. It would be in the City's interest to acquire the windmill and all riverside land on La pointe, as well as the parking spaces. The City could also collaborate in developing the land that remains with the Parish.

Developing a partnership with the Marguerite-Bourgeoys School Board

To develop an optimal landscaping plan, which will include Alexandre Bourgeau Park, the Marguerite-Bourgeoys schoolyard, pedestrian links, the school bus route and drop-off area, will require written agreements between the City and the school board.

Optimizing private parking

It would be beneficial to have the public parking initiatives (described earlier) complemented by partnerships with private parking lot owners. The objective of such agreements would be to optimize the use of private parking areas. For example, an office parking lot is not used during the same periods as a restaurant parking lot.

The City could implement the process of forging time sharing arrangements with the owners and in return, City could take responsibility for some of the work involving identification, development and maintenance of said lots.

Improving the built environment

To improve the quality of life and to complement the public space initiatives, the City will need to encourage private sector involvement in the revitalization efforts. For example, property owners could be invited and encouraged to participate in maintaining and improving the quality of their buildings and development of their lots. As for building renovations, which often face budget obstacles, the City could, under Section 85.5 of the Land Use and Planning Act (R.S.Q. c A-19.1), adopt a revitalization program that includes subsidies.

Said program, intended for property owners, merchants and individuals, would establish conditions to be respected that would complement public space initiatives and reinforce the aesthetic aspects and quality of life in the Village.

Landscaping of front yards should be encouraged and should be incorporated into the revitalization program. During street repair work, the City could also provide owners with plants or paving material at a reduced price, so as to adapt their front yards to the new street design.

7.5 PROGRAMS AND FUNDING

Implementation of this SPP involves funding for both the municipal and private initiatives. To this end, the City could apply for certain programs to finance these two types of initiatives.

Funding for municipal initiatives

Municipal investments will be required for almost all the measures proposed in this SPP, whether they are physical or strategic actions. First, financial assistance or, if appropriate, a partnership arrangement can be set up for the physical measures described in the “Public Space Initiatives” section. Indeed, most of the work illustrated in the Public Space Initiatives plan may be eligible for a grant program. There are several ways in which such undertakings can meet the program selection criteria, e.g.: the work is slated for a heritage area of interest; it will address glaring community needs; and it attracts significant community engagement. Applications for the following programs are recommended:

Programme d’infrastructures municipales d’eau (PRIMEAU) [municipal water infrastructure program], Quebec Ministry of Municipal Affairs, Regions and Land Occupancy

The first component of the PRIMEAU program seeks to support municipalities in carrying out definition/design studies and activities prior to constructing, repairing or expanding drinking/waste water infrastructure, particularly in the context of bringing infrastructure up to code (PRIMEAU site, 2015).

Programme d’infrastructures Québec-Municipalités (PIQM) [Quebec municipalities infrastructure program], Quebec Ministry of Municipal Affairs, Regions and Land Occupancy

Section 2.1: Applies to projects having an urban or regional impact that enable municipalities, non-profit organizations and educational institutions to complete undertakings that affect the economic development or liveability of their communities (PIQM site, 2015).

Section 5.1: Provides opportunities for municipalities to carry out municipal or community infrastructure projects. This section seeks to ensure worker and community health and safety, to improve the range of services and citizens’ quality of life, and to offset existing infrastructure that is obsolete or inadequate (PIQM site, 2015).

Fonds du patrimoine culturel québécois (FPCQ) [Quebec cultural heritage fund], Quebec Ministry of Culture and Communications

This fund enables the municipality to preserve the evidence of a rich, unique history for the enjoyment of citizens today and in the years to come. With its powerful leveraging effect, the fund is able to support a large number projects designed to protect and promote our collective heritage (FPCQ site, 2015). Four components can be explored:

- Component 2: Protecting or developing buildings and sites that offer significant heritage interest and fall under municipal protection;
- Component 3: Preserving and promoting works of art that form part of the architecture and environment;
- Component 4: Presenting and renewing permanent museum exhibitions;
- Component 5: Carrying out studies and activities in the areas of information dissemination and awareness; taking stock of and showcasing the cultural heritage.

Power line/cabled network burying program, Hydro-Québec

The program to bury cabled systems promotes urban renewal. It supports municipal beautification efforts in medium- or high-density residential or commercial neighbourhoods by providing financial assistance for the burying of certain line segments, especially along public roadways (Hydro-Québec site, 2015).

7. STRATEGIES

Assistance for private initiatives

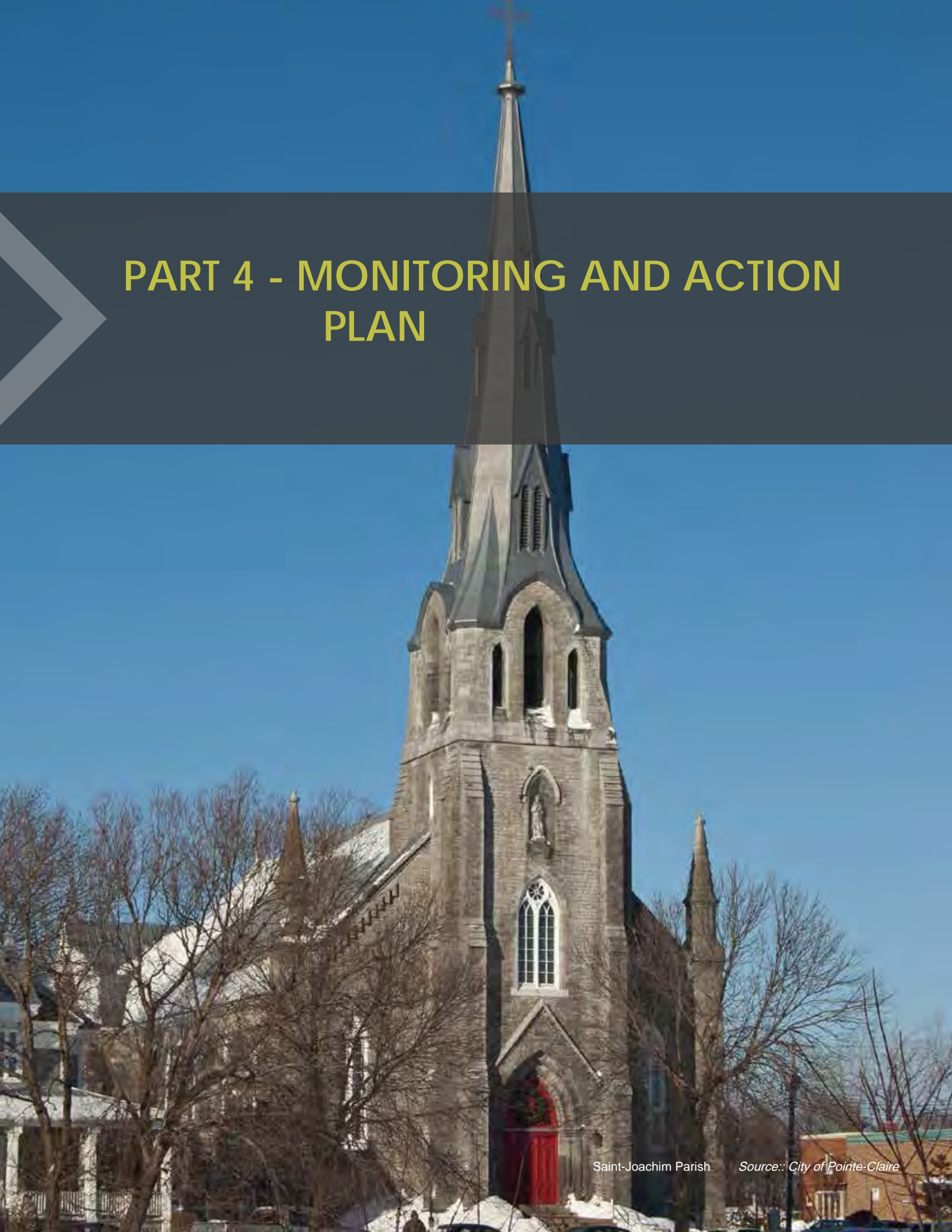
Favourable conditions need to be created to encourage and promote private initiatives aimed at enhancing the quality of the Village's living environment. To this end, the City will study the possibility to set up a range of assistance programs and policies to support the community's efforts.



La pointe *Source: City of Pointe-Claire*



PART 4 - MONITORING AND ACTION PLAN



Saint-Joachim Parish

Source.: City of Pointe-Claire

8. MONITORING

Monitoring and regular reviews are needed to ensure that land is being developed in accordance with a Special Planning Program. Sector-specific assessment indicators are used to track progress and determine whether or not the objectives are being met. It is particularly important to monitor this SPP because of the multiple challenges it poses and the substantial resources it requires for implementation. The success of the actions must also be measured so that adjustments can be made.

However, monitoring is a municipal tool that is still rarely used in urban planning. Indeed, a 2003 survey conducted by the Ministry of Municipal Affairs and Land Occupancy (MALO) showed that only 8% of Quebec municipalities have such planning indicators.

The City can play a key role by establishing a monitoring program to track the progress of this project.

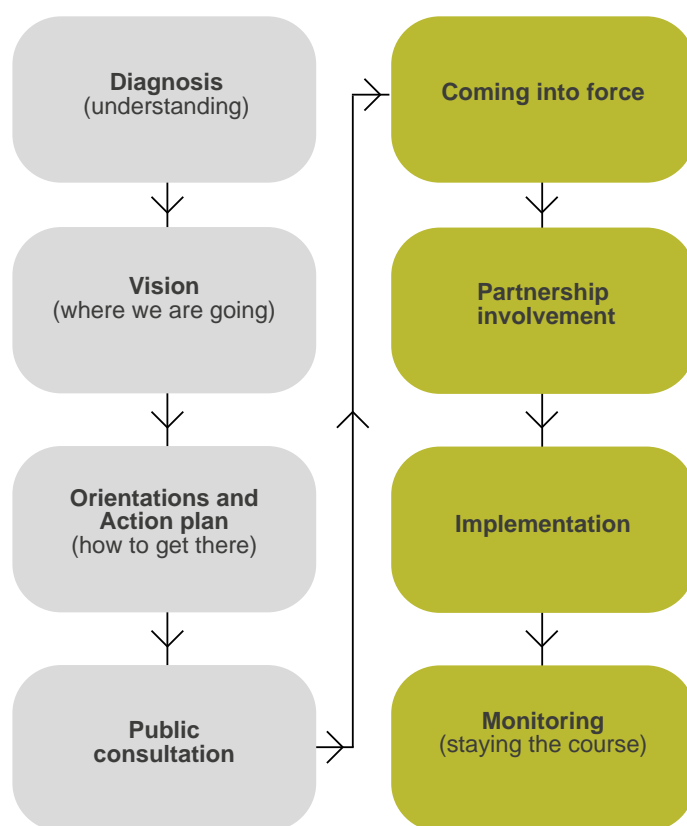
This would involve following how the action plan is implemented and developing context-specific indicators to assess whether the implementation reflects the established vision. This vision for the Village focuses on:

- complete neighbourhood;
- heritage village;
- West Island destination.

This vision therefore represents a continuation of the Planning Program, which takes its inspiration from the economic, social and environmental principles of sustainable development.

While it may not be formally labelled as an «eco-district», the Village of Pointe-Claire strives to be an exemplary sustainable neighbourhood, combining an outstanding setting, a prosperous standard of living and a friendly living environment to comply with the latest sustainable urban planning conditions.

The assessment could be carried out annually and serve as a review of both completed and future action plans and initiatives. This would be an opportunity to compare actual spatial development to the SPP projection, and to adjust the planned means of implementation accordingly.



9. SCHEDULE OF IMPLEMENTATION

Title	Actions and Work Description	Category				Implementation Sequence			
		Strategy	Planning	Regulations	Public Space Initiative	Year 1 (PTI 2016)	Year 2 (PTI 2017)	Year 3 (PTI 2018)	Year 4 + after
General Planning and Coordination	Establish advisory and coordinating bodies (committees, coordinator, BDC, etc.)	x				x			
	Set up assistance programs and establish policies to support the community's development revitalization efforts (e.g. renovation support program, building acquisition program, etc.)		x				x	x	x
	Award contract for the conception of a lighting plan		x			x			
	Award contract for the conception of a landscaping masterplan		x			x			
Planning By-Laws	Amend the zoning by-law			x		x			
	Modify and improve the SPAIP by-law			x		x			
	Adjust provisions of the conditional uses by-law			x		x			
	Adopt any other consequential by-laws			x		x			
Public and Private Parking Optimization	Establish a parking management policy	x				x			
	Redevelop on-street parking on Cartier Avenue				x		x		
	Redevelop off-street public parking spaces				x			x	
	Improve signage and identification of parking lots				x			x	
	Install electric vehicle charging stations				x			x	
Visual Identity (Signs, toponymy, wayfinding)	Award contract to develop a distinctive visual signature		x			x			
	Install signage				x	x			
Cartier Avenue Redevelopment	Prepare plans and specifications		x			x			
	Develop a bidirectional bicycle path on the west side of Cartier Avenue with sidewalks and landscaping				x		x		
	Redevelop conflicting intersections, including the Salisbury/Cartier intersection				x		x		
	Incorporate lighting, street furniture and banners along Cartier Avenue				x		x		
Alexandre Bourgeau Park Redevelopment	Prepare a plan including schoolyard, skating rink, swimming area, water splash pad, etc.		x			x			
	Redevelop the park				x		x		
	Build a new chalet				x		x		
	Develop a dedicated bicycle path and rest areas				x		x		
	Establish a seasonal public market				x			x	
	Encourage the redevelopment of the schoolyard	x					x		

Title	Actions and Work Description	Category				Implementation Sequence			
		Strategy	Planning	Regulations	Public Space Initiative	Year 1 (PTI 2016)	Year 2 (PTI 2017)	Year 3 (PTI 2018)	Year 4 + after
Shared Streets Construction	Apply for funding to bury the power lines and the cabled network	x						x	
	Apply for funding from the Quebec municipalities infrastructure program (PIQM)	x						x	
	Award contract for the production of a discovery guide and public art		x				x		
	Prepare the plans fo shared streets along Lakeshore Road (between Golf et Cartier), Sainte-Anne south, Saint-Joachim south and Cartier south		x					x	
	Build the shared streets				x				x
	Bury the overhead wire and cabled network between Golf and Cartier Avenues				x				x
	Establish the discovery route on Lakeshore Road				x			x	
	Redevelop the entrances to the Village				x				x
	Install street furniture				x				x
	Undertake the sidewalk rebuilding work				x				x
Waterfront Walk	Negotiate agreement with the Marguerite-Bourgeoys School Board and with the Parish	x				x			
	Prepare plans and specifications		x				x		
	Restore and naturalize the shoreline				x			x	x
	Build the waterfront walk				x			x	x
La pointe Claire Heritage Conservation and Recognition	Award contract for the preparation of the Heritage Conservation Plan for La pointe Claire		x			x			
	Pursue discussions to acquire La pointe Claire land	x				x			
	Acquire a portion of La pointe Claire to ensure public access	x					x		
	Prepare plans and specifications		x				x		
	Apply for funding from the municipal water infrastructure program	x					x		
	Apply for funding from government cultural heritage programs	x				x			
	Undertake work on the exterior structure and shell of the windmill				x		x		
	Undertake landscaping work on La pointe Claire				x			x	

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Vision Village
Pointe-Claire