



Planning Program

By-Law PC-2768: In force on March 1, 2011

Includes:

Concordance to Montreal Urban Agglomeration Land Use and Development Plan: Amendment PC-2768-1: December 17, 2015

Special Planning Program for Pointe-Claire Village: Amendment PC-2768-2: September 8, 2016

Special Planning Program for Valois Village: Amendment PC-2768-3: September 6, 2017

Special Planning Program for the City Centre: Amendment PC-2768-4: February 2, 2018

John-Fisher Park – Appendix 1: Amendment PC-2768-7: May 1, 2019

Introduction

The Planning Program outlines the City's major land use planning and development orientations. It was developed in accordance with the Act Respecting Land Use Planning and Development by a team from the City's Planning Department and studied by the Planning Advisory Committee and the Council.

Pointe-Claire's last real Planning Program dates back to 1989. It was rescinded following the 2001 amalgamation and replaced by the Montréal Master Plan (2004). With the City's reconstitution in 2006, this plan became the Planning Program for Pointe-Claire. Although it includes interesting elements, the Montréal Master Plan is general in scope. It has also not been recognized by the elected representatives of Pointe-Claire.

The new Planning Program offers a vision of Pointe-Claire for the next ten years and beyond. First, it provides a brief portrait of the City's current state of development and its population. The second chapter deals with the major land-use orientations for the territory. This chapter also presents the main issues, proposes goals, and translates these goals into concrete actions. The third chapter offers a vision of Pointe-Claire that will guide development projects that are likely to be realized by 2020 in terms of initiatives such as land use conversion and transportation. This chapter also identifies sectors that should be subject to more detailed planning. Finally, chapters 4 to 7 discuss particular land use planning areas: the City Centre, the Civic Centre and the two villages: Pointe-Claire Village and Valois Village.

The Planning Program will provide citizens, elected representatives, and the administration with a precise reference that will guide any future actions that may affect the territory of Pointe-Claire. Its implementation will involve follow-up studies, municipal investment, as well as modifications to planning by-laws. It will have to be revised if any major changes are made to the overall context or if the Program is deemed non-compliant with any future Metropolitan Development Plan or Agglomeration Development Plan.

A first version of the Planning Program, adopted as a draft on April 7, 2010, was submitted to an extensive consultation process with citizens and property owners. A detailed summary was distributed and the full version of the draft was published on the City's web site. Paper copies were also made available at several locations. The City received written comments from approximately sixty groups or individuals, some of which were presented by their authors at the June 15 public consultation meeting. Moreover, some fifty persons voiced their opinion at the meeting which was adjourned to the following night due to the large attendance. The present document is a revised version of the April 7 draft further to the opinions expressed during the consultation process.

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Chapter 1

POINTE-CLAIRE TODAY

Pointe-Claire is a city in the West Island of Montréal that has just over 30 000 inhabitants. It has an area of 18.9 km². It is bordered by Dollard-des-Ormeaux to the north, Dorval to the east, Lake Saint-Louis to the south and Beaconsfield and Kirkland to the west.

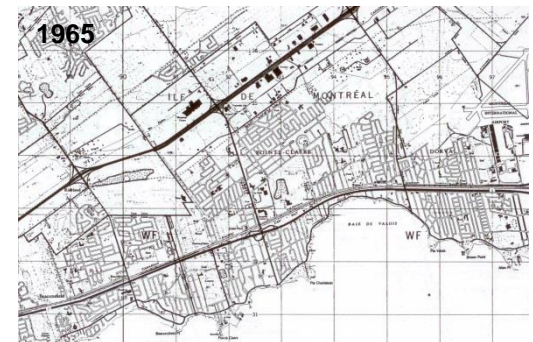
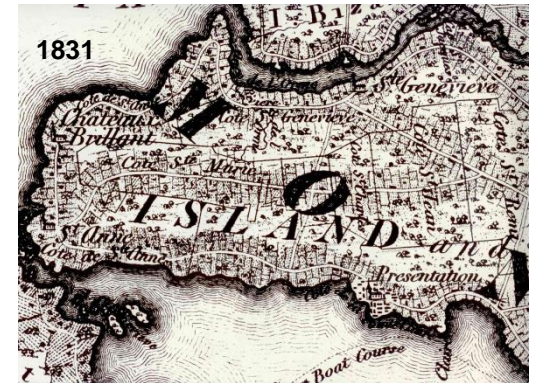
1.1 Short history

The colonization of what makes up Pointe-Claire today dates back to the 17th century, when the Sulpicians were the seigneurs of the Island of Montréal. The first tracts of land bordering Lake Saint-Louis near Beaurepaire Point date back to 1678. As it was a peninsula, La pointe Claire was chosen for the construction of a fort to protect colonists from Iroquois attacks. The parish of Pointe-Claire was created in 1713, the year of the construction of the first stone church, the Église Saint-François-de-Sales, which was renamed Saint-Joachim in 1714. This church was then replaced by a bigger one in 1757. In 1858, the *fabrique* (governing committee) asked the architect Victor Bourgeau to develop plans for a new church. Construction started in 1868, and the outside of the building was completed in 1876. Unfortunately, while the interior decoration of the new church was nearing completion in

1881, a fire broke out that not only devastated the old church but also spread to and completely destroyed the new church. Reconstruction then began based on the same plans; the church that exists today was finally inaugurated in 1883.

The 1731 census indicates that Saint-Rémi (now Sources Boulevard), Saint-Jean and Saint-Charles streets had begun taking shape at that time. In 1781, Pointe-Claire already had 1 200 inhabitants. The construction of the Lachine Canal in 1825, and especially the inauguration of the first rail link in 1848, would facilitate ties with Montréal. The sandy beaches of Lake Saint-Louis very quickly attracted Montréalers looking for vacation spots. They started building summer houses in 1880 and, at the turn of the century, many decided to turn these houses into their permanent residences: Pointe-Claire then became a suburb of Montréal.

The Terra Cotta Society set up business in Pointe-Claire in 1912 to operate a brick and tile manufacturing plant. It would become the only industry in the city for many years. It closed its doors for good in 1962. Route 2, now Highway 20, was constructed in 1940. The period after the Second World War launched a flurry of development that would lead to the city's incorporation in 1958; in fact, 35% of Pointe-Claire's dwellings were constructed between 1946 and 1960.



The construction of the Trans-Canada Highway in 1960 led to the creation of the first major shopping centre in the Montréal region, Fairview Pointe Claire (1965), and the development of the industrial park

1.2 The people of Pointe-Claire

Pointe-Claire is a diverse and well-balanced community in terms of socioeconomic status¹.

a) Main demographic characteristics

Pointe-Claire had a population of 28 435 inhabitants in 1996, 29 285 in 2001 (+3%) and 30 145 in 2006 (+3%). The number of dwellings went from 10 925 in 1996 to 11 656 in 2001 (+7%) then to 12 049 in 2006 (+3.4%). In 2006, 69.8% of Pointe-Claire households were families, which represents a slight decrease compared with 72% in 2001.

Again according to the 2006 census:

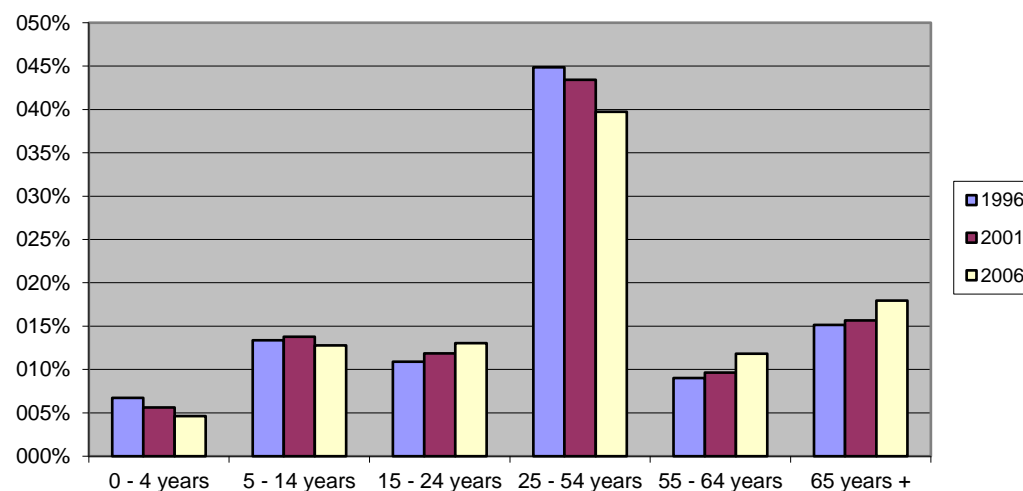
- 55.0% of Pointe-Claire residents are English-speaking, 22.4% are French-speaking and 21.0% speak another language as a

first language. English is the language most often spoken in the homes of 67% of people in Pointe-Claire compared with 19.4% for French.

- The participation rate is slightly lower in Pointe-Claire than in the census metropolitan area (CMA) (63.8% vs. 66.5%); the unemployment rate is also slightly lower (6.2% vs. 6.9%).
- The median income of Pointe-Claire households is 37.7%

higher than that of households in the census metropolitan area (CMA), or \$66,065 compared with \$47,979; the percentage of low income households in Pointe-Claire is half of the percentage in the CMA, but it is still 10.3%.

- The education level of Pointe-Claire residents is higher than the Montréal average: 57% have a collegial diploma or certificate (43% for the CMA) and 38%



¹ Source: Unless otherwise specified, all the data contained in this chapter were taken from the results of the censuses carried by Statistics Canada.

have a university degree (27% for the CMA).

One of the important aspects of Pointe-Claire's demographic development is the aging of the population. A comparative review of the population pyramids for 1996, 2001 and 2006 shows a significant increase in the number of people who are 65 or older. Their absolute number, which went from 4 305 in 1996 to 5 415 in 2006, should continue to increase.

b) *Transportation habits*

The results of the 2003 origin-destination survey² indicate that during the morning rush hour, 84.3% of the trips that originate in Pointe-Claire are made by car drivers or passengers, 8.3% by those taking public transit, and 5.5% by those using non-motorized transportation (biking or walking). In the cities on the West Island, only Baie-d'Urfé and Kirkland have a higher level of car use.³

c) *Dwellings*

According to the data from the 2006 census:

- Pointe-Claire's housing inventory is still dominated by single-family houses, semi-detached houses or

townhouses (70.7% compared with 40.1% for the CMA) and by apartments in buildings with five (5) storeys or more (18.1% compared with 8.4% for the CMA); 77.9% of dwellings were constructed before 1986 (74.2% for the CMA) and 9.5% need major repairs (compared with 7.7% for the CMA).

- 69.0% of Pointe-Claire residents own their dwellings (53.4% for the CMA) and the average value of these dwellings is 10.5% higher than that for the CMA (\$273,121 vs. \$244,417).
- 80.5% of city residents lived in Pointe-Claire 5 years before the census, which is also the average for the other residents surveyed for the CMA; however, 66.5% of Pointe-Claire residents lived at the same address 5

years before the census, compared with 58.8% for the CMA.

One of the indicators showing that Pointe-Claire is in an increasingly urban mode (as opposed to a suburban mode) is its increase in gross residential density in terms of residents per square kilometre for the 2001-2006 period, which was three times higher than that of the CMA.

1.3 Current state of development

a) *Land use*

The territory of Pointe-Claire is fully urbanized. The major land use components are residential areas (43% of the entire area), industrial parks (26%), large shopping centres (7%) and green space (10%).

	Automobile	Transport en commun	Non motorisés
Baie d'Urfé	88,6%	8,8%	3,2%
Kirkland	84,7%	6,7%	2,3%
Pointe-Claire	84,3%	8,3%	5,5%
Senneville	83,4%	10,7%	3,8%
Beaconsfield	82,4%	9,2%	5,1%
Dollard-des-Ormeaux	81,7%	11,0%	3,7%
Dorval	80,6%	11,5%	5,9%
Île de Montréal	60,7%	22,8%	14,9%
Montréal métropolitain	69,9%	15,0%	11,4%

² Source: *La mobilité des personnes dans la région de Montréal, Enquête Origine-Destination 2003, Version 03.a période automne.*

³ Twenty-four-hour period, all reasons.

Plan d'urbanisme / Planning Program 2010 Parcs et espaces verts existants Existing Parks and Greenspaces

Planche
Plate **1**
Juillet 2015
July, 2015





According to statistics compiled by the City's Technical Services, Pointe-Claire has 1 272 170 m² of municipal parks (not including the Beaconsfield Golf Club), which represent 6.75% of its entire area, or 42.2 m² per inhabitant. To that regard, Pointe-Claire largely exceeds the standards that have guided the post-war development of most North-American cities, i.e. approximately 35 m² per person⁴. If the Beaconsfield Golf Club (which is open to the public all winter for cross-country skiing, hiking and tobogganing) is included (618 104.31 m²), the total area increases to 1 890 275 m², which represents 10.0% of the entire area of the city, or 62.7 m² per inhabitant.

⁴ George Nez, "Standards for New Urban Development", in "Urban Land", Vol. 20, No. 5, Urban Land Institute, cited in J. DeChiara, Koppelman L., "Urban Planning and Design Criteria," 1975, p. 363.

b) ***Heritage and archaeology***

Pointe-Claire has conserved some of its farm houses, its parish core with its church, its presbytery, its convent and its communal mill, as well as many of its village homes. Pointe-Claire's heritage also includes a number of houses that exemplify the different stages of the city's urbanization. An inventory performed for the needs of the Montréal Master Plan⁵ identified a number of "areas of exceptional value" in terms of the city's built heritage: Pointe-Claire Village, the Beaconsfield Golf Club, the Bowling Green area, Cedar Street, and the Stewart Hall property. The same inventory also identified "areas of significant value" or "significant urban settings": these are the large sections of the oldest part of the Pointe-Claire territory

⁵ Montréal, Service de la mise en valeur du territoire et du patrimoine, Direction du développement urbain, Division du patrimoine et de la toponymie.

south of Highway 20 as well as the Valois area and the Veterans' area. All of these buildings and areas are now subject to the "Site Planning and Architectural Integration Program By-Law Applicable to the Buildings of Heritage Interest and the Older Areas of Pointe-Claire." Another study, commissioned by the City of Pointe-Claire,⁶ identified and documented approximately 150 buildings that are also subject to protection measures in accordance with this by-law on site planning and architectural integration programs (SPAIP).

Furthermore, studies carried out as part of the Montréal Master Plan identified La pointe Claire (communal mill, convent and Saint-Joachim Church) as a "Listed

⁶ Patri-Arch, *Inventaire patrimonial et étude du patrimoine bâti de l'arrondissement de Pointe-Claire*, October 2005.

Archaeological Site (unaltered),” and Pointe-Claire Village as an area of strong potential archaeological interest. Other waterfront sectors of Lake Saint-Louis as well as the Terra Cotta Natural Park were identified as having archaeological interest.

The communal mill of La pointe Claire was constructed in 1710 through a contract between the Priests of Saint-Sulpice, the mason Jean Mars, and the carpenters Léonard and Charles Paillé.⁷ It is the second oldest mill on the Island of Montréal after the one located in Senneville. As attested to by the loopholes cut into its stone walls, it was



⁷ Communauté urbaine de Montréal, *Répertoire d'architecture traditionnelle sur le territoire de la*

designed as both a mill and a fort against Iroquois raids. It acted as the key point of the Fort de La Pointe-Claire, whose main surrounding wall was formed by a fence of upright stakes.⁸ It ceased operations after the land was acquired by the parish *fabrique* (governing committee) in 1866. It was adopted as the official emblem of the City after its incorporation in 1911.

c) *Transportation*

The Pointe-Claire territory is divided into three sections by two corridors crossing it from east to west: the Trans-Canada Highway and Highway 20 along the railways. For the population of Pointe-Claire, Saint-Jean Boulevard is the only true north/south axis that crosses these two corridors. Sources Boulevard also crosses both highways, but it is located on the eastern border of the city and mainly serves the industrial areas of Pointe-Claire and Dorval.

The **south sector** extends from Lake Saint-Louis to Highway 20. With only a few apartment buildings in Valois Bay and Pointe-Claire Village, this residential sector has a low density. Three exits and entrances link to Highway 20 in both directions, along with a fourth going east. Bord-du-Lac-Lakeshore Road, whose width and curves discourage through traffic, acts as a main east/west collector road. Lakeview Street,

Communauté urbaine de Montréal - Architecture rurale, Service de la planification du territoire, page 402.

which meets up with Bord-du-Lac-Lakeshore Road via Bowling Green Avenue, acts as a secondary collector road. In the north-south direction, Saint-Jean Boulevard acts as a collector, although it does not have a true arterial function in its section south of Highway 20. Cartier Avenue also serves as a collector in this direction. These two roads provide direct access to Highway 20 from Bord-du-Lac-Lakeshore Road.

The **central sector** is the largest and the most populated. This sector contains large office buildings, three hotels, the most recent apartment building developments, the Terrarium shopping centre, the Civic Centre, as well as Plaza Pointe-Claire, the largest local shopping centre. It is served east/west by three collector roads: Donegani Avenue, Douglas-Shand Avenue / Saint-Louis Avenue, and Hymus Boulevard. Only Saint-Jean Boulevard provides a continuous north-south link. Maywood Avenue acts as a north/south collector between Donegani Avenue and Chaucer Avenue but does not meet up with Hymus Boulevard. Delmar Avenue links Saint-Louis Avenue with the south service road of the Trans-Canada Highway.

The north sector consists of the large shopping centres of Fairview Pointe Claire, Complexe Pointe Claire and Mégacentre Des Sources, as well as the Hermitage

⁸ Girouard, Désiré. *The Pointe-Claire Windmill*. Amicale Notre-Dame-du-Vieux-Moulin, 1980, page 4.

Avenue and Chaucer Avenue but does not meet up with Hymus Boulevard. Delmar Avenue links Saint-Louis Avenue with the south service road of the Trans-Canada Highway

The **north sector** consists of the large shopping centres of Fairview Pointe Claire, Complexe Pointe Claire and Mégacentre Des Sources, as well as the Hermitage residential sector. It is also crossed north/south by Saint-Jean Boulevard. It is served east/west by Brunswick Boulevard as well as Labrosse Avenue, but to a lesser degree.

Locally, Pointe-Claire's street network is a cross between a conventional orthogonal street grid and a system of curvilinear streets and suburban culs-de-sac. The network's only orthogonal aspect arises from the alignment left over from the farm limits of the original cadastral plan. To prevent through traffic, the streets are short and discontinuous with a minimum of intersections, which reinforces its suburban-type network characteristics. Local traffic is therefore limited to a few collector roadways and the arterial roadway network that local motorists must share with regional traffic.

In terms of public transit, the City of Pointe-Claire has three stations for the Montréal / Dorion-Rigaud commuter train, each of which has an underground pedestrian crossing that meets up with the south side of

Highway 20. Five bus lines serve Pointe-Claire from Terminus Fairview.

Finally, the City of Pointe-Claire has developed a bicycle path network plan, which is attached to the present Planning programme as Appendix 2.



Chapter 2

MAJOR LAND USE PLANNING ORIENTATIONS

With its almost square shape, Pointe-Claire is a compact city that developed over a relatively short period of time. Throughout its evolution, the distribution of uses on its territory has been carefully managed. The exceptional quality of life for the people who live, work or shop in Pointe-Claire stems from a number of factors, which are assets to be protected.

2.1. Assets

Pointe-Claire is a sought-after living environment, mainly because of:

- The cachet of its mature residential areas, which are characterized by an abundance of large trees, personalized properties, a variety of architectural types, the country ambience of certain neighbourhoods, and a street network that provides tranquility and ensures the safety of residents and children by discouraging through traffic.
- Its family character and the social diversity of a bilingual population, with people from different income levels and different educational backgrounds;
- Its school network, places of worship, parks, public services and health-care facilities that support a rich and diverse community life, appealing to a broad age spectrum.
- Its cultural , recreational and sporting facilities, including a library that attracts an average of 700 visitors every day, eight large parks, seven with outdoor pools, the Stewart Hall Cultural Centre, the Canoe-Kayak Club, two indoor arenas, the Malcolm-Knox Aquatic Centre, a skating oval

and numerous tennis and basketball courts and soccer, baseball and football fields.

- Its renown cultural, recreational and sports programs and, in particular, the swimming and diving clubs that have produced many athletes of international calibre.
- The quality of its architectural heritage, which is represented both by country houses and village homes as well as architecture that exemplifies the different stages of its development.
- Lake Saint-Louis, the beauty of its landscapes, and its recreational opportunities.
- The proximity of the Pierre-Elliott Trudeau International Airport.



- The quality, variety and accessibility of its shopping services, which not only serve the population of Pointe-Claire but also act as the main shopping destination for more than 300 000 people who live in neighbouring cities and towns.
- Its employment offering which attracts 29,585 workers to the City i.e. 2.6% of all the jobs on the Island of Montreal, although Pointe-Claire represents only 1.6% of the population of the agglomeration⁹.
- The health of its public finances, due in good part to the strong commercial and industrial component of its taxable evaluation; this situation is at risk however, due to the increase of the vacancy rate and the slowdown in the investments in the industrial zones.

2.2 Main challenges

Pointe-Claire must, however, face numerous challenges.

- a) The number of children is decreasing. From 2001 to 2006, the number of people in Pointe-Claire aged 19 years or younger dropped by 3.0% while it increased by 2.7% in the census metropolitan area (CMA). This decrease is particularly dramatic in terms of children aged 0 to 4, an age group that experienced a drop of 15.5% in Pointe-Claire compared with a 1.6% increase in the CMA. This situation is not due to a falling birth rate but rather to the fact that, because of a lack of available land for residential construction¹⁰, virtually no family homes are being built in Pointe-Claire. The decrease in the number of Pointe-Claire residents

who are likely to have children (25-54 years old) was 5.8% for the same 2001-2006 period, compared with an increase of 3.9% for the entire CMA. With a lack of new family homes, the population can only regenerate once younger people buy the homes of people who move to another city or of elderly people who find housing that is better suited to their needs, either in Pointe-Claire or elsewhere.

- b) The number of senior citizens is rapidly increasing. In the past years, particularly between 2001 and 2006, the construction of many residences has led to a significant increase in people aged 65 years and older (18.0% in Pointe-Claire compared with 12.0% in the CMA), and even more among people aged 75 years and older (34.7% in Pointe-Claire compared with 20.8% in the CMA). An analysis has shown that immigration has increased the number of senior citizens 65 years or older by 26% compared with natural aging alone, and by 34.5% in the case of senior citizens between the ages of 75 and 84. In absolute numbers, this means that senior citizens who moved to Pointe-Claire from another city are responsible for 75.5% of total population growth between 2001 and 2006.
- c) More and more houses, particularly in older neighbourhoods, are reaching the end of their use and require major restoration or expansion work. These houses are often bought and demolished and then replaced by much bigger houses, sometimes even oversized ones, which are not accessible to young households who are looking for a first home and who could contribute to the regeneration of the population described above.

⁹ Source: Ville de Montréal, in *La Presse*, March 23, 2010.

¹⁰ Are considered as available for residential construction tracts of land that were not used until now and that lend themselves to housing developments where new streets are put in place to serve newly subdivided buildable lots.

- d) The people of Pointe-Claire are more and more aware of the need for environmental protection and sustainable development. They have also shown a growing interest in public transit and active transportation, specifically cycling.
- e) Pointe-Claire's shopping services are exposed more and more to competition from new-generation shopping malls, such as "power centres" and "lifestyle centres." This situation may become particularly worrying if such competition develops, for instance, on the periphery of the urban section of the Vaudreuil-Soulanges RCM, whose population was until now an acquired and growing clientele for Pointe-Claire's regional shopping centres.
- f) Because of outsourcing to developing countries and the numerous mergers of high-tech companies, local demand for processing industries is decreasing. As the manufacturing sector has traditionally been an important part of Pointe-Claire's industrial park, a lot of industrial rental space remains empty, which will force a change in vocation for this space.
- g) Finally, major short-term investment is required to upgrade and increase the capacity of water and sewer infrastructure as the present infrastructure, which was designed for a suburban, sparsely populated development, no longer meets the present and future needs.

2.3 Orientations

To protect the quality of the city's living, work, service and recreational environments, the Planning Program sets out an action plan that contains eight major objectives.

a) *Continuing residential growth*

To face the challenges mentioned above, Pointe-Claire must pursue growth to support the vitality of its community, rehabilitate its infrastructure, and support the ever-growing cost of services. This objective will be implemented through the following actions:

- Optimize the residential use of a number of areas that are still vacant, notably by favouring denser residential projects while avoiding an impact on already established neighbourhoods.
- Consider converting for residential purposes any underused commercial or industrial land sites that are suitable for residential development.
- Allow the subdivision into two lots of the large properties in the Veterans' areas.

The planning program is seeking a balance between single family houses on large lots, typical of Pointe-Claire, and smaller, more affordable homes at a higher density.

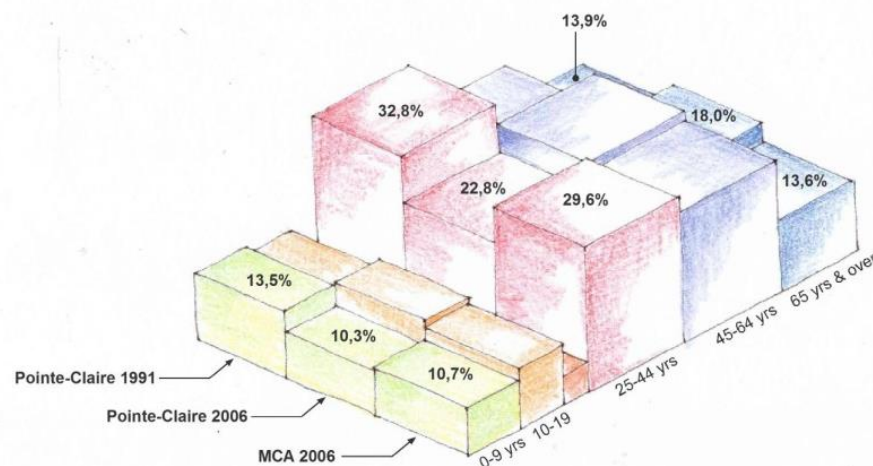
Lastly, the City of Pointe-Claire will undertake a cost-benefit analysis to possibly relocate the municipal garage in the industrial park in order to allow residential development on this large property strategically located between the Pointe-Claire train station and the Civic Centre. The project could include, among other things, affordable housing for seniors.

¹¹ Source: Statistics Canada, 1991 and 2006 Census data

b) *Re-establishing the population pyramid*

Pointe-Claire has developed as a family-friendly city, with safe residential neighbourhoods, a variety of dwellings, along with schools, parks, and high-quality sports and cultural facilities designed to meet the needs of families and children. The Planning Program proposes maintaining or, if required, re-establishing the necessary conditions to ensure that Pointe-Claire remains a family-friendly environment.

As shown by a comparison of the age pyramids for Pointe-Claire from 1991 (left column) and 2006 (centre column)¹¹, in 15 years the number of children 9 years and younger fell from 13.5% to 10.3%. What is worse is that the number of people of child-bearing age (25 to 44 years) fell by about one third (decreasing from 32.8% to 22.8%), while the percentage of seniors 65 years and older increased from 13.9% to 18.0%.



The objective of the Planning Program is to provide a framework for residential development so that Pointe-Claire's age pyramid becomes closer to that for the entire metropolitan region of Montreal (right column).

To attain a better balance of its age pyramid and ensure the regeneration of its population, Pointe-Claire plans to::

- Fix a quota on housing for seniors while ensuring that the City meets existing community needs.
- Require that most new residential developments be mainly dedicated to more affordable family housing, such as townhouses.
- Promote the construction of quality apartments to meet needs of
 - Parents whose children have left home but who would like to remain in Pointe-Claire, preferably in their current neighbourhoods but in a smaller dwelling and without the work involved in maintaining a single-family house.
 - Single people or young couples from the Pointe-Claire community (or those who would like to move to Pointe-Claire) who will buy family homes for their future families
- Facilitate the protection, improvement and conversion of existing family homes for the needs of young families, particularly to avoid their replacement with monster homes.



c) ***Protecting the cachet, feeling of community and particular features of residential neighbourhoods***

In recent years, Pointe-Claire adopted a by-law on site planning and architectural integration programs (SPAIP). This by-law applies to the older sectors of the city and subjects new constructions, as well as major modifications to existing constructions, to architectural control. The City also adopted a by-law on demolitions.

The Planning Program contains proposals to:

- Continue work to enhance Pointe-Claire Village and Valois Village through the adoption of two special planning programs.

- Complement the SPAIP and demolition by-laws with zoning standards for building volume to discourage monster homes.
- Maintain the tree canopy on residential streets, both on public and private space, and institute measures to encourage tree planting in the front yards.
- Pay particular attention to city entrances by adding provisions to this effect in the SPAIP by-law.
-

The control of building volume will have to account for the particular characteristics of neighbourhoods such as Valois Bay or the Veterans' subdivision.



d) ***Protecting Pointe-Claire's archaeological and architectural heritage***

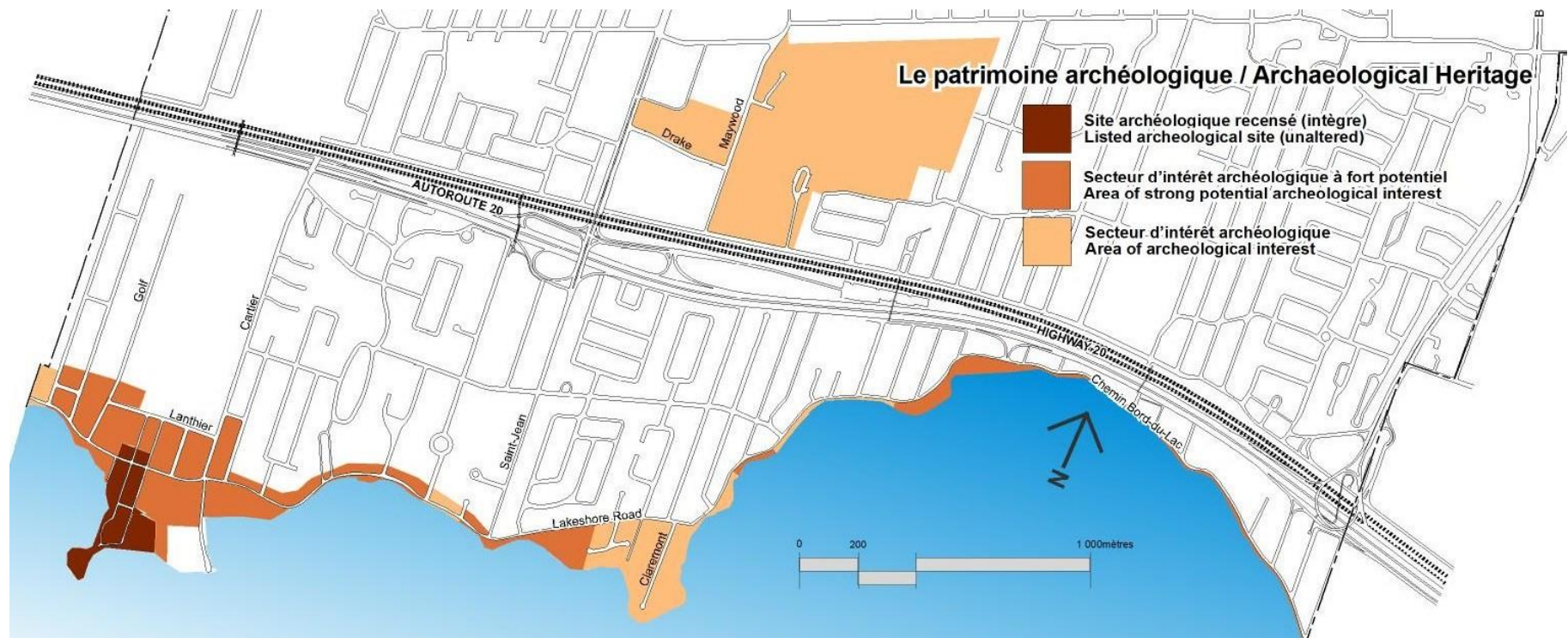
Heritage is an important component of the SPAIP by-law for the older sectors mentioned above. This by-law includes a series of specific criteria for areas with significant heritage value, such as Pointe-Claire Village, as well as for certain buildings that are considered exceptional. The City also started procedures to create a heritage site that will cover the institutional core of the Saint-Joachim Church and its presbytery, the convent, the communal mill, and the École Marguerite-Bourgeoys primary school.

It is also working with the Congregation of the Sœurs de Notre-Dame to establish conservation and restoration measures for the mill's exterior.

In this regard, the Planning Program proposes to:

- Adopt a SPAIP by-law for the Valois Village area.
- Complete the process to adopt the by-law on creating a heritage site consisting of the mill, convent, church, presbytery and school.
- Continue the heritage inventory started in 2004 by identifying other buildings of interest and by subjecting them to the SPAIP by-law.
- Implement measures to protect archaeological remains.

As a result, for the “Listed Archaeological Site (unaltered)” (La Pointe) and for the Village, which has been identified as an area of strong potential archaeological interest, the City will adopt a by-law to require the owner to perform a review of the archaeological potential and, if need be, to protect the remains during excavation work. For other areas of archaeological interest, the by-law will require that the person or company responsible for work that involves excavation is informed of the possible presence of archaeological remains and of the measures to follow if a discovery is made.



e) ***Adopting sustainable development measures***

The main environmental protection measures available to the City are preserving green space, reducing greenhouse gas emissions, and reducing energy consumption. In this regard, the building volume standards proposed above to discourage monster homes are in keeping with a policy to reduce energy consumption. The Planning Program also proposes:

- Promoting non-motorized trips by providing Pointe-Claire with a functional and safe bicycle and pedestrian path network that links residential neighbourhoods with the commuter train stations and the main areas of commercial and community activity.



- Implementing measures to prohibit overly large waterproof surfaces to avoid creating new heat islands, notably by favouring multi-level parking in shopping centres and major public installations.
- Increasing the tree canopy on public and private properties to reduce existing heat islands as much as possible.
- Providing a certain level of protection for existing wooded areas on land to be developed by taking the 10% levy for parks and playgrounds in land instead of money whenever deemed appropriate by Council as well as by adding provisions to the SPAIP by-law to ensure that the way buildings and service areas are constructed maintains the quality of wooded areas to the greatest extent possible.
- Introducing incentives into the planning by-laws regarding the construction of sustainable buildings for new constructions and major renovations; a promising avenue could be using the criteria of the LEED (Leadership in Energy and Environmental Design) rating system of the Green Building Council.
- Anticipating the expected service improvement of the commuter train and the construction of a metropolitan electric trains network (REM) by favouring higher densities for residential infill projects and real estate development projects located within walking distance from the three train stations in Pointe-Claire, from the bus terminal and from the future REM train station.

f) Finalizing the park and community facilities network

Pointe-Claire currently has 127 hectares of municipal parks distributed throughout its entire territory, in addition to the 62 hectares of the Beaconsfield Golf Club and the different neighbourhood community facilities. Parks and community services act as primary meeting places for the residents of Pointe-Claire. To maintain and develop a feeling of community belonging and participation and to meet the needs of additional residents in new developments, the City plans to:

- Make the Civic Centre the main area of community life by better integrating sports, recreational and cultural services and by building a community centre, all while leaving the door open to new services to meet future needs.¹²
- Use the provisions of the subdivision by-law to acquire land or funds to create new parks or improve existing facilities.
- Pursue the policy of appropriating the shores of Lake Saint-Louis whenever possible and implement a development plan for the shores of Valois Bay in conformity with the authorizations of the Ministère du Développement durable, de l'Environnement et des Parcs.

¹² This subject is discussed in more detail in this document in the chapter on the Civic Centre (Chapter 5).



g) Protecting the vitality of the industrial park

g) ***Protecting the vitality of the industrial park***

To reduce the gap between the supply and demand of industrial space, the Planning Program proposes a review of the zoning by-law so that the City can:

- Authorize, under certain conditions, the spatial division of large vacant industrial buildings to allow for more than one occupant.
- Authorize distribution-related uses for a larger number of zones, but again under certain conditions.
- Promote the conversion of underused areas for office or residential purposes, particularly those on the periphery of the City Centre.
- Undertake an in depth study of the future of the industrial park.

h) ***Reinforcing the role of Pointe-Claire as the City Centre of the West Island***

The aim of the Planning Program is to consolidate the vocation of Pointe-Claire's City Centre as the City Centre for the West Island, which involves:

- Intensifying and diversifying its activities and therefore increasing its number of users (residents, workers, visitors) and their length of stay in order to make this area an increasingly dynamic meeting place.
- Maintaining and improving the quality of businesses and services and promoting their diversification as well as managing the supply of land by restricting the expansion of retail business space beyond current perimeters.

- Transforming an environment designed for cars into a space that is increasingly favourable to pedestrians.



These objectives and subsequent actions are discussed in detail in the chapter dedicated to the City Centre.

Chapter 3

PROPOSED VISION, MAJOR LAND USE DESIGNATIONS, LAND DENSITY, TRANSPORTATION AND DETAILED PLANNING SECTORS

3.1 Proposed vision

The last Planning Program dates back 20 years. Since the adoption of this program, the Pointe-Claire that had developed at the end of the 1960's around highway interchanges, shopping centres and a vast industrial park started growing around a thriving City Centre and a Civic Centre that gradually became a focal point for community activities.

This Planning Program therefore proposes recognizing the reality of these two poles and reinforcing their respective functions. It also proposes to examine the possibility of reinforcing the links between these two poles through the creation of a pedestrian and bicycle corridor over a section of the right-of-way of Saint-Jean Boulevard, which is the backbone of Pointe-Claire's transportation network, or within its immediate vicinity.

During this same period of about twenty years that followed the adoption of the previous planning program, Pointe-Claire's last residential allotments were completed and built upon. Developers then turned to recovering redesignated areas (Cambridge, Triad, L'Estérel) and carrying out infill projects (Cartier, Winthrop, Des Sources).



These last few years, residential construction has been dominated by housing for seniors because needs had to be met in both the West Island and elsewhere and because Pointe-Claire had land where multi-storey buildings were permitted. The City also had the advantage of offering senior-oriented services, such as a hospital, clinics, cultural and sports facilities, and various retail stores.



As for commercial development, the City authorized the construction of a number of superstores, but the strict management of strategic space translated into an overall densification of activities. In the south-east quadrant of the Saint-Jean / Highway 40 interchange (the former property of Proctor & Gamble), this policy led to a development that is more urban-focused than what is usually found with traditional shopping centres. The policy also attracted a major retailer of renovation and construction material and equipment to the Centre Terrarium.

The loss of manufacturing businesses to foreign countries had an impact on Pointe-Claire's large industrial park, a major area of employment and an important source of tax revenue. The City will have to adapt its zoning based on increased needs for distribution space and on the rationalization of activities, which will translate into a higher demand for the subdivision of large buildings.

Moreover, major changes in societal values have transformed the planning context: in recent years, people have become increasingly aware of the need to preserve the environment both globally and in their

immediate living environments, meaning that adopting a sustainable development philosophy is unavoidable. This realignment of values has come at a time of exploding costs for motorized types of transportation, hence the increasing popularity of bicycles not only as leisure equipment but also as a serious seasonal alternative to cars for transportation. As a result, people are using the public transit network more and more—a factor that must be taken into account in a city that acts as the hub for the West Island bus routes and is served by three commuter train stations. Pointe-Claire therefore plans to supplement its bicycle path network in order to link its residential neighbourhoods to the main community or commercial destinations [as well as to the bus terminal](#) and to the commuter train stations

The biggest impact of this new reality on the revised Planning Program is the acknowledgement of the value of space, particularly in a city such as Pointe-Claire, which is used as a City Centre by more than 300,000 inhabitants. This valuable space, equipped with costly street networks, clean water production and sewer networks, [waste](#)

management, public transport systems, and police and fire protection services, will have to be optimized as a result. This Planning Program acknowledges the responsibility of Pointe-Claire towards a broader community in terms of optimizing the use of its territory.

The vision proposed in this Planning Program is one of sustainable development. Community commitment in terms of sustainable practices entails a rational use of space to restrict expansion in farming areas or natural environments on the periphery of big cities and to make existing infrastructure profitable. This rationalization will involve a controlled densification that will be introduced by infill or conversion projects in residential sectors, while ensuring that the projects maintain the residents' quality of life. This does not mean that Pointe-Claire will not pursue its goal of building family housing; instead, the few areas that are still vacant or that need to be redeveloped will have to be optimized. Whether they are single people, couples, families or elderly couples whose children have left home, Pointe-Claire residents will benefit from a diversification of residential types that will attract buyers for their properties and allow them to find dwellings in their neighbourhoods that will suit their new needs.

This rationalization will also lead to increased services and activities in work places and shopping areas. The citizens of Pointe-Claire will benefit from diversified and improved retail stores and services thanks to the densification of activities in commercial areas.

The other aspect of sustainable development associated with residential designation is house size. An oversized dwelling (monster home) requires too many materials, takes up too much space, and uses too much energy. The Planning Program therefore proposes implementing a control system to prevent what can now be seen in some neighbouring cities: the proliferation of "monster homes."

During the consultations held in 2006, representatives of various Pointe-Claire associations expressed a desire for the City to have an active community centre (hub) that would serve as a meeting and gathering

place and that would group the City's main civic, sports and cultural services. Just like the City Centre, the Civic Centre will be the focus of a specific chapter in this document.

3.2 Land use designations

The map entitled "Land Use Designations" shows 13 designation categories. These categories are generally broad: they are not exclusive and serve only to illustrate the major designations. The zoning by-law will be more specific and will allow for a choice among the uses that make up the categories described below. The zoning by-law may also authorize specific uses that are already established. The map also shows the perimeters of areas where alternative zonings will be authorized. Furthermore, the conservation of natural areas is permitted in all the categories of land use designation.

a) Residential areas

The map indicates three residential designation categories:

- **Family-residential** is intended mainly for detached single-family houses; the zoning by-law may, however, authorize other types of single-family houses, duplexes and triplexes where these types already exist; the density will be low, based on the minimum lot size already established in the subdivision by-law and the siting (setbacks, lot coverage) and architecture (height, volume) requirements established in the zoning by-law.
- **Mixed residential** is intended for medium-density developments that combine single-family houses and apartments; in these designation areas, at least 40% of dwellings will have to be family homes (in most cases,

townhouses) or duplexes or triplexes with suitable square footage in each unit to suit a family.

- **The apartment designation** is intended for residential buildings of three storeys or more, thus at high density; developments may contain a limited family housing component.

To fix a quota on the construction of new housing for seniors, the zoning by-law will be modified as follows: In zones other than those that are fully developed and where housing for seniors already exists, the by-law will prohibit any project that may be identified as housing for seniors or that may include the use of land or equipment required for such housing. The by-law will also be modified to repeal the existing provisions allowing a reduction in the parking requirements for senior housing and to establish a minimum average surface area for apartments for all multi-dwelling buildings in each zone.

However, the City will adopt a by-law on conditional uses to allow the construction of new senior citizens' home required for the needs of Pointe-Claire residents. This by-law may apply to all areas where apartment buildings are allowed. The criteria that will be used to determine whether a project is admissible will notably include a requirement to show that the project aims to meet the needs of the local population. The fulfillment of this requirement must be supported by, among other things, the vacancy rate of existing buildings, a socio-demographic analysis, and a business plan based on the needs and financial resources of Pointe-Claire residents.

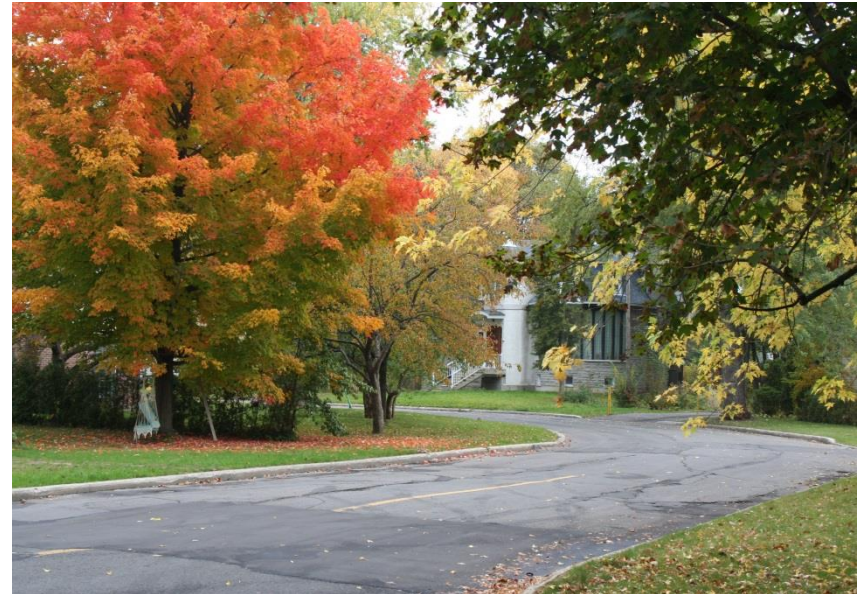


Planche **2**
Plate

b) Commercial areas

The map of land use designations shows three commercial designation categories.

- The **retail commercial designation** consists of retail shopping stores as well as services, including those provided in office buildings or clinics. The conditional uses by-law will specify where automobile-oriented businesses, such as service stations and vehicle maintenance workshops, could be authorized.
- The **office** designation consists of business offices, such as buildings occupied by tenants of large areas that normally do not receive customers or that receive very few customers on site, as well as services provided in offices or clinics and hotels. The zoning by-law may authorize ancillary or complementary uses for retail- or service-oriented businesses.
- The **village** designation consists of retail stores and local or specialized services, residential buildings, as well as mixed-use buildings with a commercial use on the ground floor and offices or dwellings on the upper floor(s).

c) Industrial areas

In these areas, in addition to **industrial** uses, the planning by-laws may authorize, as conditional uses, offices, indoor recreational facilities and businesses and support services that are normally found in an industrial zone, such as restaurants, day-cares, gas stations or service stations. More space may also be made available for distribution activities and wholesale trade. A by-law on conditional uses may authorize the subdivision of any large building that faces the Trans-Canada Highway or Sources Boulevard if certain criteria are met.

Business offices may be authorized in any industrial zone where a by-law on conditional uses allows this use.

i) Distribution-related uses

With the number of industries moving out, particularly to Asian countries, North America must deal with a reduction in its manufacturing activities. Generally speaking, existing companies are increasingly looking to downsize their facilities or use a greater part for distribution purposes. In the years to come, new companies that want to set up business in Pointe-Claire (by reusing or replacing a vacant industrial building) will mainly be distribution companies.

Distribution involves four main components: receiving, storage, shipping and administration. Some companies may also have a fifth “repackaging” component. Some companies only perform administrative aspects, meaning they process orders, manage inventories, and invoice customers, while storage and shipping take place elsewhere. This type of company will be considered as an office use (class A industrial) and will be authorized everywhere.

The most common distribution companies (most often in the wholesale trade market) are those that receive and store large quantities of products that are redistributed to retailers. These centres often belong to producers that supply a number of sales outlets and that must provide a repair service that is sometimes open to the public. The major distribution centres may also belong to large chain stores that receive products from all of their suppliers at a single site and then reroute these products to their different branches. In terms of zoning, these companies may be controlled by limiting the area designated for storage.

Other companies specialize in handling, meaning that they receive and redistribute products while reducing down time (or storage time) as much as possible. The volume of transportation that they generate depends on their size or the volume of products that they process. The zoning approach will be to limit the number of loading or unloading facilities based on the floor area occupied by the company. Any new container storage facilities will be prohibited.

ii) *Subdivision of industrial buildings facing the Trans-Canada Highway and Sources Boulevard*

A by-law on conditional uses will authorize the subdivision of the large industrial buildings facing the Trans-Canada Highway and Sources Boulevard. The main criteria that will have to be incorporated into this by-law are:

- The fact that the building is vacant and there is no reasonable hope of finding a buyer or tenant because it is too large.
- The architectural improvements that will have to be made to the building
- The number of projected occupants and the area of the various locales.
- Sufficient parking for employee vehicles, delivery and courier vehicles and visitor vehicles.
- A demonstration that handling, loading and unloading activities will be minimal.

iii) *Car dealers*

Car dealers will also be authorized as a conditional use. As part of the conditions for the authorization of this use, the by-law must at least require:

- That the project involves moving an existing Pointe-Claire car dealer so that the free land can be reused for the purposes set out in the Planning Program.
- That the goal of the project be to eventually group several dealers into a single development.

d) *Public designations*

The map of land use designations distinguishes between four public designation categories:

- The major **community facilities** that fall under the responsibility of the City, such as the Civic Centre and the Stewart Hall Community Centre, or other public services such as schools or health care. This category also includes places of worship, while subsidized housing falls under the “apartment” category.
- The **public utilities** that fall under the responsibility of the City, such as municipal workshops, the filtration plant, the snow dump and the water tower; the zoning by-law may also authorize public utilities in other designation areas.
- Existing municipal **parks**.
- The **new municipal parks** (illustrated with hachures), the precise borders of which will be specified in a development area plan for the vacant lands on which they are located.

e) **Golf**

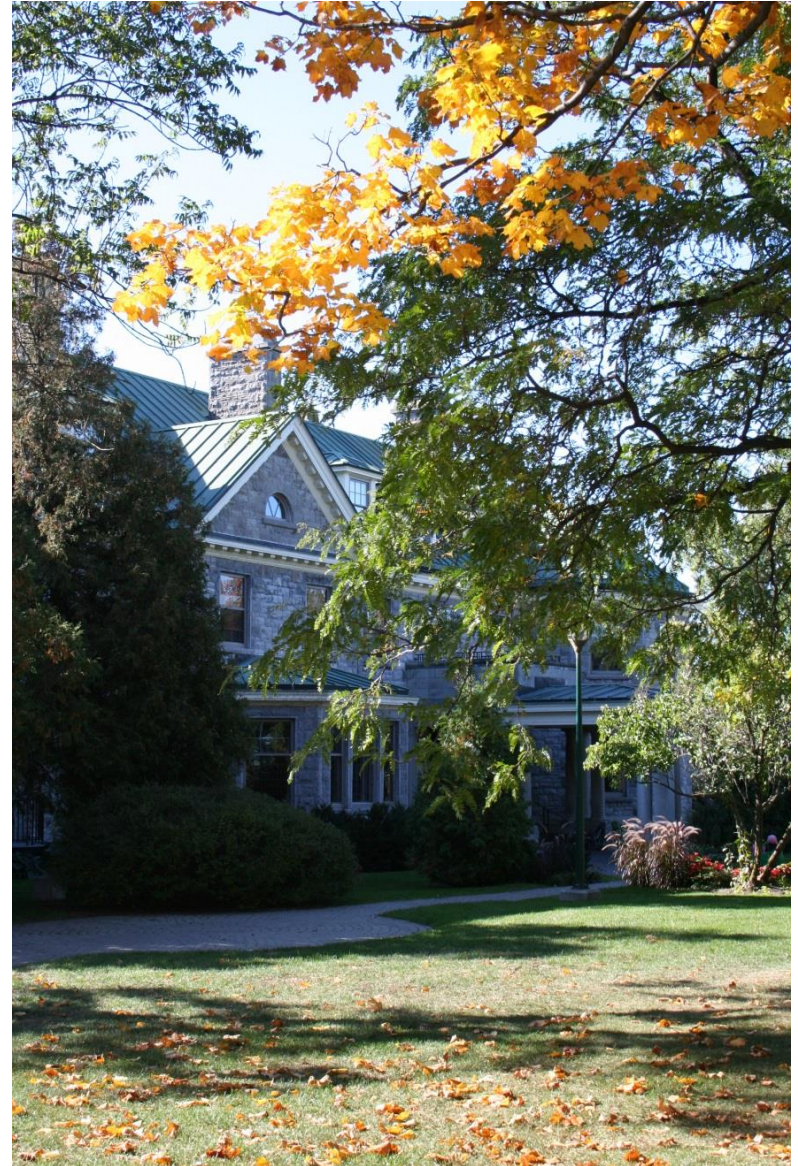
The golf designation only applies to the existing golf course, which may not be used for other purposes without an amendment to this Planning Program and to the Zoning by-law.

f) **Cemeteries**

The cemetery designation only applies to the existing cemeteries, which may not be used for other purposes without an amendment to this Planning Program and to the Zoning by-law.

g) **Non-conforming uses**

As a number of existing small commercial areas will lose their commercial designation to be included in a residential designation, the zoning regulations will have to be made flexible, for example, to permit the maintenance, expansion or even replacement of a non-conforming use.



3.2.1 Land Density

The land use plan of the Urban Agglomeration of Montreal, in accordance with the metropolitan land use and development plan, sets minimum average density thresholds for residential sectors to be built or redeveloped within the boundaries of the City of Pointe-Claire.

This density is expressed as the minimum number of dwellings per gross hectare to be constructed in the sectors indicated on the "Land Density" map. As shown on this map, this density varies depending on whether the landsite is located within or outside a Transit Oriented Development (TOD) area.

a) TOD (Transit Oriented Development) areas

Generally, TOD areas are areas within a one-kilometer radius of major public transit equipment. This represents the maximum walking distance that a citizen can travel from his or her residence to the station or from the station to his or her residence. The City of Pointe-Claire has three TOD areas surrounding the following commuter train stations:

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

A higher density is prescribed for these sectors. The "Land Density" map shows the areas within the boundaries of Pointe-Claire where this higher residential density applies.

i) Sectors to be built or redeveloped within a TOD area

In order to more precisely specify the lots covered by this densification, the "Land Density" map identifies the sectors to be built or redeveloped within a TOD area for which the minimum average prescribed density is 40 dwellings per gross hectare. Any new residential development within these areas must therefore contribute to this minimum threshold.

ii) Sectors to be built or redeveloped outside a TOD area

The "Land Density" map also shows the sectors to be built or redeveloped located outside a 1 kilometer radius of the commuter railway stations in the City of Pointe-Claire. On these lots, the minimum average density prescribed for residential development is 35 dwellings per gross hectare.

3.3 *Repealed (amendement PC-2768-4)*

Plan d'urbanisme / Planning Program

Densité du logement / Land Density

Ville de Pointe-Claire
City of Pointe-Claire

Future Gare multimodale / Multimodal transit station

Secteur à construire ou à transformer / Sector ready for construction or redevelopment
Densité résidentielle minimale brute 40 log./ha
Gross minimum residential density of 40 dwellings/ha

Secteur à construire ou à transformer / Sector ready for construction or redevelopment
Densité résidentielle minimale brute 35 log./ha
Gross minimum residential density of 35 dwellings/ha

Aire TOD / TOD Area

(Echelle originale: 1 : 20 000)

3.4 Infill projects

Just like all cities that have reached maturity in terms of development, Pointe-Claire has a few tracts of land that are still vacant and properties that must be converted because their current designated uses are no longer viable. This is often the case with land occupied by schools or churches that have been closed down or that are likely to be in the short-term. This Planning Program addresses several of these tracts of land, but others will have to be added over time, which will result in modifications to the Planning Program.

Any delay in finding a new vocation for these areas will be detrimental to the community, which must assume the operations and maintenance costs for the infrastructure that serves these areas. This consideration applies both locally (waterworks and sewers, streets, and community services) and to the entire community, which provides public transit and safety (police and firefighting) services. Leaving land vacant for no reason in an environment that is already urbanized, such as that of Pointe-Claire, contributes to suburban sprawl to the detriment of farming or natural areas and increases the economic and environmental costs associated with urbanization and transportation. Moreover, constructing new dwellings on vacant or redesignated land contributes to the vitality of a neighbourhood.

Reusing these properties, which are usually a major part of the residential fabric, poses a challenge. Their strategic location means they have high purchase prices, which prompts developers to request authorization to construct as many dwellings as possible to maximize the profitability of their projects. Pointe-Claire's objectives are not in line with this goal.

For the reasons outlined above, the City would like to facilitate the enhancement of this land. To do so, it must establish a construction

density that provides for the financial feasibility of a project while ensuring that the project is in keeping with the following objectives:

- Avoid negative impact on the quality of life and peace of residents in surrounding sectors.
- Promote a diversified supply of dwellings so that the same people or the same households can find housing that is adapted to the change in their needs within the same neighbourhood.
- Increase the supply of dwellings for young families by promoting the construction of homes for first-time buyers or dwellings for couples whose children have left home and who could free up their homes for young families.
- Avoid any situation whereby a project is only feasible through the construction of monster homes.

The main goal of infill projects is not to generate revenue but to offer to their owners an opportunity to redevelop an underused property for the benefit of the community.

This Planning Program therefore establishes the parameters for any land that will be used for an infill project. These parameters will be included in the zoning by-law and must be adhered to in the context of any development project. These parameters are based on:

- The market value of the property, which determines the project's feasibility threshold.
- The possibility of giving incentives for grouping properties to create a more coherent development.
- The possibility of giving incentives for preserving green space or other landscape components.
- The homogeneity of the neighbourhood.

- The protection of the sunlighting, the views and the privacy of neighbouring properties.
- The presence of vegetation or other characteristics likely to act as a buffer between the project and the project environment.
- The walking distance from a commuter train station.
- Access to the bicycle path network.
- The proximity to community or shopping facilities.

Added to these parameters are the type of road that the land faces (local, collector or arterial road) and the impact in the terms of additional motorized traffic on the neighbourhood's road network. When establishing the maximum number of units (density), standards were applied so that neighbouring streets would not be negatively impacted by an increase in traffic that would compromise the local character of the streets. In the near future, the City will proceed with a classification of its streets and adopt a development code that will deter any land use and/or zoning change that would cause an increase in traffic to a point where the status of a local street would be at risk.

Furthermore, all of these projects will be subject to a by-law on site planning and architectural integration programs, and some of them will be subject to specific criteria that aim to ensure optimum integration with the project environment. The different infill projects set out in the context of this Planning Program are described in Appendix 1.

3.5 Transportation

A number of regional initiatives should help improve Pointe-Claire's road transportation and public transit situation. The construction of the missing section of Highway 30 between Highway 20 and Highway 10 should relieve the Island of Montréal of a good part of its through traffic between Ontario and Eastern Canada. This measure should lead to a reduction in heavy vehicles on the sections of Highways 20 and 40 that

cross Pointe-Claire. However, the most significant improvements are under the responsibility of the Agglomeration.

a) *Montréal's transportation plan*

The main projects in Montréal's transportation plan (2008) that will affect the area of Pointe-Claire are:

- The commissioning of a rail shuttle between Pierre Elliott Trudeau International Airport and downtown Montréal as well as improvements to service, notably for Pointe-Claire residents, on the Montréal / Dorion-Rigaud commuter train line.
- The extension of Jacques-Bizard Boulevard towards the south and the construction of an interchange with the Trans-Canada Highway; this new corridor road will have a 24.5 metre right-of-way and will include a reserved lane for buses and a bicycle path.

Jacques-Bizard Boulevard will play a very important role in the development of Pointe-Claire's City Centre (see Chapter 4.1). Other projects in the transportation plan, which apply to areas outside Pointe-Claire's territory, will help improve the situation in the West Island and therefore on Pointe-Claire's main roads. The construction of an urban boulevard and an interchange with Highway 40 in the corridor initially planned for Highway 440 (in Pierrefonds and Kirkland) will provide a new access to the Trans-Canada Highway for the entire northern part of the West Island, which should relieve Saint-Charles Boulevard and Saint-Jean Boulevard.

Furthermore, Montréal's transportation plan (2008) envisages certain improvements to the public transit system in the Pointe-Claire area. Notably, the plan proposes a priority bus lane on St-John Boulevard between Chateau-Pierrefonds Boulevard and Autoroute 20. The plan

also proposes to reserve the former Doney right of way for an eventual rapid bus service (BRT)¹³.

b) Local road network

Certain transportation infrastructure needs have been assessed and identified in the [Special Planning Program for the City Centre](#) and the bike path network master plan, based on findings regarding pedestrian, bicycle, and vehicular traffic and traffic demands relating to developments projected in this plan. Major physical and operational changes are necessary to ensure safe and efficient travel for all road users (pedestrians, bicycles, and vehicles) and to mitigate the impact of additional vehicles.

There is a significant problem with respect to north-south access through the Pointe-Claire City Centre. Only Saint-Jean Boulevard crosses the entire heart of the City Centre between Brunswick Boulevard and Autoroute 20. This heavily-used route already suffers from critical traffic problems at major intersections, including the intersections at Hymus and Brunswick Boulevards. In addition, the current physical layout leaves little space for utilitarian active transportation. While the Fairview terminal holds significant development potential consistent with recognised TOD principles, its current configuration no longer meets the needs of its users, thereby creating problems with the surrounding road network.

To meet these challenges and ensure that capacity meets anticipated traffic demands, some major developments must be planned without delay, preferably prior to pursuing increased urban density:

- Creation of Jacques-Bizard Boulevard, or at least the portion between Brunswick and Hymus Boulevards, with infrastructure that integrates active transportation (sidewalks and bike paths).

- Addition and synchronization of traffic lights along the Brunswick and Hymus corridors and the widening of clearance or formalization of traffic lanes on these routes.
- Improving the safety of pedestrian and bicycle crossings at the A-40/Saint-Jean interchange.

The [Special Planning Program for the City Centre](#) in Chapter 4 contains recommendations regarding traffic and transportation in the Pointe-Claire City Centre intended to sustain the increased housing density contemplated by this Planning Programme.

Traffic studies must also be conducted in the special planning sectors (Pointe-Claire and Valois Villages) and must include planning recommendations for Cartier Avenue, as well as for the Donegani/des Sources intersection and the Autoroute 20 interchange. The provincial government's reconstruction of this interchange should contribute to improved traffic circulation.

The STM is also studying preferential measures for buses on Brunswick, Hymus, and Sources Boulevards.

c) Bicycle path network

Cycling is becoming more and more popular not only as a past-time but also as an efficient, economical and healthy mode of transportation. In certain cases, the bicycle has become even more viable as a non-polluting alternative to cars. The City is responsible for creating the necessary infrastructure to promote cycling on its territory.

The Planning Programme contains a master plan for the bicycle path network which is attached as Appendix 2.

The three principal objectives of this master plan are:

- To establish efficient links between residential neighbourhoods and various places of business, education, or recreation;

¹³ Montréal, "Plan de transport 2008", pages 63 and 64

- To ensure functionality by providing links between local and regional bicycle networks and public transit networks to facilitate inter-modal transit;
- To ensure the users' safety..

Moreover, Montréal's transportation plan shows three main bicycle axes on Pointe-Claire's territory, the cost of which should be assumed by the Agglomeration:

- The Route Verte,¹⁴ which goes through the territory of the city along the entire length of Bord-du-Lac—Lakeshore Road.
- A new north-south axis that would follow the same right-of-way as the future Jacques-Bizard Boulevard between the northern boundary of the city and Hymus Boulevard, then Stillview Avenue, the right-of-way of the power line, and Cartier Avenue up to Bord-du-Lac—Lakeshore Road in Pointe-Claire Village.
- A new east-west axis that could follow the former Doney right-of-way behind the lots on the north side of Hymus Boulevard.

Pointe-Claire will ensure wherever possible that the Route Verte that follows Bord-du-Lac—Lakeshore Road will be constructed on a separate right-of-way. The City also proposes to move the axis planned for the Doney right-of-way in order to use the existing bicycle path on the south side of Hymus Boulevard, between Saint-Jean Boulevard and Winthrop Avenue, and a right-of-way already reserved on the boundary behind the lots on the south side of Hymus Boulevard between Saint-Jean Boulevard and Stillview Avenue.

¹⁴ In summer 2007, Québec inaugurated the Route verte, a marked bicycle route that extends for more than 4 000 kilometres. This vast bikeway network links 16 regions and passes through 320 municipalities, stretching all the way from one end of Québec to the

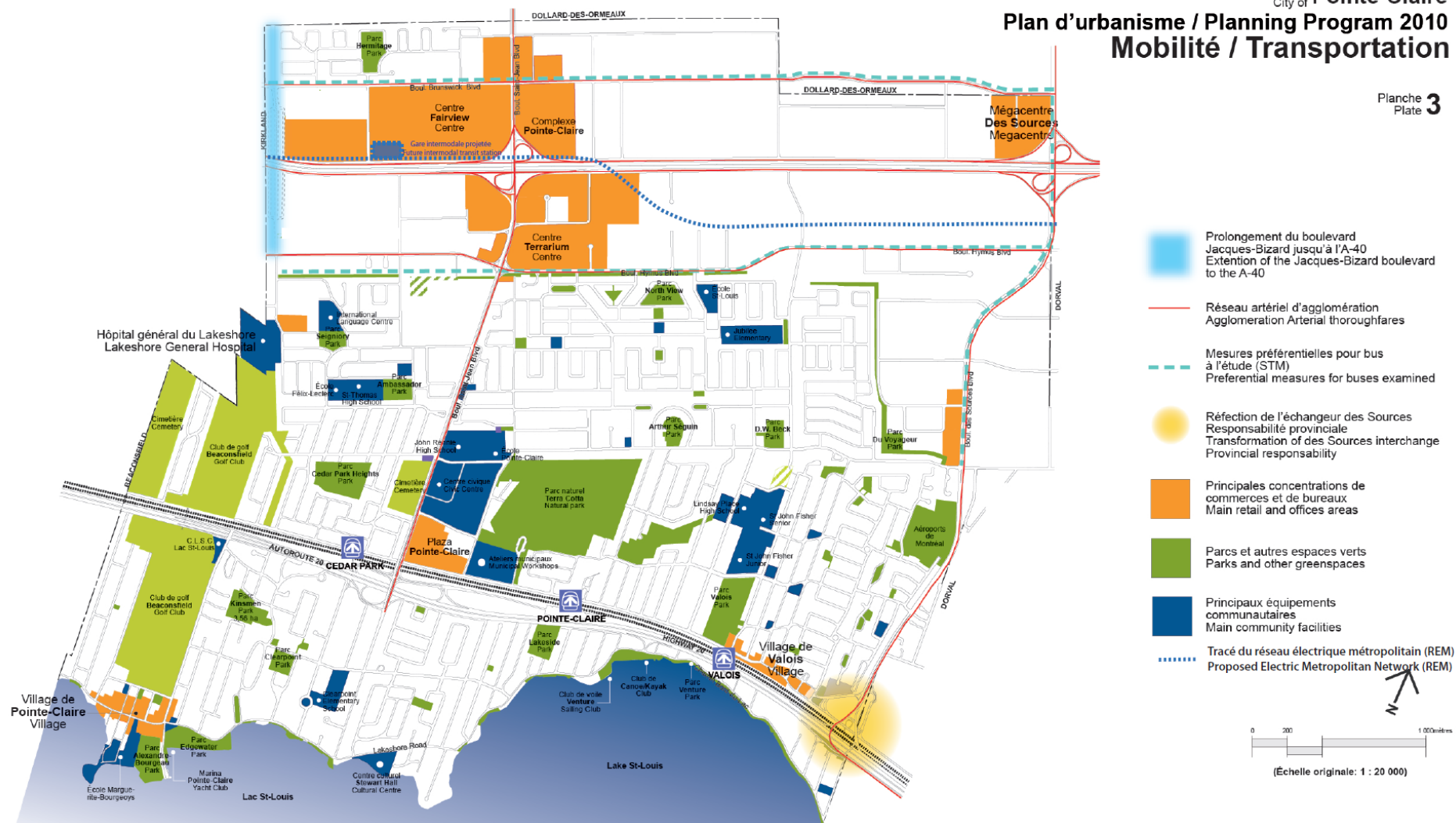
The City will also study the possibility of modifying the zoning by-law to include incentives for commercial, industrial or institutional employers to provide facilities for cyclists. Finally, the City will pursue its policy to install sheltered bicycle racks in parks and in proximity to municipal buildings.

other. For more information, see the official website:
http://www.routeverte.com/rv/index_e.php

Plan d'urbanisme / Planning Program 2010

Mobilité / Transportation

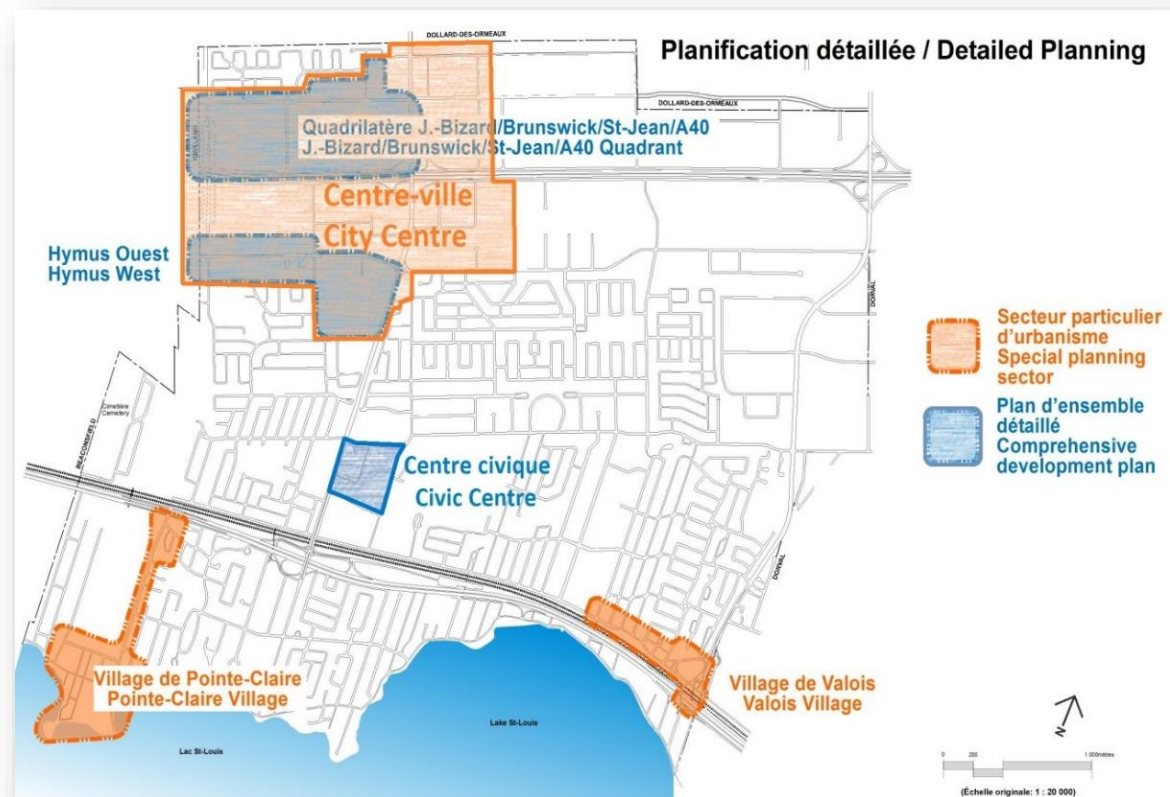
Planche **3**
Plate



3.6 Special Planning Programs: the City Centre, the Civic Centre and the Villages

This Planning Program has paid greater attention to specific sectors in Pointe-Claire: first the City Centre, which is discussed in Chapter 4 and is treated in a Special Planning Program ; then the Civic Centre, which is discussed in Chapter 5 and was subject to preliminary reflections.

In other respects, the villages: the Pointe-Claire Village, which includes Cartier Avenue, and Valois village, have also been addressed within Special Planning Programs, which form an integral part of the present Planning Program (chapters 6 and 7).



3.7 Infrastructure work

a) *The problem*

In 2008 and 2009 the City of Pointe-Claire had its sewer system assessed to verify its general condition and determine its capacity to serve new developments. The study concluded that several sections of the network were deficient, mainly because of aging pipes and major rain water infiltration.

Due to Pointe-Claire's topography, sewage flows from north to south and is received by a collector, which directs it to the wastewater treatment plant in Rivière-des-Prairies.

Older pipes pose a risk of overflows, particularly in the residential sectors located between Hymus Boulevard and Highway 20. Correcting this situation will encourage development in the upper section of the network, particularly in the industrial sectors and the City Centre.

The Council has therefore adopted an interim control by-law. This by-law will be used to prohibit any problematic development for the duration of the period needed to prepare or review a planning program that will set out the corrective measures required for the network along with the investment required to pursue the development.

b) *Planned measures*

A study performed by a consulting engineering firm for the Engineering and Water Treatment Plant Department of the City of Pointe-Claire¹⁵ identified four measures to be taken. This work will involve an investment of about \$44 million.

i) *Sedgefield / Inglewood / Highgate / Cartier axis*

¹⁵ SNC - Lavalin, "Ville de Pointe-Claire - Mise à jour du plan directeur d'égout (sanitaire)", Février 2010

In the short term, the City will proceed with the inspection and cleaning of the pipes that direct wastewater from the intersection of Alston Avenue / Sedgefield Avenue to the south collector via Inglewood Avenue, Highgate Avenue and Cartier Avenue. Should the hypothesis of a partial obstruction be confirmed, a simple cleaning will allow the City to start all projects in the southwest quadrant of the City Centre¹⁶, namely the residential developments on Hymus Boulevard West and the development of the Paprican and Noranda properties (in green on the drawing above). If, contrary to expectations, the inspection shows that the pipes are not blocked, this will mean that the problem is attributable to an overly high capture rate, and a new study will be required to define the necessary corrective work.

ii) *Saint-Jean Boulevard collector*

The first campaign will allow proceeding with the development projects in the City Centre's northwest and northeast quadrants, meaning all work planned for north of the Trans-Canada Highway and west of Selkirk Avenue (in blue on the drawing opposite). This first phase will involve an investment of \$21 million to build a pumping station near the intersection of Saint-Jean Boulevard / Brunswick Boulevard and to add pipes to increase the capacity of the path following the north service road, Alston Avenue, Sedgefield Avenue, Saint-Jean Boulevard, Drake Avenue and Maywood Avenue up to the south interceptor.

These works will affect the section of Saint-Jean Boulevard between Hymus Boulevard and Drake Avenue. The Planning Program proposes taking this opportunity to construct a bicycle path and to improve pedestrian traffic conditions in this strategic section of Saint-Jean Boulevard, which connects the Civic Centre to the City Centre.

¹⁶ Refer to Chapter 4 for the quadrant borders and project descriptions.

iii) Westcliffe collector

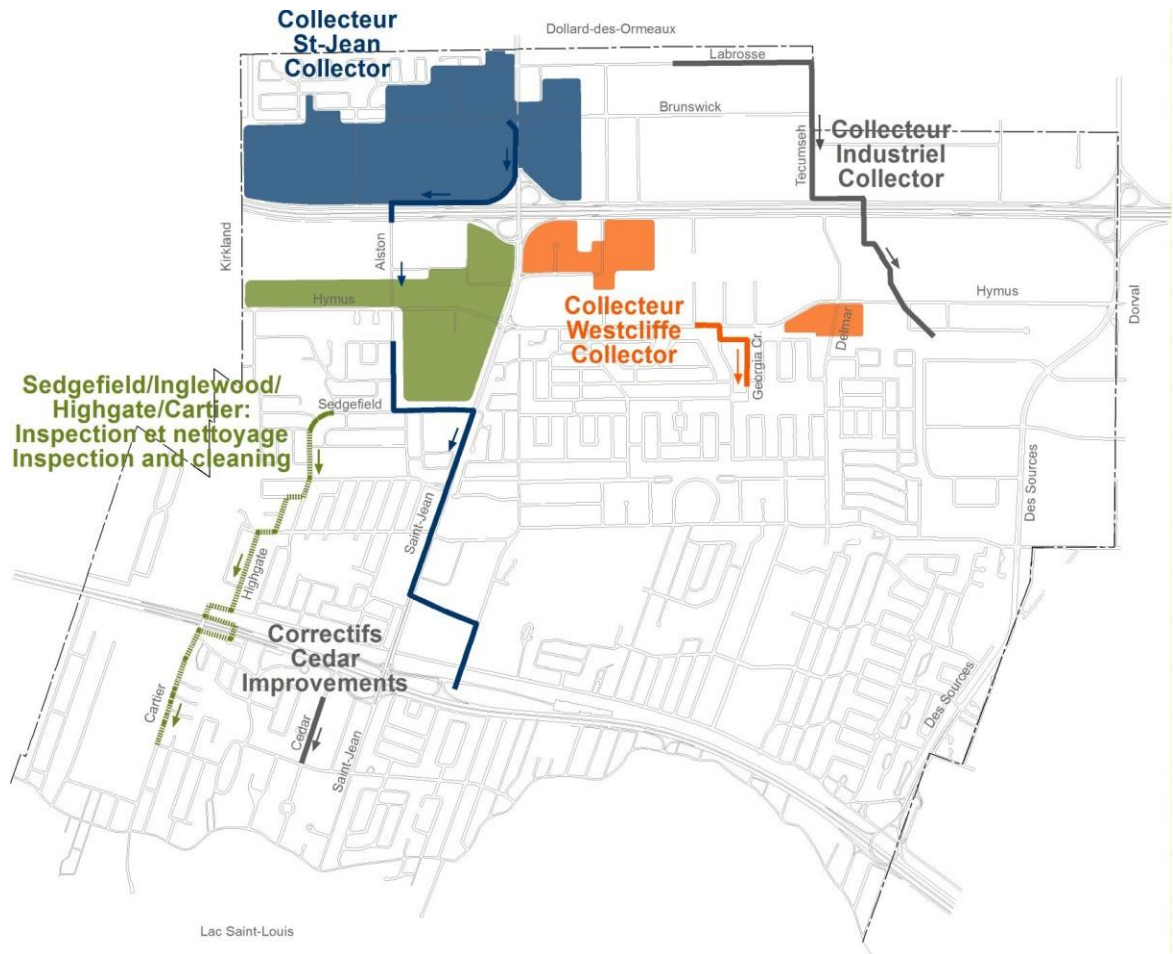
The second campaign will involve projects in the City Centre's southeast quadrant, meaning all work planned for east of Saint-Jean Boulevard between the Trans-Canada Highway and Hymus Boulevard (in orange on the drawing below). This work will allow the planned residential developments at the intersection of Delmar Avenue / Hymus Boulevard to be carried out (also in orange on the drawing opposite). The objective of the projects is to increase the capacity of the Hymus Boulevard / Winthrop Avenue / Eastview Avenue / Georgia Crescent axis (at a cost of \$5.4million).

iv) Industrial collector and Cedar Avenue corrective work (in grey on the drawing below)

The two other campaigns are meant to correct network insufficiencies and not to start new projects. They aim at lowering the overloads on the Labrosse Avenue and Tecumseh Avenue pipes (at a cost of \$15.8 million) and replacing a section of the Cedar Avenue pipe to eliminate any overflow risk (\$2.73 million). These corrective measures will be carried out when said streets will be scheduled for reconstruction

c) Carrying out developments

It is understood that no new development should be authorized before the sewer system is modified and upgraded. Furthermore, as set out in section 101 of the *Act respecting land use planning and development*, the entry into force of the Planning Program will not lead to any obligations in terms of deadlines and conditions for the planned infrastructure work.



Chapter 4 SPECIAL PLANNING PROGRAM FOR THE CITY CENTRE

http://www.pointe-claire.ca/content/uploads/2016/05/Chapter-4-SPP-for-the-City-Centre_EN-2017-09-12.pdf



SPECIAL PLANNING PROGRAM FOR POINTE-CLAIRE CITY CENTRE

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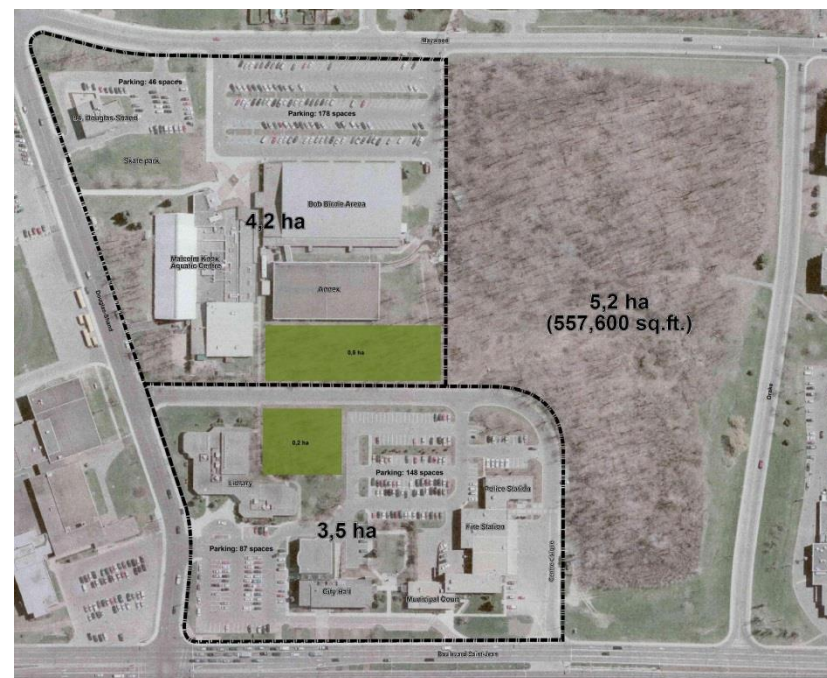
Chapter 5 CIVIC CENTRE

Pointe-Claire's Civic Centre should undergo major development during the application of this Planning Program.

5.1 Current state

The Civic Centre is a 12.9 hectare quadrant (32 acres or 1.39 million ft²) bordered by Saint-Jean Boulevard, Douglas-Shand Avenue, Maywood Avenue and Drake Avenue. Sixty per cent of the area within this perimeter is occupied. The Civic Centre is currently made up of two major areas. The first block, which is bordered by Saint-Jean Boulevard, Douglas-Shand Avenue and Civic Centre Avenue, contains the city hall, municipal court, fire station, police station and library. This block has an area of 3.5 hectares, including a natural wooded area of approximately 0.2 hectares behind the library. It contains 266 off-street parking spaces, including about sixty that are reserved for police, firefighter and municipal service vehicles. The other spots are used by municipal employees, library users, and visitors to the city hall or municipal court.

The second block is 4.2 hectares (including a wooded area of 0.49 ha). This block contains the Bob Birnie Arena and its annex; the Malcolm-Knox Aquatic Centre; the offices of the Department of Culture, Sports, Leisure and Social Development; as well as the offices of the Parks and Horticulture Division of the Public Works Department (in the former YMCA building). After its redevelopment, the large parking lot at Bob Birnie Arena now has 331 off-street parking spaces. Approximately 35 additional spaces are available on Douglas-Shand Avenue and Maywood Avenue.



About 300 people work in the various buildings of the Civic Centre during peak office hours. This number does not include occasional workers (notably those who work in the Recreation Division) or employees based elsewhere in the city, such as Public Works staff, who come to the Civic Centre to attend meetings or perform work.

The portion that is still vacant between the arena and pool, Maywood Avenue, Drake Avenue, Saint-Jean Boulevard and Civic Centre Avenue is 5.2 hectares. A characterization of the wooded area performed in July

2007¹⁷ concluded that the main forest (which constitutes the majority of the wooded area found on the vacant portion) is comprised of a more than 125-year-old maple stand with butternut hickory, 80% of which has been transformed into noble hardwood beechwood. Part of this forest has a very high conservation value. The planning strategy shall provide for a close link between the facilities of the Civic Centre and the wooded part of the site for as long as the latter is not developed.

5.2 Development program

a) *Needs*

The population of Pointe-Claire increases by 3% per five-year period. The Planning Program forecasts that this growth will be maintained and could even accelerate depending on future demand for new housing. This growth will occur mainly in the form of infill projects planned in existing residential areas as well as projects to convert underused industrial or commercial land for residential purposes.

The other important aspect of Pointe-Claire's demographic development is the aging of the population. A comparative review of the population pyramids for 1996, 2001 and 2006 shows a significant increase in the number of people who are 65 or older. Senior citizens are increasingly becoming consumers of culture, sports and recreational activities. And their absolute number, which went from 4 305 in 1996 to 5 415 in 2006, should continue to increase.

Finally, we should not forget that certain specialized services at the Civic Centre serve a population that extends well beyond Pointe-Claire's boundaries. This is particularly true for the library and the aquatic centre. The population of the West Island is also growing at twice the rate of Pointe-Claire's.

¹⁷ City of Pointe-Claire, Public Works Department, Parks and Horticulture Division, *Caractérisation de la végétation des boisés du centre civique*, August 2007, 26 pages.



The short- and long-term projects planned for the Civic Centre should not require more than 1.4 of the 5.2 hectares that are still vacant. Pointe-Claire should, however, show caution in the long-term and leave open the possibility of occupying the entire 12.9 hectares around the Civic Centre's perimeter. The City cannot ignore the possibility of greater population growth if significant parts of the industrial park are to be redeveloped for residential purposes. It will also have to ensure maximum flexibility in order to address any changes in the use of services provided at the Civic Centre.

b) Objectives

During a day of consultation that the City held in May 2006, a number of citizens who represented the community or who were involved in community activities presented their vision for potential improvements to the Civic Centre. Meetings were also held with a number of municipal service managers to identify needs in new areas in order to help ease existing crowded services and to propose new services.

These consultations established that the development of the Civic Centre should be guided in particular by the following objectives:

- Add to the equipment and service offer at the Civic Centre to meet the needs and expectations of residents and the City administration.
- Provide a centre for Pointe-Claire's community life, which is particularly active but dispersed throughout multiple neighbourhoods or various facilities and specialized services.
- At the same time, ensure that current and future facilities and services at the Civic Centre are integrated so that individuals, couples and families can come for more than one activity and stay longer.

- In keeping with sustainable development policies, promote energy savings and facilitate access to the Civic Centre with transportation methods other than driving.
- Optimize land use to reduce costs and preserve a maximum amount of green space.
- Maintain maximum flexibility to deal with future changes in needs related to services and facilities.

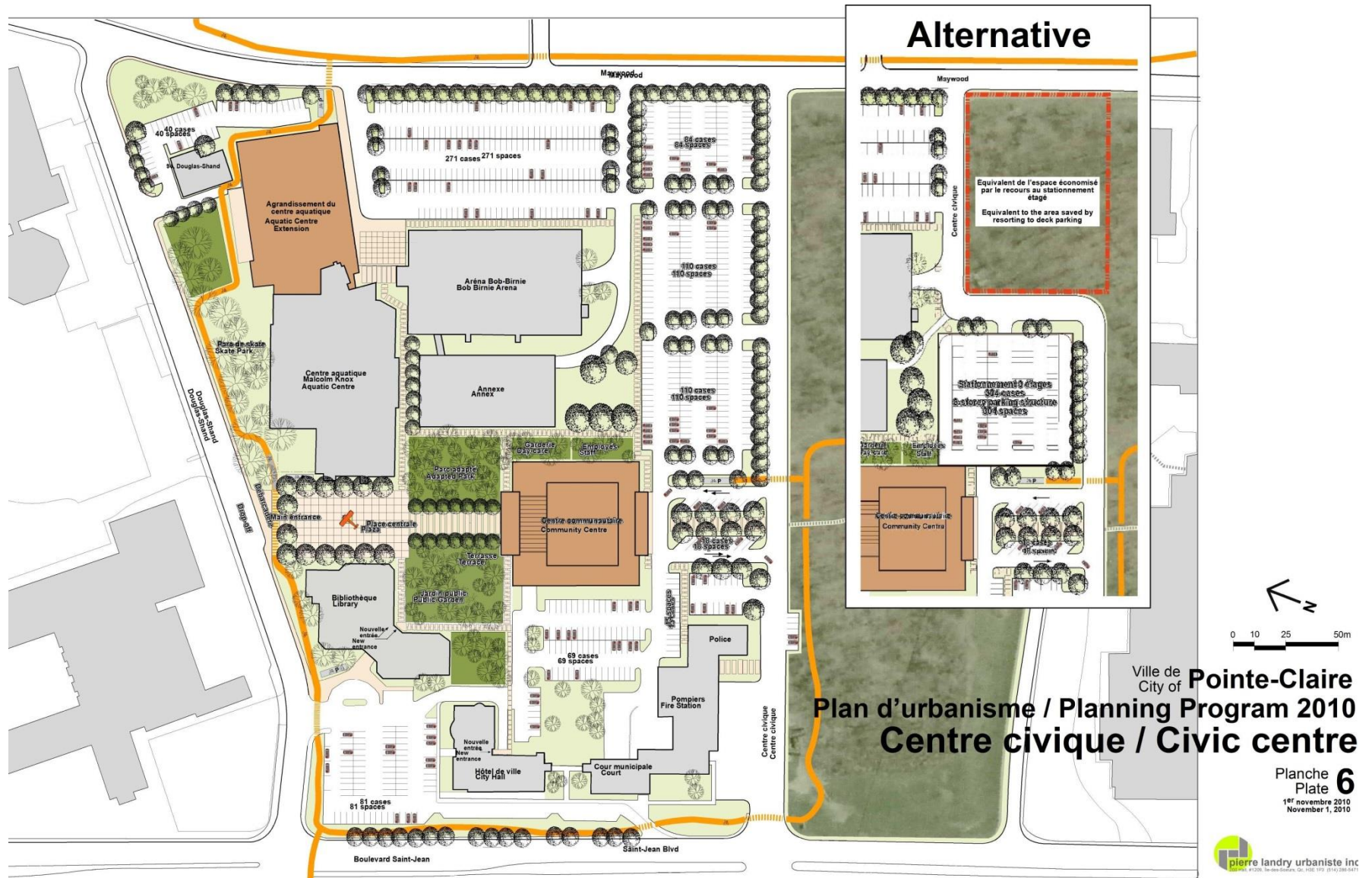
5.3 Proposed plan

The Planning Program proposes adding 1.4 hectares to the area occupied by the Civic Centre, thereby increasing its area from 60% to 71% of the total quadrant. Almost all of this 1.4-hectare area will have to be taken directly from wooded areas.

a) New buildings

The expansion of the Malcom-Knox Aquatic Centre was recently completed and opened to the public. The new 25 x 50 metre, 10 lane swimming pool includes a new diving tank.

For the moment, the plan proposes the construction of a multi-purpose community centre which will fulfill the needs identified during the various consultations. The City is also considering the construction of a third sheet of ice.



The proposed community centre building has two floors. It has a footprint of 3 500 m² for a possible 5 200 m² (56 000 ft²) of floor area,¹⁸ including 925 m² (10 000 ft²) for a gymnasium and a full-height conference room. This plan represents a best-case scenario; the proposed area of the building will probably be reviewed once precise space needs have been established.

The building is located on the current Civic Centre Avenue, and the section of this road between the police station and Douglas-Shand Avenue will definitely be closed down. The community centre will then become the “nerve centre” of the Civic Centre. It could contain:

- The offices of the Department of Culture, Sports, Leisure and Social Development, with an information and registration counter for all activities that the department oversees.
- A regulation-size gymnasium.
- A 300-seat multipurpose room with movable partitions to separate it into two or three sections. This room could be used for day camp activities on rain days.
- Food services intended for staff and users of the Civic Centre: a 200-seat cafeteria with an outdoor terrace overlooking the square and kitchens to be used for special events in the multipurpose room. The concession may also supply catering services for the City’s other needs.
- A sports medicine and physiotherapy clinic (concession).
- Hourly and daily child care services for staff and users of the Civic Centre. The child care service will have to be located so that children can use an outdoor area adjacent to the accessible park located at the northeast corner of the building.

¹⁸ For comparison purposes, the city hall takes up approximately 21 000 ft² of floor area and the library has approximately 22,000 ft².

- Training facilities that could be used jointly by the users of the library and other Civic Centre buildings.
- A fitness centre (cardio and bodybuilding), if the current gym is reserved for users of the aquatic centre.
- Facilities for senior citizen groups.
- Multi-purpose rooms, such as conference rooms for the City’s various departments, classrooms, and rooms for clubs and associations.
- A room for Civic Centre employees, with a lunch room and an outdoor space with a picnic and barbeque area.
- In the basement, warehouse space with a loading and unloading dock as well as parking spaces for municipal vehicles.

This program is proposed as an indication only. Some of the services listed above could be housed, for example, in the current library building, which could be relocated to the community centre. The community centre building should be considered as the “safety valve” that will provide the flexibility required to deal with changing needs in the years to come.

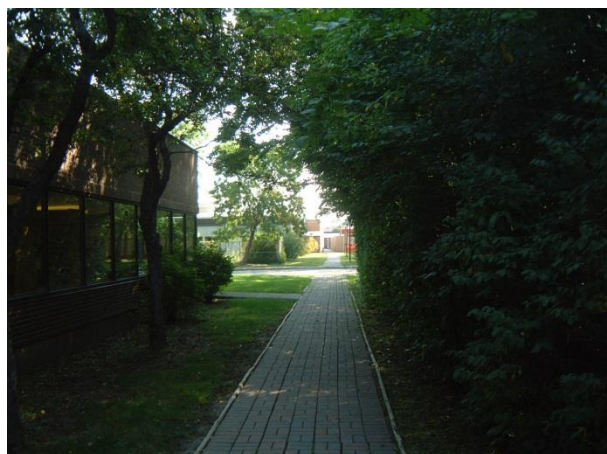
b) A campus designed for pedestrians and cyclists

The Planning Program proposes a campus-type layout for the Civic Centre, where a network of pathways, squares and parks will connect to the various civic, cultural and sports facilities.

With the central square, the pathway that already connects the arenas and aquatic centre to the library and the city hall will serve as the Civic Centre’s main pedestrian traffic axis and will facilitate the integration of its various services. Improvements to the pathway will be made, such as

widening it where possible and improving the lighting. Ideally, windows should be installed in any blank walls so that pedestrians can view indoor activities, thereby making trips along this pathway more enjoyable. Otherwise, the walls should be used to provide information. As the plan evolves, every effort will be made to ensure an indoor connection between the various buildings whenever feasible

A new entrance should provide access to the library from the pathway. This entrance will also allow the City to extend library activities outside into the public garden or the central square.



The central square will be approximately 55 metres by 35 metres (180 ft x 115 ft) and will be located between the aquatic centre and the library, on the current Civic Centre Avenue. This square would serve as the main Civic

Centre entrance for bus or car passengers. A drop-off area will be created on Douglas-Shand Avenue along with a wide sidewalk and resting areas under the existing trees.

To the right of the square, a natural 0.2-hectare wooded area will be turned into a public garden behind the library and will include paths and

resting areas. The part closest to the community centre could be turned into an outdoor terrace for the cafeteria. All mature trees will be preserved. To the left, the wooded area that has been partially landscaped between Bob Birnie Arena and the current Civic Centre Avenue will be the location for an accessible park for young disabled people. The available area is 1 450 square metres.¹⁹

The community centre will have entries on two sides. The main entrance will overlook the central square (Douglas-Shand Avenue). On the south side, a secondary entrance will lead to a path that links the parking lots from Saint-Jean Boulevard. It will be equipped with a drop-off area. This entrance will open onto a pathway that will lead to the Plaza Pointe-Claire shopping centre through the forest.

A pedestrian path will connect the main entrance of the community centre to a new entrance at the city hall, with a bridge over the ramp that goes down to the basement. This new entrance will face the current side entrance in the atrium.



The wooded area between the community centre and the annex (600 m²) will be shared between an outdoor area for the day care and an outdoor area for Civic Centre employees (barbecue and picnic area).

¹⁹ In a memo dated July 25, 2007 to Heather LeBlanc, Director - Planning Department, Joseph Licata, Division Manager - Parks and Horticulture, recommended an area of

1 100 m² for an accessible park for young disabled people that could serve the residents of Pointe-Claire and the rest of the West Island.

The plan also shows a bicycle path that surrounds the Civic Centre, with stops and parking spaces near the main buildings. As a first phase, this loop could easily be connected to the Valois neighbourhood with a bicycle path south of the Terra Cotta Natural Park and to the Donegani Avenue path with a bicycle path on the east side of Maywood Avenue.

The expansion of the aquatic centre will require moving the skate park to bring it closer to Douglas-Shand Avenue.

c) *Curling club*

Although this suggestion does not appear in the development plan, the Planning Program proposes moving the curling club to the Civic Centre. This idea has many advantages:

- Integration with other Civic Centre activities: possibility for curling players to use other services during the same visit and possibility for users of other services to discover curling.
- Operational and energy savings by combining the curling ice surface with the two existing ice surfaces, the heat from which will be recovered to heat the swimming pools.
- Freed-up land in Pointe-Claire village, which could be used for better purposes.

This scenario proposes locating the curling club behind both existing arenas in a space that has been dedicated for parking in the proposed plan. To maintain the number of required spaces and to create additional spaces for the needs of the curling club, it will be necessary to either build an extension further into the wooded area or use multi-level parking. The relevance of relocating the Curling club and the lawn bowling in the Civic Centre will be the subject of an in depth study.

d) *Parking*

One of the main issues in any plan to develop the Civic Centre, including the immediate project to expand the aquatic centre, is parking. The proposed plan may be surprising in terms of the space taken up by

parking. It must be understood that this large amount of parking space is required to reach full self-sufficiency. It is possible, however, that parking requirements will go down if incentives for alternative transportation methods indeed work.

In keeping with sustainable development policies, Pointe-Claire should promote alternative modes of transportation other than individual cars, such as public transit and non-motorized modes of transportation that include walking and cycling.

Pointe-Claire was, however, designed as a suburb where practically every household has at least one car for its trips both outside of and within the city. Because a majority of homes are single-family houses spread out over a vast territory, the average distances between residential areas and the various community and commercial services are quite large and require the use of motorized modes of transportation. This is all the more true considering that the Civic Centre serves an area larger than just the City of Pointe-Claire. Moreover, weak residential density makes it difficult to provide an efficient and economical public transit service. Trips to recreational facilities are often made by families who have no choice but to use their cars, especially to transport items such as sports equipment.

A severe policy to substantially reduce car use (for example, by restricting available parking) could have the opposite effect of discouraging use of the Civic Centre's cultural and entertainment facilities.

Although it is acknowledged that cars are a major source of greenhouse gases, a lot of effort has been made around the world to develop vehicles and fuels that pollute less. The citizens of Pointe-Claire and other Civic Centre users definitely use less fuel than they did ten years

ago to travel to the Civic Centre, and this situation will continue to improve.

With this in mind, the proposed approach will be to ensure that anyone who wants to get to the Civic Centre by car can find a place to park.

However, it is important to ensure an optimum use of all parking spots; this means that each spot must be used as often as possible to avoid creating additional parking spaces that are really only necessary for special events. The goal should therefore be to:

- Obtain, as soon as possible, a precise estimate of the number of parking spaces required to meet needs during peak times at the Civic Centre.
- Develop ways to maximize the use of parking areas by coordinating schedules. The parking lots at John Rennie High School and for the City's administrative staff are already used for overflow purposes outside of school or office hours, and this practice should be systematized.
- Program activities based on parking availability; for example, activities at the different facilities could be staggered by 20 or 30 minutes so that people who finish one activity have time to free up a space for those arriving for another activity. Whenever possible, activities and events with parking needs that exceed site capacity should not be scheduled at the same time.

The large parking lot at Maywood Avenue has already been restructured to increase its capacity by 87 spaces. Subsequent parking areas will have to be constructed in wooded areas. By itself, the community centre's 300-seat conference room will require 200 parking spaces considering that it will be used most often in the evening when other Civic Centre services will also be highly active.

The plan shows 4 new regular parking areas that total 322 spaces. As 44 spaces will be lost due to the construction of the Civic Centre, the net gain will be 278 spaces. It should be noted that except for the existing parking lot between the city hall and the community centre, all parking areas are located around the periphery of the Civic Centre and are connected to each other.

e) Multi-level parking alternative

The use of multi-level parking should be seriously considered. Multi-level parking offers the following benefits:

- It brings parking areas closer to the facilities served, which reduces walking distance and time for users and staff.
- It reduces the area of impervious surfaces, and therefore the amount of surface water that drains into the storm sewer collection system, which helps to preserve the water table.
- It requires less maintenance, particularly in terms of snow removal.
- Floors below the roof can also shelter parked cars from rain, snow, freezing rain and sunlight.
- Since they require less space, multi-level parking lots help preserve more green space or enable spare land to be designated for other purposes.

Replacing the 304 spaces of the 3 new regular parking lots proposed behind the arenas with an equal number of spaces in a 3-storey structure would save 6 600 m² of land. The additional cost of a parking structure, as opposed to regular ground parking, is estimated at \$2.325 million (2008).

f) Possibility of selling land to finance multi-level parking

To cover the additional cost of a parking structure, the City will study the possibility of selling an area equivalent to the land spared through the use of multi-level parking. The land sold would be used to build condominium apartments. For this proposal, land use would be the same, but apartment buildings would take the place of parking areas, and users of the Civic Centre and the City would benefit from the advantages of multi-level parking described above. By implementing this proposal, Pointe-Claire would increase its pool of high-end dwellings (and its tax base) while giving new citizens direct access to the Civic Centre, which would in turn contribute to its vitality.

Chapter 6 SPECIAL PLANNING PROGRAM FOR POINTE-CLAIRE VILLAGE

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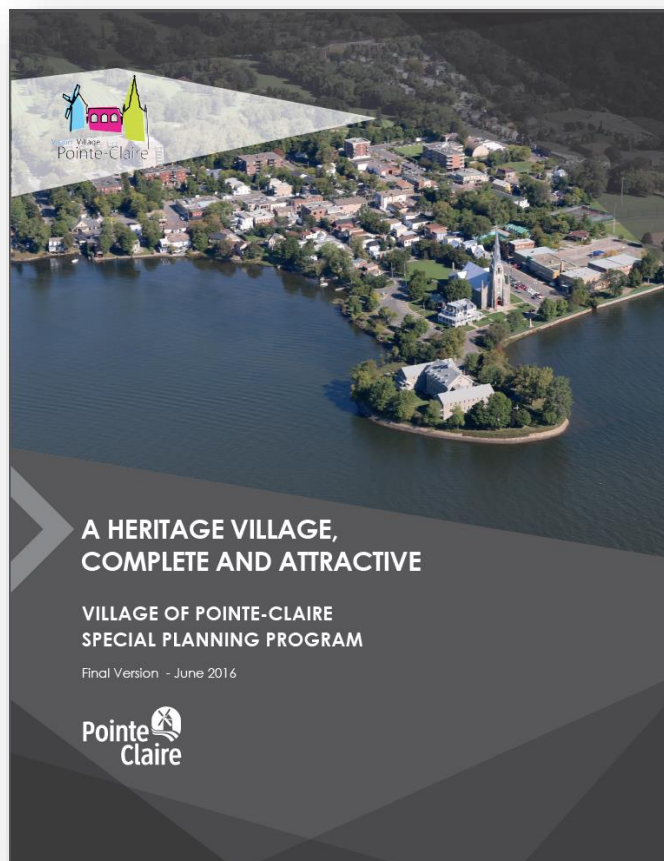


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Chapter 7

SPECIAL PLANNING PROGRAM FOR VALOIS VILLAGE

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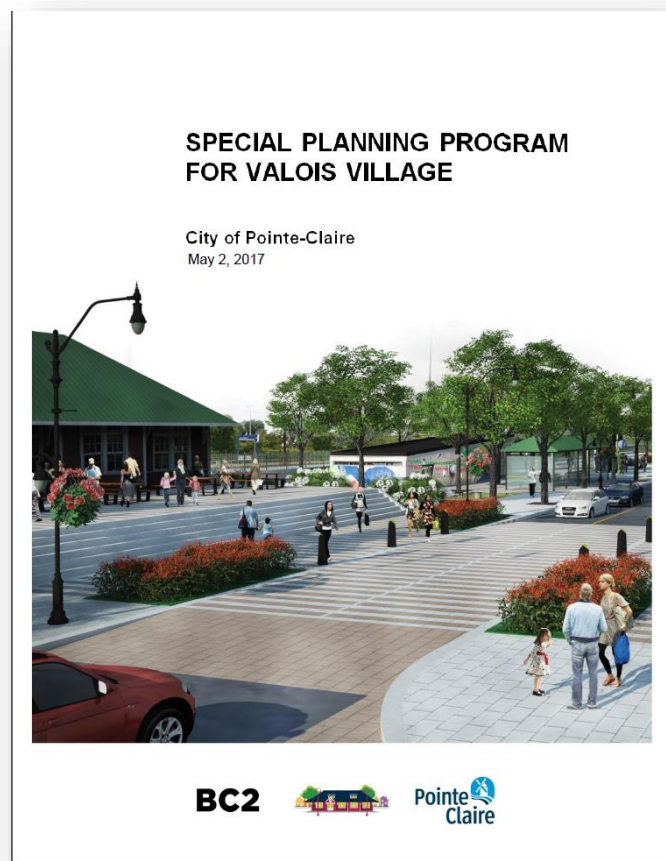


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Appendix 1

Infill projects

a) **10 Sources Boulevard**

The former property of the school board and that of the St. Peter & St. Paul Church located at the corner of Sources Boulevard and Bord-du-Lac—Lakeshore Road should be re-designated for residential use. Those properties should be redeveloped within an overall project aiming at the densification of the territory in the vicinity of a public transport infrastructure. The properties are located within a one-kilometre radius from a commuter train station; thus within a TOD area for which a greater residential density is required.

The parameters of the regulation will be defined as follows:

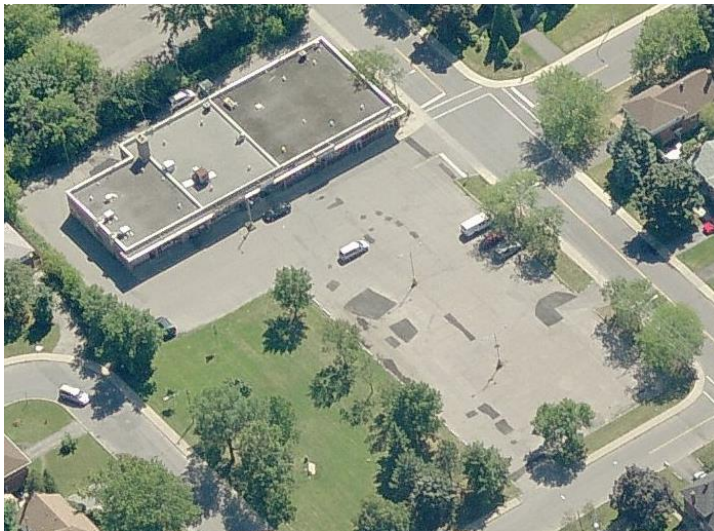
- The development will have to cover a tract of land with an area of 4 000 m² or more;
- The authorized use will be townhouses and multi-family residential;
- The minimum F.S.I. will be 0.6 for the multi-family buildings in order to meet the minimum residential density of 40 dwellings per hectare;
- The maximum height will be 13 metres (42.6 feet);
- The minimum setbacks will be 12 m on Bord-du-Lac—Lakeshore Road, 7 m on Sources Boulevard and 3 m to the side lines;
- There should be no vehicle access from Bord-du-Lac—Lakeshore Road;
- The project shall be subject to the Site Planning and Architectural Integration Programme By-Law, in order to insure its harmonious integration into the neighbourhood and maintain the special character of Lakeshore Road.



According to this scenario, the total capacity of the development made up of both properties would be approximately 75 residential units, i.e. ±15 townhouses and ±60 multi-family dwelling units.

b) 477 Delmar Avenue (shopping centre)

This 3 747-m² (40 330-ft²) tract of land, which is currently occupied by a shopping centre no longer in use, may be redeveloped into 10 detached single-family houses, 12 semi-detached or 18 townhouses according to the zoning regulations that currently apply to the neighbouring residential area, with front setbacks of 6 metres for detached or semi-detached houses and 7.5 metres for townhouses.



c) 110 Walton Avenue (shopping centre)

This 6 646-m² (71 543-ft²) tract of land, which is currently occupied by a shopping centre partly no longer in use, may be redeveloped according to 2 options. In the first option, the land would be used to construct a maximum of 24 townhouses. Ideally, the plan would include replacing the current building with 8 townhouses on concrete slabs, with access to the back alley from Hastings Avenue. A green space 15 metres wide in the extension of both sections of Braebrook Avenue would provide pedestrian access to these houses and could be used as a public crossing. Two other similar rows of townhouses could be constructed facing Spartan Crescent Avenue and Hastings Avenue, with front setbacks of 7.5 metres.

The second option is a single-family detached houses development. The maximum capacity of the site would be 12 houses on lots of approximately 464.5 m² (5000 ft²).

The site planning and architectural integration program by-law shall specify that no building should exceed the height of the typical houses of the neighbourhood.

d) Milroy and Godin Avenues



This sector is currently occupied by low-density detached single-family homes. This group of properties represents an approximate area of 17 643 m² (1.7 hectare). Located within a TOD area, it has a potential for redevelopment with an aim for greater urban density, in accordance with the denser nature of neighbouring properties.

The parameters of the regulation will be defined as follows:

- The redevelopment project shall include all of the properties within the identified area, and could also include Milroy Avenue right-of-way;
- The project shall be developed as per a comprehensive development plan with a minimum F.S.I. of 0.6 in order to meet the minimum residential density of 40 dwellings per hectare;
- The permitted use will be multi-family residential;
- The project shall be subject to the Site Planning and Architectural Integration Programme By-Law, in order to insure its harmonious integration into the neighbourhood in terms of height, setback to the street and the neighbouring property limits, and to maintain the special character of Lakeshore Road.

According to this scenario, the total capacity of the development made up of the properties located from Milroy to Godin Avenue would be at least 72 residential units.

e) *Repealed (amendment PC-2768-7)*



f) *Water's Edge Avenue and Bord-du-Lac*

Zoning for the set of lots on the east side of Water's Edge Avenue (between Bord-du-Lac—Lakeshore Road and Highway 20) will be changed to authorize the construction of single-family detached houses and townhouses with a minimum width of 6 metres and a maximum height of 2 storeys plus a loft that covers 40% of the area of the second floor. No townhouses will be authorized on Water's Edge, so the total capacity of the site will be 4 townhouses on Bord-du-Lac and 3 single family detached houses on Water's Edge (including 9 Water's Edge) .

g) Valois Bay Avenue and Bord-du-Lac

The section of Valois Bay Avenue south of Highway 20 has good potential for redevelopment. It is located between two apartment buildings: 45 Bord-du-Lac—Lakeshore Road (8 storeys) and 55 Bord-du-Lac—Lakeshore Road (6 storeys). It is adjacent to the underground pedestrian tunnel entrance of the Valois station. To enhance this potential, the zoning will be modified to authorize redevelopment based on a density and height equivalent to those of the building located at 45 Bord-du-Lac—Lakeshore Road (6 storeys and approximately 45 condo-type apartments), provided the project integrates the four properties located between Valois Bay Avenue and the apartment building at 55 Bord-du-Lac—Lakeshore Road.



This zoning will also permit a higher density and height (up to 9 storeys and 65 apartments) if the project includes the acquisition and demolition of the office building located east of Valois Bay Avenue alongside the highway. The land vacated by the demolition will have to be ceded to the City for the development of a "kiss and ride" facility next to the entrance to the pedestrian underpass and a small park behind the building at 45 Lakeshore.

The project will be subject to a by-law on site planning and architectural integration programs.

h) Delmar Avenue / Hymus Boulevard sector

Map 2 proposes redesignating the tracts of land on both sides of Delmar Avenue south of Hymus Boulevard for multidwelling purposes. The four industrial properties targeted total 60 874.2 m² (655 266 ft²). This sector is connected to a planned apartment development on Hymus Boulevard immediately to the west, where the maximum authorized floor space index is 2.0 and the maximum authorized height is 8 storeys.

The zoning will allow a maximum floor space index of 1.0, with a maximum lot coverage of 25% and a maximum height of 8 storeys, which should allow enough green space to be developed on the site to create a pleasant residential environment. The floor space index will be increased to 1.25 and the height to 10 storeys for any developer who combines at least two of the properties into a single development. Retail commercial uses and services will be permitted on the main floor up to a maximum of 5% of the total area of the apartment buildings.



i) Donegani Avenue / Ashgrove Avenue sector

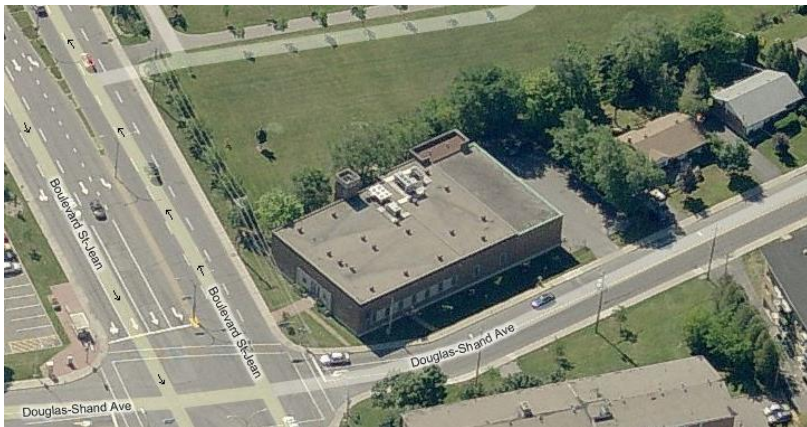
This small commercial area is located just in front of the Pointe-Claire station. The three properties likely to be redeveloped total 4 938.15 m² (53,156 sq.ft.). If this sector is attached to the adjacent multifamily zone (on Ashgrove Avenue), the total capacity would be approximately 70 apartments in 3-storey buildings plus a loft equivalent to 40% of the area of the third floor. The project will have to include at least 1.1 indoor parking spaces per apartment. A portion of the central square, currently used for public parking, will have to be turned into a park. The minimum average area of the apartments will be 85 m². Retail commercial uses and services will be permitted on the main floor up to a maximum of 10% of the total area of the new apartment buildings. Part of the existing outdoor parking will have to remain.

j) Repealed (amendment PC-2768-4)

k) 500 Saint-Jean Boulevard

The land located at 500 Saint-Jean Boulevard has a total area of 1997.7 m² (21,504 sq.ft.) and is occupied by a Bell Canada service building. Should this use be abandoned, the land could be subdivided into a maximum of three lots for single-family houses. The zoning by-law will state that no new houses may be built within 12 metres of the boundary of the right-of-way of Saint-Jean Boulevard.

The infill projects described here express the desired use for each of these properties and do not represent an obligation for these properties to be developed. These parameters will be incorporated into the zoning by-law; however, any vested rights to current uses will be recognized.



Appendix 2 BICYCLE PATH NETWORK PLAN



Appendix 3
COMPREHENSIVE DEVELOPMENT PLAN FOR POINTE-CLAIRE CITY-CENTRE

Repealed (Amendment PC-2768-4)