

Montréal Master Plan

PART II : CHAPTER 18

Borough of Pierrefonds-Roxboro



APRIL 2007

Dear fellow citizens,

Montréal's Master Plan, adopted by City Council in regular session on November 22, 2004, is the reference document for all interventions that are made in the City's territory. It presents the vision for the future planning and development of Montréal, one that spans the next ten years.

The chapter that deals with the Borough of Pierrefonds-Roxboro is an integral part of the Master Plan. It presents the City-wide goals that will impact our Borough as well as issues and objectives of a local nature that are specific to Pierrefonds-Roxboro. It supports development that is well-balanced and respectful of the many different aspects of our Borough, conceived to best respond to the needs of its citizens.

The contents of this chapter are based on consensus reached with the Borough's professionals and the citizens at the Montreal Summit of June 2002 and during different public consultations held in 2003 and 2004. These meetings enabled citizens to express their vision for the future of our Borough and to address a number of challenges, particularly those regarding the improvement of the cohesion of the Borough's territory, the quality of the environment and living environments, the protection and enhancement of natural environments and shorelines and the improvement of the Borough's accessibility.

The Master Plan is a social contract between the citizens and the City, along with its private and public partners, drafted to formalize their shared goals and objectives for the Master Plan. In this regard, the Borough has an important role to play in realizing the vision set out for future development in Montréal. On the same note, the Borough has modified its by-laws to ensure their conformity with the Montreal Master Plan.

We are proud to invite you to take part in the realization of our Borough's chapter of the Master Plan and, in so doing, help ensure that future development in Pierrefonds-Roxboro will be of the highest possible quality over the next several years.



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Borough Mayor



Christian G. Dubois
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18.1

Introduction

The Pierrefonds-Roxboro Borough Chapter is a component of Montréal's Master Plan and an instrument that permits the planning of future development in the Borough. This Chapter outlines the regulatory parameters that will guide the creation of urban planning by-laws in the Borough, conceived in response to the orientations of Montréal's Master Plan.

Following the municipal reorganization on January 1st 2006, it became necessary to review the borough Chapters in order to adapt them to the new administrative limits. The Pierrefonds-Roxboro Chapter is therefore a rewrite of the issues and objectives that correspond to the new administrative sectioning of the borough. More precisely, the present Borough Chapter recaptures for the most part the content of Pierrefonds in the Pierrefonds-Senneville Borough Chapter, to which has been added:

- the preoccupations linked to the Cap-Saint-Jacques nature park cited in the Île-Bizard–Sainte-Geneviève–Sainte-Anne-de-Bellevue Borough Chapter;
- the elements of the Roxboro sector included in the preliminary version of the Dollard-des-Ormeaux–Roxboro Borough Chapter.

Prepared by mandated professionals, the Chapter is the result of careful analyses and input from elected officials, managers of City services and local stakeholders, stemming from public consultations held in October of 2003 and February of 2004. In order to reach the greatest number of citizens, four separate public consultation meetings were held on the preliminary version of the Borough Chapter, from November of 2004 through January of 2005. The public was also invited to submit written briefs and comment on the Chapter.

Built upon this foundation, the Chapter presents the issues and objectives that are unique to the Borough and its urban and social realities.

Section 18.2 of this Chapter reviews the Master Plan's planning approach and provides an overview of the City-wide goals as they affect the Borough. Section 18.3 identifies local issues and objectives that the Borough and the Ville de Montréal have developed with regard to development in Pierrefonds-Roxboro as well as the actions that will ensure their implementation. Section 18.4 of the Chapter deals with six local Detailed Planning Areas and establishes general goals, planning issues and planning guidelines for each. Sections 18.5 and 18.6 contain, respectively, the regulatory parameters that will direct development in Pierrefonds-Roxboro and the urban planning tools at the Borough's disposal. Section 18.7 discusses a Special Planning Program. Finally, an action plan and timeline stemming from the objectives identified by the Plan is presented in Section 18.8.





18.2

Review of the Master Plan's Planning And City-wide Goals

The Master Plan subscribes to the principles of sustainable development in its approach to planning. These principles guide decisions that simultaneously address environmental, economic and social equity concerns.

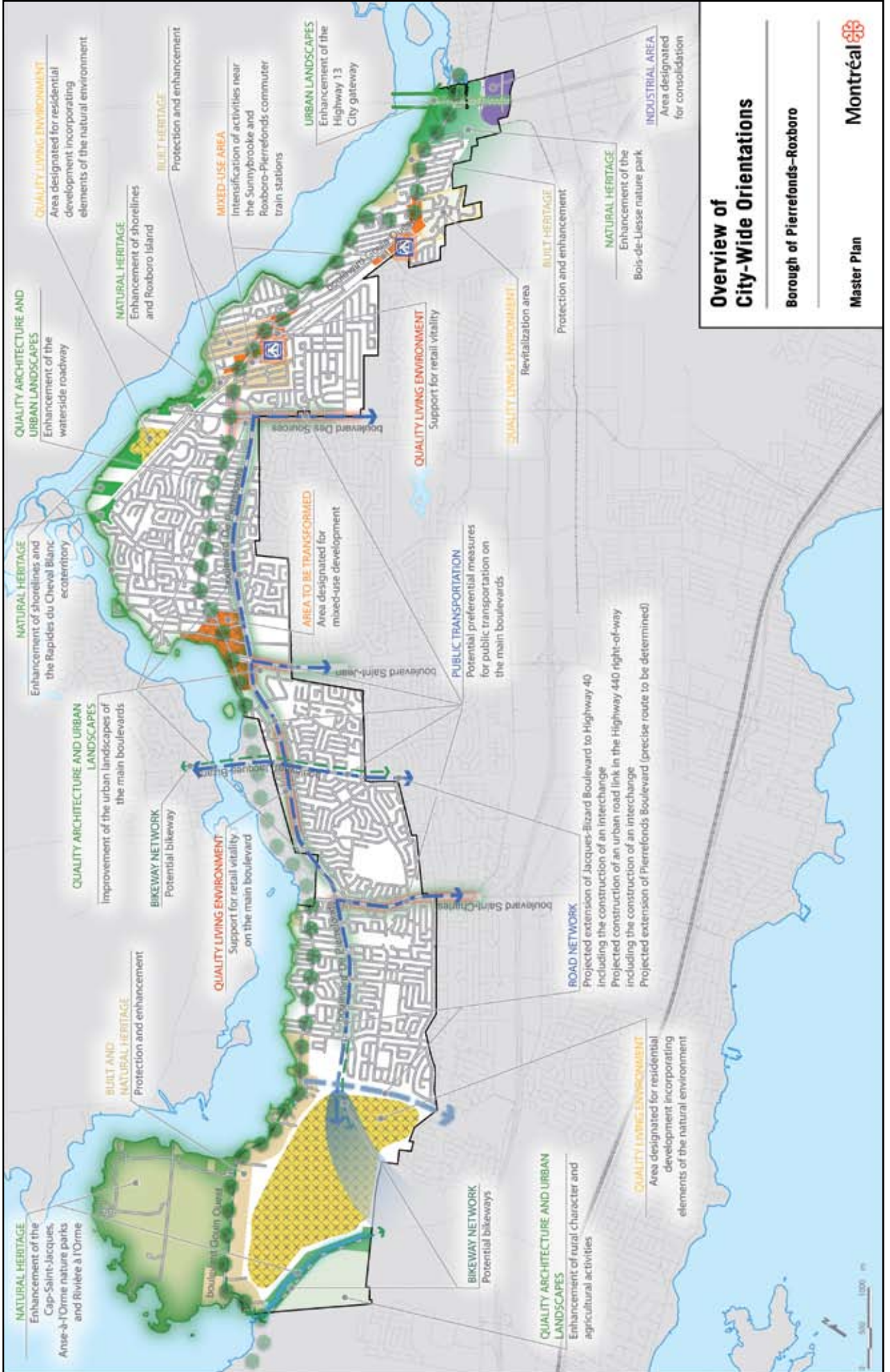
The Plan also aims for a marked improvement in the quality of urban development (see Part I, Chapter 1 of the Master Plan). The Plan expresses the City's desire to take an urban planning approach that is sensitive to the requirements of a healthy environment, in particular through the preservation of natural environments and the improvement of quality of life in residential areas.

In the spirit of the Kyoto Protocol, the Plan includes measures seeking to decrease dependence on automobiles. Instead, it advocates greater use of public transportation and active transportation modes such as biking and walking. To do so, the Plan supports a greater intensity and diversity of activities surrounding metro and commuter train stations.

The Master Plan's planning approach leads to seven goals, five of which particularly affect the Borough (see the following map).







NATURAL HERITAGE
Enhancement of the Cap-Saint-Jacques Anse-à l'Orme nature parks and Rivière à l'Orme

BUILT AND NATURAL HERITAGE
Protection and enhancement

BIKEWAY NETWORK
Potential bikeways

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of rural character and agricultural activities

QUALITY LIVING ENVIRONMENT
Area designated for residential development incorporating elements of the natural environment

BIKEWAY NETWORK
Potential bikeways

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Improvement of the urban landscapes of the main boulevards

BIKEWAY NETWORK
Potential bikeway

QUALITY LIVING ENVIRONMENT
Support for retail vitality on the main boulevard

ROAD NETWORK
Projected extension of Jacques-Bizard Boulevard to Highway 40
Including the construction of an interchange
Projected construction of an urban road link in the Highway 440 right-of-way including the construction of an interchange
Projected extension of Pierrefonds Boulevard (precise route to be determined)

QUALITY LIVING ENVIRONMENT
Support for retail vitality

BIKEWAY NETWORK
Potential bikeway

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the Rapides du Cheval Blanc ecoterritory

QUALITY LIVING ENVIRONMENT
Area designated for residential development incorporating elements of the natural environment

AREA TO BE TRANSFORMED
Area designated for mixed-use development

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the Rapides du Cheval Blanc ecoterritory

NATURAL HERITAGE
Enhancement of shorelines and the Rapides du Cheval Blanc ecoterritory

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the urban landscapes of the main boulevards

BIKEWAY NETWORK
Potential bikeway

QUALITY LIVING ENVIRONMENT
Support for retail vitality

AREA TO BE TRANSFORMED
Area designated for mixed-use development

BIKEWAY NETWORK
Potential bikeway

QUALITY LIVING ENVIRONMENT
Support for retail vitality

PUBLIC TRANSPORTATION
Potential preferential measures for public transportation on the main boulevards

QUALITY LIVING ENVIRONMENT
Revitalization area

BIKEWAY NETWORK
Potential bikeway

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of shorelines and Roarboro island

NATURAL HERITAGE
Enhancement of shorelines and Roarboro island

QUALITY LIVING ENVIRONMENT
Area designated for residential development incorporating elements of the natural environment

MIXED-USE AREA
Intensification of activities near the Sunnybrooke and Roxboro-Pierrefonds commuter train stations

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the waterside roadway

NATURAL HERITAGE
Enhancement of shorelines and Roarboro island

BIKEWAY NETWORK
Potential bikeway

QUALITY LIVING ENVIRONMENT
Support for retail vitality

AREA TO BE TRANSFORMED
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BIKEWAY NETWORK
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QUALITY LIVING ENVIRONMENT
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PUBLIC TRANSPORTATION
Potential preferential measures for public transportation on the main boulevards

QUALITY LIVING ENVIRONMENT
Revitalization area

BIKEWAY NETWORK
Potential bikeway

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the waterside roadway

NATURAL HERITAGE
Enhancement of shorelines and Roarboro island

QUALITY LIVING ENVIRONMENT
Area designated for residential development incorporating elements of the natural environment

MIXED-USE AREA
Intensification of activities near the Sunnybrooke and Roxboro-Pierrefonds commuter train stations

URBAN LANDSCAPES
Enhancement of the Highway 13 City gateway

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the waterside roadway

NATURAL HERITAGE
Enhancement of shorelines and Roarboro island

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Potential bikeway

QUALITY LIVING ENVIRONMENT
Support for retail vitality

AREA TO BE TRANSFORMED
Area designated for mixed-use development

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PUBLIC TRANSPORTATION
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Revitalization area

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Potential bikeway

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the waterside roadway

NATURAL HERITAGE
Enhancement of shorelines and Roarboro island

QUALITY LIVING ENVIRONMENT
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Enhancement of shorelines and Roarboro island

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Enhancement of the waterside roadway

NATURAL HERITAGE
Enhancement of shorelines and Roarboro island

QUALITY LIVING ENVIRONMENT
Area designated for residential development incorporating elements of the natural environment

MIXED-USE AREA
Intensification of activities near the Sunnybrooke and Roxboro-Pierrefonds commuter train stations

URBAN LANDSCAPES
Enhancement of the Highway 13 City gateway

QUALITY ARCHITECTURE AND URBAN LANDSCAPES
Enhancement of the waterside roadway

NATURAL HERITAGE
Enhancement of shorelines and Roarboro island

BIKEWAY NETWORK
Potential bikeway

QUALITY LIVING ENVIRONMENT
Support for retail vitality

AREA TO BE TRANSFORMED
Area designated for mixed-use development

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Enhancement of the Highway 13 City gateway

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Area designated for residential development incorporating elements of the natural environment

BUILT HERITAGE
Protection and enhancement

QUALITY LIVING ENVIRONMENT
Area designated for residential development incorporating elements of the natural environment

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BUILT HERITAGE
Protection and enhancement

QUALITY LIVING ENVIRONMENT
Area designated for residential development incorporating elements of the natural environment

BUILT HERITAGE
Protection and enhancement

INDUSTRIAL AREA
Area designated for consolidation

Overview of City-Wide Orientations

Borough of Pierrefonds-Roxboro

Master Plan

Montréal



18.3

Local Planning Issues, Objectives and Actions



Stretching along some 20 kilometres along the Rivière des Prairies, the territory of the Borough is multi-faceted and ecologically diverse. These different living environments offer a wide variety of housing types responding to the needs of many different households. Pierrefonds and Gouin West boulevards link these different living environments and help create territorial cohesion.

The Borough is crossed by Highway 13 near the Borough's most eastern edge. Links with the road network, including Highway 40, are achieved primarily via four main arteries: Sources, Saint-Jean, Saint-Charles and Sunnybrooke boulevards. In addition, the creation of an urban road axis in the Highway 440 right-of-way will allow greater access to the metropolitan road network as well as to an important sector in the western portion of the borough.

The territory of the Borough is primarily dedicated to a residential land use function. Also found here are equipment and services adapted to a diversified population, among these three colleges and two secondary schools, four indoor skating arenas, five outdoor swimming pools and three show theaters.

The Borough's commercial structure is oriented largely towards meeting the daily needs of the local population. Retail businesses are located primarily along the Borough's main roadways. The opportunities for industrial or commercial growth remain limited; indeed, somewhat marginal. Certain segments of Gouin Boulevard West and Du Centre Commercial Street are to be requalified.

Natural environments make up a large part of the territory of Pierrefonds-Roxboro. The eco-territories of the Rapides-du-Cheval-Blanc, including the Île Roxboro, and the Corridor écoforestier de la rivière à l'Orme are among these natural environments. Several nature parks also help define the Borough, namely the Bois-de-Liesse, l'Anse-à-l'Orme and Cap-Saint-Jacques nature parks, which represent 535 hectares of natural and recreational spaces. The borough's population also benefits from numerous parks and green spaces covering 116 hectares spread over the whole of the Borough's territory.

The Borough still holds an important area of land to be developed in the western portion of its territory. Representing close to 318 hectares, this space is scheduled for future residential development, integrating the preservation and enhancement of the natural environments.

Finally, the population's interest facing environmental issues is growing. The willingness to introduce an ecodistrict and an ecocentre denotes the population's awareness facing environmental preoccupations.

Given these realities, the primary planning issues facing the Borough of Pierrefonds – Roxboro are therefore:

- The consolidation and development of high-quality living environments that are diversified, attractive and complete.
- The consolidation of convivial local commercial areas that are well integrated with their surroundings and meet the needs of the population.
- The development of effective and efficient transportation networks.
- The realization of a high-quality urban landscape that is respected and appreciated.
- The preservation and enhancement of the Borough's built, archaeological and natural heritage.
- The achievement of a healthy, sustainable and safe urban environment.

18.3.1

Consolidate and Develop High-Quality Living Environments that are Diversified, Attractive and Complete

Objective 1 – Improve the quality of existing living environments

Actions

- 1.1 Develop a Special Planning Program (SPP) for the Eastern area and the Roxboro village core in order to establish a specific and targeted action plan.
- 1.2 Intervene in residential environments using an integrated approach, working in partnership with local residents to create a joint planning committee to oversee the implementation of the Special Planning Programs (SPPs).
- 1.3 Intervene intensively in areas to be revitalized by:
 - Implementing an Integrated Urban Revitalization Plan for the Cloverdale area (see Objective 1 of Part 1 of the Master Plan), that will address the physical and built environments as well as public services according to the needs of the local population.
 - Developing a local dwelling renovation and revitalization program applicable in areas to be designated:
 - adapted to the needs of the elderly living independently in their own homes;
 - adapted to the needs of young families becoming first-time homeowners in these areas.
 - Building social, affordable and adapted housing that is better integrated with the community.
- 1.4 Establish a housing policy at the Borough level (covering social, affordable, familial, community and adapted housing).
- 1.5 Create a hierarchical network of parks and green spaces in developing an integrated parks network management plan at the Borough level that:
 - meets the needs of the local population of each area;
 - satisfies all of the demand for sports fields and equipment;
 - is accessible to all and well-placed relative to major roadways;
 - minimizes the negative impacts of certain park activities on neighbouring residents.
- 1.6 Complete planning efforts aimed at building a community centre in the Eastern area.
- 1.7 Enhance the Rapides-du-Cheval-Blanc area, including the île Roxboro Park, in partnership with the community and study the possibility of setting up community gardens there.
- 1.8 Implement traffic calming measures, particularly in residential areas and nearby public facilities.



Objective 2 - Support the development of new residential areas

Actions

- 2.1 Prioritize the development of Pierrefonds' Western area by developing a SPP and creating a joint planning committee charged with elaborating a planning concept for the Western area, favouring the development of a livable community at the neighbourhood scale.
- 2.2 Build the road and municipal infrastructure necessary for residential development in the Western area (see Section 18.4.6).
- 2.3 Identify potential developable sites and buildings suitable for conversion into social or private housing.
- 2.4 Establish a local strategy to consolidate existing residential areas and implement measures favourable to the development of remaining vacant sites.
- 2.5 Review the regulatory framework and the related programs (SPAIP, CDP, SPP) which permit the creation and oversight of joint planning committees to guide development in areas to be developed and areas to be transformed.
- 2.6 Preserve and enhance existing natural environments by harmonizing administrative procedures (regulatory framework, financing, facilities, negotiations) with the Politique de protection et de mise en valeur des milieux naturels (Policy respecting the Protection and Enhancement of the Natural Environment) and the Plan de gestion des zones inondables (Floodplain Management Plan).

Objective 3 - Give the Borough a dynamic, attractive and welcoming town centre

Actions

- 3.1 Support the consolidation of residential, commercial, institutional, sports and cultural activities that create a dynamic, convivial and attractive environment in the Central area (see Section 18.4.4).
- 3.2 Develop a SPP covering the entirety of the Detailed Planning Area for the Central area and create a joint planning committee to coordinate the implementation of the SPP.
- 3.3 Undertake an organizational study to examine the relocation of the municipal shops and the subsequent enhancement of their current sites.



18.3.2

Consolidate Convivial Local Commercial Areas that are Well Integrated with their Surroundings and Meet the Needs of the Population

Objective 4 - Support the vitality of the key components of the Borough's local commercial activity and the redevelopment of areas in decline

Actions

-
- 4.1 Favour the consolidation of the most dynamic commercial streets and centres.

 - 4.2 Encourage and favour the intensification of activities in underused areas.

 - 4.3 Revise and adapt zoning codes (permitted uses and structural/site regulations) as part of efforts to consolidate local commercial areas.

 - 4.4 Implement redevelopment measures for commercial ensembles in decline:
 - A local subsidy program for commercial renovation;
 - A local retail beautification program applicable throughout the Borough.

Objective 5 - Consolidate commercial activity in Detailed Planning Areas

Actions

-
- 5.1 Undertake a local detailed planning effort in the following areas:
 - Eastern area of Pierrefonds;
 - Roxboro village core area;
 - Sources commercial area;
 - Saint-Charles commercial axis.

 - 5.2 Develop a SPP in these areas to establish a specific and targeted action plan; create a joint planning committee to oversee the implementation of the SPP.



18.3.3

Develop Effective and Efficient Transportation Networks

Objective 6 – Reinforce the role and character of Pierrefonds Boulevard as an efficient and safe transportation axis

Actions

-
- 6.1 Establish a concerted intervention plan covering the entirety of the current and future route of Pierrefonds Boulevard that will ensure the safe and efficient integration of all transportation modes using this corridor:
 - Determining the location and route and ensuring the safety of bikeways, sidewalks, crosswalks, bus stops and bus shelters;
 - Ensuring good automobile traffic flow;
 - Ensuring timely and efficient public transportation service;
 - Improving the urban landscape.
 - 6.2 Identify financing methods and cost-sharing plans for the rebuilding, design and redesign of Pierrefonds Boulevard.
-

Objective 7 - Support greater use of public transportation and improve the Borough's level of service

Actions

-
- 7.1 Establish close cooperation with the Ministère des Transports du Québec (MTQ), the Agence métropolitaine de transport (AMT), and the Société de transport de Montréal (STM).
 - 7.2 Support the AMT in its proposal to double the capacity of the Deux-Montagnes line.
 - 7.3 Analyze the different possibilities for increasing the density of the built form and intensity of activities surrounding commuter train stations (Sunnybrooke and Roxboro-Pierrefonds).
 - 7.4 Plan for public transportation service in the Western area of Pierrefonds in collaboration with the STM.
 - 7.5 Develop transit-preferential measures on the Borough's major boulevards: Pierrefonds, Sources, Saint-Jean, Saint-Charles and Jacques-Bizard and its prolongation.
-



Objective 8 - Strategically link Borough neighbourhoods with regional employment areas through an efficient road network and improve traffic flow on existing links

Actions

-
- 8.1 Prioritize the construction of a road link in the Highway 440 right-of-way between Gouin Boulevard West and Highway 40, including the construction of an interchange with Highway 40 and the implementation of transit-preferential measures (see Objective 2 of Part I of the Master Plan).
-
- 8.2 Complete the Borough's road network :
- Extend Pierrefonds Boulevard in order to service the Western sector of Pierrefonds;
 - Extend Antoine-Faucon Street towards Gouin Boulevard West;
 - Extend Jacques-Bizard Boulevard to Highway 40 (including the construction of an interchange with Highway 40) and, in concert with citizens, plan mitigation measures sufficient to preserve the quality of life of neighbouring residents.
-
- 8.3 Improve traffic conditions on existing north-south arteries (Saint-Charles, Saint-Jean and Sources boulevards) through traffic light synchronization, with the cooperation of all affected cities.

Objective 9 - Ensure access to activity nodes and connections with public transportation infrastructure through an effective bikeway network

Actions

-
- 9.1 Develop and complete the north-south and east-west bikeway network in relation to public transportation infrastructure and existing bikeways and create bicycle parking areas.
-
- 9.2 Plan and create a bikeway network to serve the Western area of Pierrefonds.
-
- 9.3 Study the possibility of creating a bikeway link on the railroad bridge connecting Île Bigras in Laval, with Montréal.
-
- 9.4 Create a bicycle path at the axis of Boulevard Jacques-Bizard and of its prolongation in such a way as to connect the activity sectors and areas of interest.
-
- 9.5 Create bicycle paths linking the living environments to the commuter train stations.

Objective 10 - Improve the quality and safety of the bikeway and pedestrian networks

Actions

-
- 10.1 Study the issues affecting pedestrian and cyclist trips throughout the Borough, specifically those in commercial districts, to improve their security and then establish an action plan.
-
- 10.2 Improve the maintenance of bus shelters, particularly in the winter months.



18.3.4

Produce a High-Quality Urban Landscape that is Respected and Appreciated

Objective 11 - Enhance shorelines and other significant elements of the Borough's urban landscape

Actions

-
- 11.1 Establish a local shoreline acquisition and development policy and adopt a financing strategy to support it.

 - 11.2 Adopt a shoreline, littoral zone and floodplain management plan for Rivière des Prairies, Rivière à l'Orme, Ruisseau Bertrand and Lac des Deux Montagnes.

 - 11.3 Revise the regulations concerning the site plans, design and construction of buildings along the waterside roadway of Gouin West and Lalande boulevards as well as in the Highway 13 City gateway area, and ensure a distinctive architectural and planning treatment.

Objectif 12 - Ensure that large transportation infrastructure contributes to improving the urban landscape

Actions

-
- 12.1 Improve the landscape design of the road corridors crossing through the Borough.

 - 12.2 Pursue the redesign of Pierrefonds Boulevard along the entirety of its route, including the redesign of the fences in the rear lot of the central mall.

 - 12.3 Create a framework, using appropriate regulatory tools, for increasing the intensity of urban activities near the access points of the public transportation network off of Saint-Charles, Saint-Jean and Sources boulevards.

Objective 13 - Enhance the public realm through the coherent design and framing of streets and other public spaces

Actions

-
- 13.1 Revise the building standards applicable to public roads (width of right-of-way and paving, layout of sidewalks and pedestrian paths, etc.), on-street parking regulations and the regulations concerning the design and creation of parking lots, so as to reduce paved surfaces.

 - 13.2 Develop and implement a local public art installation program.

 - 13.3 Increase the planting of trees in the public domain.

 - 13.4 Manage the installation of billboards.

 - 13.5 Favour the burial of overhead electrical wires, particularly along Gouin Boulevard West in the Eastern area of Pierrefonds.



Objective 14 - Favour high-quality architecture and consolidate the built form in harmony with the character of each area

Actions

-
- 14.1 Review the regulatory controls governing architecture (SPAIP).
-
- 14.2 Develop architectural guides to effectively help citizens in undertaking renovation work.
-
- 14.3 Favour the integration of energy efficiency standards and innovative ecological architecture technologies, such as green roofs, when planning real estate developments.
-
- 14.4 Apply regulatory controls to ensure the quality of the architecture and site planning of medium- and large-sized commercial projects (see Objective 12 of Part I of the Master Plan).

18.3.5

Protect and Enhance the Borough's Built, Natural and Archaeological Heritage

Objective 15 - Ensure the preservation of the significant elements of the Borough's built, natural and archaeological heritage, particularly along the waterside roadway

Actions

-
- 15.1 Protect areas and buildings of heritage or architectural interest found on the built heritage map and on the list of buildings (see Section 18.5) more effectively, particularly along the waterside roadway, in accordance with Montréal's Politique du patrimoine (Heritage Policy):
- By instituting strict controls on construction, renovation or demolition work, parcelling, building volume and site plan standards with the appropriate regulatory tools, specifically those concerning site planning and architectural integration programs (SPAIP) applicable in the following areas:
 - The Rapides-du-Cheval-Blanc area;
 - Large institutional properties found along Gouin Boulevard West;
 - The Petit Fort and Cap Saint-Jacques areas along Gouin Boulevard West;
 - Lalande Boulevard;
 - The Cloverdale area urban ensemble;
 - Roxboro village core area.
-
- 15.2 Through the development of partnerships, implement a program to increase public awareness of, conserve and enhance the Borough's built heritage.
-
- 15.3 Consider archaeological potential when carrying out excavation work and, when necessary, protect archaeological remains found within the archaeological heritage areas illustrated on Map 2.6.2 (Objective 15 of Part I of the Master Plan).



Objective 16 – Preserve and enhance the ecological and scenic qualities and recreational potential of natural spaces of interest

Actions

-
- 16.1 Participate actively in the implementation of the Politique de protection et de mise en valeur des milieux naturels (Policy respecting the Protection and Enhancement of the Natural Environment) throughout the Borough:
- Review the development project approval process in terms of the Policy; ;
 - Determine the preservation mechanisms of an ecological corridor in the axis of the Cap-St-Jacques and de L'Anse-à-l'Orme nature-parks, in relation to the Senneville natural areas.
-
- 16.2 Intervene more effectively to protect existing stands of trees and to increase the number of trees and the diversity of their species.
-
- 16.3 Ensure the stricter protection and the improved enhancement of the banks of Rivière des Prairies and other aquatic environments such as rivière à l'Orme.
-
- 16.4 Continue the implementation of the primary plan of enhancement of the Île Roxboro and its embankments, which has as its objective to favour:
- the preservation of the faunistic and floristic biodiversity
 - the improvement of accessibility
 - the integration with the waterside roadway and the Montréal Réseau Bleu
-
- 16.5 Contribute to the implementation of the Politique de l'arbre (Tree Policy) and develop a local landscaping plan and an appropriate financing strategy.
-
- 16.6 Implement the primary plan for parks and recreational spaces in Pierrefonds at the Borough level.



18.3.6

Achieve a Healthy, Sustainable and Safe Urban Environment

Objective 17 – Ensure the safety and well-being of the population by minimizing disaster risks and mitigating the impacts of nuisances

Actions

-
- 17.1 Regulate construction within flood zones already identified by the governments of Canada and Québec, in 1978 and 1995, through the implementation of a Shoreline, Littoral Land Floodplain Management Plan, which will require, among other things, that the ground level at the intersection of Saint-Jean and Pierrefonds boulevards and De La Rive-Boisée Road be raised above the 100-year flood line.
-
- 17.2 Favour the creation of a park on the former quarry, now serving as a dry materials landfill site, when activities have ceased.
-
- 17.3 Undertake a study analyzing security issues around schools and establish an action plan in cooperation with school management and parents.
-
- 17.4 Implement traffic calming measures along certain road corridors and in residential areas.

Objective 18 – Ensure the recovery and re-use of waste

Actions

-
- 18.1 Build an écoquartier.
-
- 18.2 Support the building of an écocentre.
-
- 18.3 Implement a local composting program, covering the whole Borough.
-
- 18.4 Implement measures for reducing and recovering waste in residential areas and foresee these measures in the Borough's institutions, commercial areas and industries.

Objective 19 - Within the Borough's competency framework, better protect the environment and contribute to the awareness and accountability of its citizens, commercial merchants and institutions for the improvement of their environment

Actions

-
- 19.1 Identify the priorities in terms of cleanliness and environmental duty in order to propose and implement solutions on a short-term basis.
-
- 19.2 Propose and carry out environmental projects related to the cleanliness campaign.
-
- 19.3 Encourage public and active transportation: walking, public transit use, cycling, car pooling.
-
- 19.4 Encourage the preservation of the vegetation heritage by encouraging the participation of citizens (clean-up and tree planting programs).
-
- 19.5 Through urban planning regulation, favour measures to reduce heat islands (materials for the construction and cladding of the pavement, revegetation, etc.)



18.4

Local Detailed Planning Areas

Certain areas of the Borough present complex urban planning issues that could not be resolved before the integration of this Borough Chapter into the whole of the Master Plan. For these areas, the Borough intends to complete a detailed planning exercise in the five years following the incorporation of the present chapter into the Master Plan, based on an integrated approach that is adapted to the specific nature of each case.

The Borough has identified six areas for local detailed planning efforts:

- 18.4.1 Eastern area of Pierrefonds
- 18.4.2 Roxboro village core area
- 18.4.3 Sources commercial area
- 18.4.4 Central area of Pierrefonds
- 18.4.5 Saint-Charles commercial axis
- 18.4.6 Western area of Pierrefonds

Parallel to the work being undertaken in local Detailed Planning Areas, the Ville de Montréal Master Plan has identified 26 City-wide Detailed Planning Areas, in which the development decisions made will affect the entire City or directly concern more than one borough. Among these, the L'Anse à l'Orme area is of greatest interest to the Borough of Pierrefonds-Roxboro. The parameters that will frame the detailed planning process for this area are described in Chapter 4 of Part I of the Master Plan.

Both local and City-wide detailed planning efforts will be carried out through public participation and rely on successful cooperation between all stakeholders concerned, including the Borough, City services, government ministers and public, private and community organizations.

According to need, detailed planning could lead to:

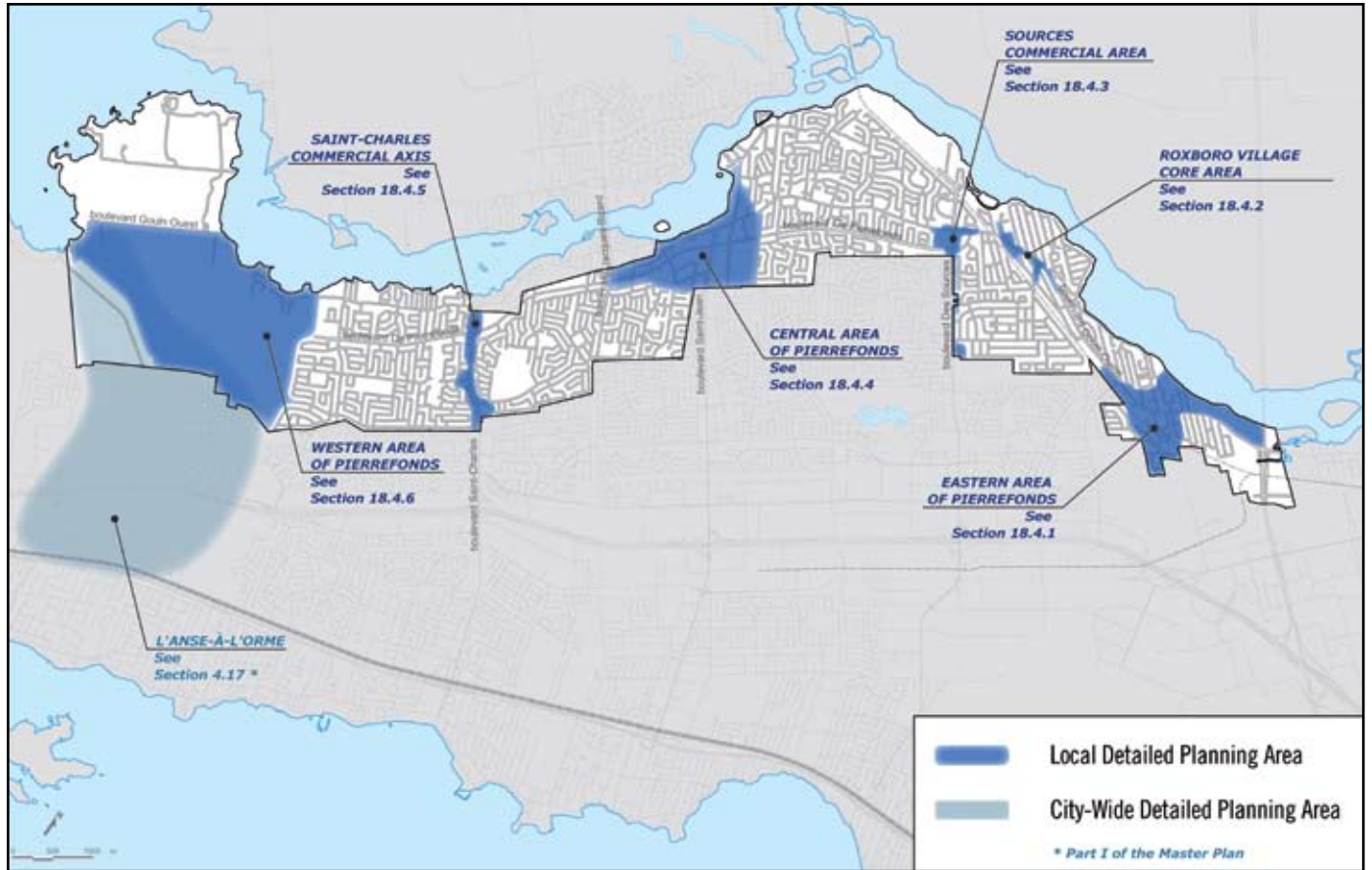
- The adoption of a Special Planning Program (SPP);
- The adoption of a development or action plan by the Borough Council;
- The amendment of the Borough's urban planning by-laws;
- The implementation of appropriate programs;
- The implementation of capital projects by the City, either alone or in association with the governments of Québec and Canada;
- Projects in partnership with one or more private, public or community partners.

In order to initiate and guide the detailed planning process, the following pages present, for each local Detailed Planning Area:

- General goals;
- A brief summary of the planning issues;
- Planning guidelines.

The perimeter of the Detailed Planning Areas can be more precisely defined, notably within the frame of the development of a Special Planning Program (SPP).

Local Detailed Planning Areas



18.4.1

Eastern Area of Pierrefonds

General Goals

- Enhance the waterside roadway as it travels along Gouin Boulevard West and Lalande Boulevard
- Improve the urban landscape and quality of the architecture in the area
- Revitalize commercial activity along this segment of Gouin Boulevard West
- Distinguish the Highway 13 surroundings as a Montréal City gateway



Planning Issues

Gouin Boulevard West between Sunnybrooke Boulevard and Wilfrid Street presents a destructured urban fabric, a result of the numerous garages and large parking lots found along it. These parking facilities leave little space for landscaping and other design elements, items that are especially rare on the south side of the boulevard, and negatively affect the design quality of the waterside roadway. The utility poles found along Gouin Boulevard also blight the landscape of this historic thoroughfare.

The Sunnybrooke commuter train station is an opportunity to revise some of the permitted land uses, favouring increased residential density and a greater intensity of urban activities within its catchment area.

The presence of the Bois-de-Liesse nature park and the many large institutional properties along the shoreline are assets that can contribute to the enhancement of the area. Moreover, the recognition of the heritage value of the Cloverdale urban ensemble will play an important role in valorizing this area.

Planning Guidelines

- 1 Review certain land uses within the catchment area of the Sunnybrooke commuter train station, favouring increased residential density and a greater intensity of urban activities.
- 2 Examine the possibility of increasing parking capacity and revitalizing activities on the grounds of the Sunnybrooke station park-and-ride.
- 3 Revise the regulatory parameters governing the segment of Gouin Boulevard West within the Borough and propose other uses that would better contribute to the enhancement of the waterside roadway.
- 4 Redesign Gouin Boulevard West, making it a more comfortable, safe and pleasant place to visit, particularly through planting trees and widening sidewalks to a sufficient width for pedestrians.
- 5 Develop new bikeways, linking this area with the rest of the City-wide bikeway network, and enhance the banks of Rivière des Prairies.
- 6 Support the consolidation of neighbourhood retail along Gouin Boulevard West and make improvements to building facades, signage and streetscapes.
- 7 Examine the possibility of burying electrical wires along Gouin Boulevard West in collaboration with the Commission des services électriques (Electrical Service Commission) of the Ville de Montréal.
- 8 Support a joint planning exercise with the owners of large riverfront institutional properties to evaluate the possibility of creating pedestrian paths or bikeways.
- 9 Implement an enhancement strategy for the Cloverdale urban ensemble of heritage interest, involving more direct participation by residents.

18.4.2

Roxboro Village Core Area

General Goals

- Enhance Gouin Boulevard West as a waterside roadway
- Improve the urban landscape and the architectural quality of the area
- Support the revitalization of Du Centre Commercial Street and requalify the approaches of the Pierrefonds- Roxboro commuter train station
- Improve the hierarchy of the traffic lanes and limit transit circulation through local streets



Planning Issues

Gouin Boulevard West is one of the founding routes within the City and is an important part of the City of Montréal's waterside roadway. It borders the northern end of the island along the East-West axis and presents a diversified landscape. This portion of the boulevard is characterised by a destructured urban tissue and by a deficient planning of the public and private domain. Moreover, the length of the waterside roadway makes the planning and integrated development of its embankments difficult.

As for Du Centre Commercial Street, it plays an important transit role at the daily automobile journey level. Along with the Pierrefonds-Roxboro commuter train station, this sector represents the heart of the Roxboro area. However, there is little harmony within the urban framework of this sector. The following characteristics have been observed: weak dynamism of commercial activity, deterioration of certain buildings and intense transit circulation.

Within this context, the presence of the train station represents an opportunity to review this area with a residential densification and activity intensification perspective that surrounds a public transportation pole.

Planning Guidelines

- 1** Enhance Gouin Boulevard West in terms of a historic route using specific planning and landscaping measures (signage, street furniture, tree planting, etc.).
- 2** Favour the development of activities and intensify the residential and commercial density within underused or unoccupied spaces surrounding the train station.
- 3** Develop a convivial and safe plan for pedestrian travel toward and around the commuter train station.
- 4** Redefine the commercial and service vocation of Du Centre-Commercial Street and improve the quality of the landscaping of the public domain of this commercial street (tree planting, sidewalk installation, quality street furniture installation).
- 5** Define an integrated planning concept for the revitalization and requalification of Gouin Boulevard West in order to:
 - diversify the activities along certain segments of the Boulevard;
 - improve the quality of the built framework and the landscaping by the definition of objectives and criteria
 - develop safe roadways reserved for pedestrians and cyclists;
 - enhance the Boulevard as a waterside roadway using specific landscaping measures (signage, street furniture and others).
- 6** Review the signage and the landscaping along the primary traffic routes within the area.

18.4.3

Sources Boulevard Commercial Area

General Goals

- Enhance the Sources Boulevard Borough gateway
- Consolidate commercial activity
- Improve the architectural quality of buildings in the area
- Improve traffic flow of the Sources Boulevard / Gouin Boulevard West intersection



Planning Issues

Parking lots dominate the landscape of the Sources commercial area, leaving little place for pedestrians or convivial urban landscapes.

The area is also characterized by vacant and underused lots. Many have been this way for quite some time, judging by the advanced deterioration of the built form.

Moreover, the intersection of Pierrefonds and Sources boulevards is fraught with conflict points, a result of mid-block curb cuts that allow vehicular access to stores and create traffic and safety problems.

Planning Guidelines

- 1 Redesign the public domain of the Sources Boulevard right-of-way (median, landscape design, paving, etc.).
- 2 Favour the development and intensification of activities on vacant or underused lots along Sources Boulevard and propose new uses that enhance commercial activity.
- 3 Favour the development of other underused sites, particularly parking lots, by intensifying activities and constructing buildings of high architectural quality whose density conforms to the role desired for the area.
- 4 Improve vehicular traffic at the intersections of Sources and Pierrefonds boulevards and Sources and Gouin West boulevards.
- 5 Link the area with other parts of the territory via proposed bikeways along Pierrefonds, Sources and Gouin West boulevards.
- 6 Design a landscaped strip along Sources Boulevard to help mitigate the visual impact of the parking lots.
- 7 Revitalize the area's built form.
- 8 Enhance the different components of the waterside roadway found along Gouin Boulevard West.
- 9 Revise regulatory arrangements and municipal incentives in order to harmonize the architectural treatment, materials, colours and quality of signage.

18.4.4

Central Area of Pierrefonds

General Goals

- Plan and oversee the creation of a civic and institutional node at the heart of the Borough that meets the needs of its citizens
- Favour mixed-use developments featuring housing, commercial and institutional space on vacant or underused lots, built on an integrated planning concept
- Promote the location of civic facilities and businesses that will help to structure the activities of the Central area
- Improve the quality of the urban landscape and architecture of the area



Planning Issues

The Central area is notable for its advantageous location and its place at the centre of the Borough. It is home to most of the Borough's main institutions and facilities (the Borough office, the community and cultural centre, the intermunicipal library, the arena, a high school, a CLSC, shops, etc.).

At the intersection of Gouin West and Pierrefonds boulevards, however, the Central area is characterized by its destructured urban fabric. This stems from its numerous vacant lots and the collection of different incompatible uses, whose buildings of different sizes and styles lack architectural unity or complementarity.

The City owns a great deal of land in the area, including properties that are both large and strategically located. As a result, a concerted redevelopment effort could be undertaken rapidly.

Planning Guidelines

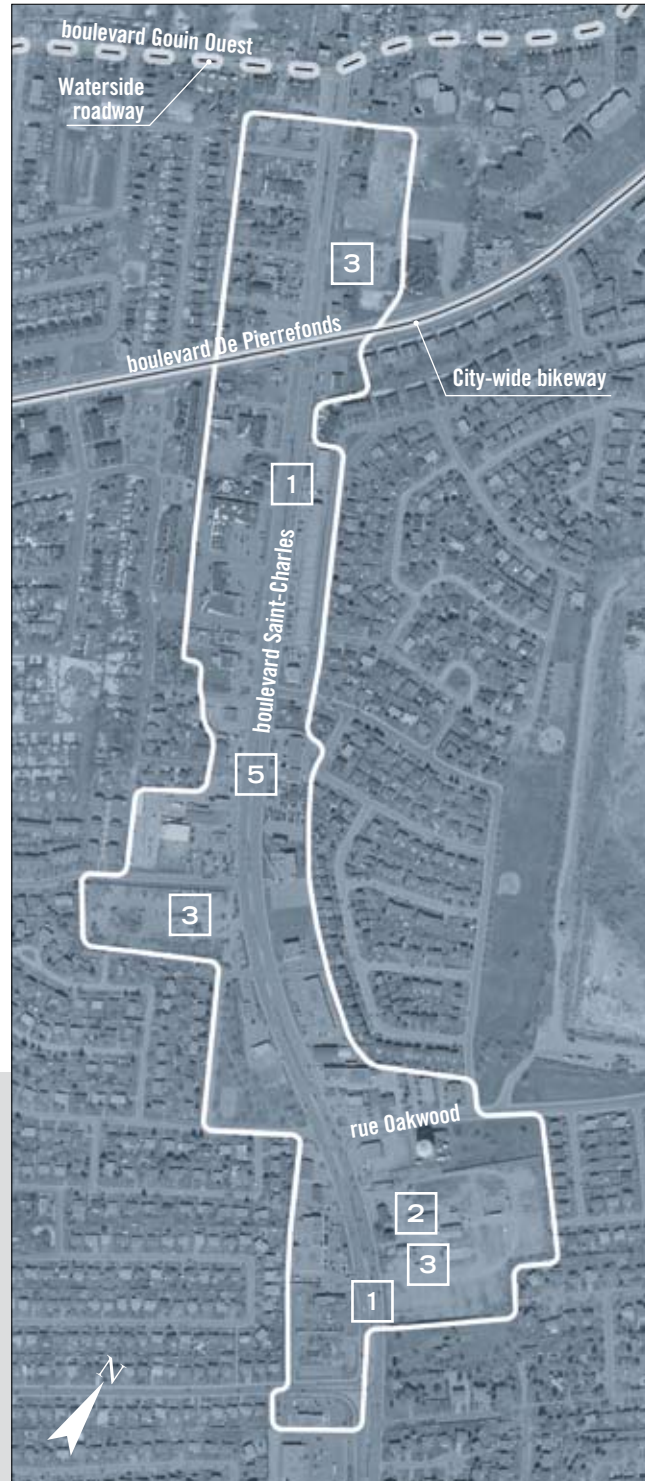
- 1** Create a welcoming Borough gateway and a convivial image for Saint-Jean Boulevard by improving the quality of its design, architecture and landscape.
- 2** Consolidate institutional activities by expanding the library and the Marcel-Morin community center and building new multi-functional facilities between Richmond and René-Émard streets.
- 3** Favour the adaptation of the supply of commercial goods by adding new establishments, particularly along Saint-Jean, René-Émard, Gouin West and Pierrefonds boulevards.
- 4** Favour the construction of medium-and high-density residential projects that include affordable housing targeted at an older clientele.
- 5** Accentuate the presence of the shoreline and favour the development of public access to it.
- 6** Examine the possibility of relocating the municipal shops to enhance the lands they currently occupy.
- 7** Enhance and intensify activities in certain areas along Gouin Boulevard West and René-Émard Street, and propose other uses that would favour an enhancement of the waterside roadway located on Gouin Boulevard West.
- 8** Adapt the local road network in order to facilitate traffic flow in the area, particularly on Gouin Boulevard West.
- 9** Develop a bikeway network and pedestrian paths, along with supporting infrastructure, in the heart of the Central area, that is, along Gouin Boulevard West, René-Émard Street and Pierrefonds Boulevard.

18.4.5

Saint-Charles Commercial Axis

General Goals

- Enhance the Borough gateway and Saint-Charles Boulevard
- Consolidate commercial activity along Saint-Charles Boulevard
- Facilitate links between the commercial node and the Western area of Pierrefonds
- Improve the quality of the urban landscape and architecture of the area



Planning Issues

The urban landscape of Saint-Charles Boulevard is characterized by its numerous shopping malls and parking lots. The latter leave little room for green space, as the spaces fronting the boulevard are virtually all paved. The architecture of building facades is notable for the dissonant designs, materials and colours used. The boulevard is also marked by numerous mid-block curb cuts for vehicular access, which create traffic and safety problems.

Finally, residential development of the Western area presents the opportunity to increase and consolidate the supply of commercial goods and services found on Saint-Charles Boulevard to better serve local residents.

Planning Guidelines

- 1 Redesign the public domain in the Saint-Charles Boulevard right-of-way (median, landscape design, paving, etc.).
- 2 Revise the zoning to permit new uses that will enhance commercial activity on the boulevard.
- 3 Develop underused sites, particularly parking lots, by intensifying activities and constructing buildings of high architectural quality whose density conforms to the role desired for the area.
- 4 Review the traffic light synchronization of the Saint-Charles/Pierrefonds boulevards and Saint-Charles Boulevard/Antoine-Faucon Street intersections in preparation for the development of the Western area of Pierrefonds.
- 5 Prepare a landscape design treatment for Saint-Charles Boulevard in an effort to mitigate the visual impact of parking lots.
- 6 Revise regulatory arrangements and municipal incentives in order to harmonize the architectural treatment, materials, colours and quality of signage.

Planning Issues

Capable of accommodating the development of more than 6,000 new dwellings, the Western area of Pierrefonds is among the areas of Montréal with the highest development potential.

The development of the Western area has already begun, and development pressure continues to grow despite the fact that the area remains isolated. The absence of the transportation infrastructure needed to strategically link the area with other parts of the Borough and the highway network is among the most pressing issues to be addressed. The east-west axis is currently served only by Gouin Boulevard West. Pierrefonds Boulevard and Antoine-Faucon Street, which could permit access to the centre of the area, now dead-end just before the Highway 440 right-of-way. There is no north-south road access at all. The development of road infrastructure is therefore a prerequisite to continued residential development in the Western area of Pierrefonds.

The planning and development of these new road links and residences must be undertaken with respect for existing natural environments found in the Corridor écoforestier de la Rivière-à-l'Orme eco-territory.

Planning Guidelines

- 1** Prioritize the construction of a road link in the Highway 440 right-of-way between Gouin Boulevard West and Highway 40, including the construction of an interchange with Highway 40.
- 2** Develop mixed and integrated residential projects favouring the development of a viable neighbourhood-scale community according to the principles of the Charte des milieux de vie montréalais (Montréal Living Environments Charter; see Objective 1 of Part 1 of the Master Plan).
- 3** Plan a convivial and economically viable commercial and service area that contributes to the emergence and viability of community life.
- 4** Use the intervention approach proposed by the Politique de protection et de mise en valeur des milieux naturels (Policy respecting the protection and enhancement of natural environments) and the proximity of the Cap-Saint-Jacques and L'Anse-à-l'Orme nature parks as strategic levers for development in the area.
- 5** Extend Pierrefonds Boulevard to Morgan Boulevard taking a route that minimizes impacts on natural environments and that permits efficient public transportation service to the area and towards the Baie d'Urfé commuter train station.
- 6** Extend Antoine-Faucon Street towards the Cap-Saint-Jacques nature park, crossing the Pierrefonds Boulevard extension.
- 7** Build new bikeways along Pierrefonds Boulevard and Antoine-Faucon Street so as to link the area with the rest of the bikeway network as well as the new residential neighbourhoods, public facilities and public transportation.
- 8** Enhance the waterside roadway and preserve its rural character throughout the development of the area.

18.5

Regulatory Parameters Applicable to the Borough

The parameters and orientations expressed by the Master Plan that are regulatory in scope are represented in the urban planning by-laws of the Borough. The zoning code is the primary regulatory vehicle for the implementation of the Master Plan.

Land Use

Working from the orientations of the Master Plan, the extract of the land use designation map applicable to the Borough of Pierrefonds-Roxboro illustrates the desired vocations of areas to be built or transformed and confirms the vocations of established areas. Land use designations reflect the general nature of the environments and, as such, are a departure from an overly normative designation approach that would excessively divide the City's territory. These inclusive designations favour mixed use and encompass a variety of activities that may take place within a single designation, in accordance with complementarity or compatibility rules that will be defined in the Borough's urban planning by-laws. Based more on rationale than on detailed restrictions, this approach allows for the adapted management of urban development and simplifies administrative procedures. Thus, the Master Plan's amending procedure will apply only in cases with significant implications for the future of the City.

The table on the following page presents and defines the nine different land use designations. The first four are inclusive in nature and correspond to distinct urban environments. The remaining five are essentially exclusive in nature and apply to areas that are reserved for specific activities.

Building Density

The building density parameters guide architectural design by determining the scale of the built form and the intensity of activities in different areas of the territory. The parameters for each area to be built or transformed reflect the character sought by the Plan. In established areas, the parameters correspond to the general character of the existing built environment, which the Plan seeks to maintain.

The extract of the construction density map applicable to the Borough of Pierrefonds-Roxboro expresses the allowed construction density according to a colour scale, corresponding to a number of different density parameters. A short description lists the parameters applicable to each area. These parameters are explained in additional notes, when necessary. In most cases, the following parameters describe the existing or desired general character of an area, based on one or more of the following:

- The number of aboveground stories (excluding mezzanines);
- The type of configuration: detached, semi-detached or row;
- The building site coverage ratio;
- The floor area ratio (F.A.R.), especially in areas to be built or transformed.

Parks and Green Spaces

The Plan wishes to ensure the protection and enhancement of the parks and green spaces illustrated in the extract of the map entitled "Parks and Green Spaces", applicable to the Borough of Pierrefonds-Roxboro.

Built Heritage

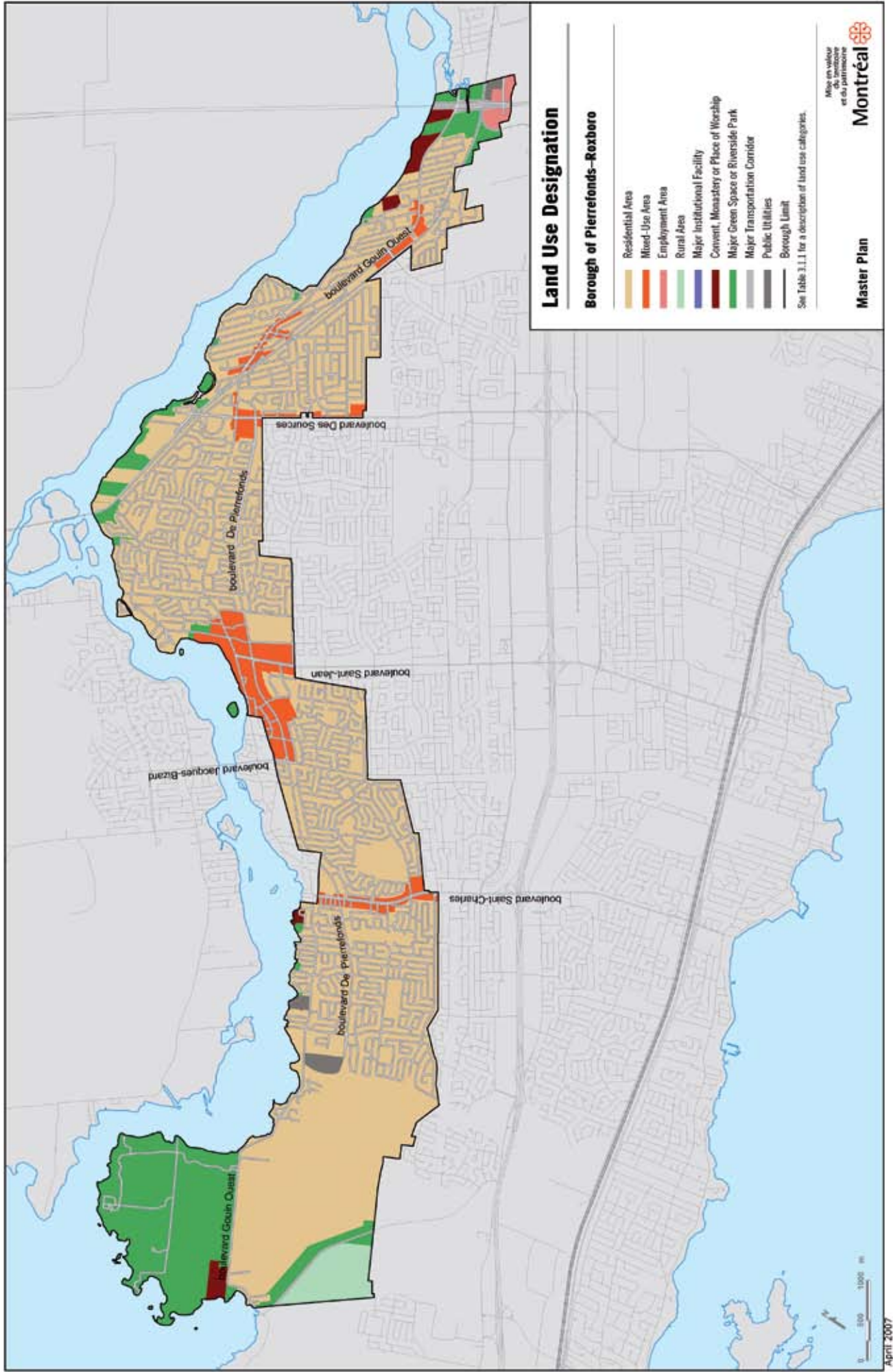
In compliance with Objective 15 of the Master Plan, the structures identified in the list of buildings of heritage and architectural interest located outside areas of exceptional value, as well as all buildings found within areas of exceptional value or large sites of institutional character, must be subject to tight control over to all construction, renovation and demolition work through applying the appropriate regulatory tools, most notably site planning and architectural integration programs (SPAIP).

Table
Land use designations



Land use designations		
Designation and description	Components	Notes
<p>Residential area Essentially residential areas including mixed activities, especially mixed retail/residential streets.</p>	<ul style="list-style-type: none"> ■ Housing ■ Retail ■ Public or institutional facilities 	<p>The by-laws will divide the predominantly residential areas, retail zones and public or institutional facility areas into separate zones. By-laws will determine land use according to the nature of environments and the Borough. By means of land use management mechanisms (as-of-right uses, conditional uses, floor area limits, retail continuity obligations, use quotas, etc.), they will ensure a smooth interface between residential and non-residential activities. To safeguard both the coherence of living environments and a healthy mix of uses, by-laws may recognize certain industrial uses present at the moment of the Master Plan's adoption.</p>
<p>Mixed-use area Diversified areas comprising a variety of activities and housing. A number of these areas encompass sub-areas that are designated for increased housing and employment density.</p>	<ul style="list-style-type: none"> ■ Housing ■ Retail ■ Office buildings ■ Commercial buildings ■ Buildings housing light industry ■ Public or institutional facilities 	<p>The by-laws will define the zones and determine authorized uses in accordance with the nature of the environments in order to ensure a smooth interface between essentially residential areas and more intensive activity areas.</p>
<p>Employment area Economic activity areas comprising essentially industrial and/or retail activities. Housing is excluded in these areas.</p>	<ul style="list-style-type: none"> ■ Industrial buildings ■ Office buildings ■ Commercial buildings ■ Public or institutional facilities 	<p>The by-laws will ensure that the uses presented in the Employment Areas Map (see Section 2.4) are reflected. The by-laws will define the zones and determine authorized uses in accordance with the nature of the environments, particularly to limit major nuisance-generating uses to industrial employment areas.</p>
<p>Rural area Areas of a rural nature, comprising housing and agricultural activity.</p>	<ul style="list-style-type: none"> ■ Housing ■ Agriculture and complementary industrial activities ■ Public or institutional facilities 	
<p>Major institutional facility Areas comprising facilities and land reserved for institutional activities that play an important service role in the Montréal community.</p>	<ul style="list-style-type: none"> ■ Major institutional facilities (education, health care, sports, culture) ■ Public or institutional facilities ■ Complementary retail and housing 	

Land use designations		
Designation and description	Components	Notes
<p>Convent, monastery, or place of worship Areas comprising structures and sites reserved for convents, monasteries, or other religious establishments.</p>	<ul style="list-style-type: none"> ■ Buildings devoted to religious orders, including residences ■ Places of worship ■ Public or institutional facilities ■ Complementary retail and housing 	<p>Even if they are not identified on Map 3.1.1, areas subject to this land use category are included on the list of heritage buildings in Part II.</p>
<p>Major green space or waterside park Areas reserved for green or natural spaces of City-wide importance or located on a riverbank, as well as major cemeteries.</p>	<ul style="list-style-type: none"> ■ Major and metropolitan parks ■ Nature parks ■ Public areas ■ Nature reserves ■ Public riverbanks and islands ■ Major cemeteries ■ Golfs courses ■ Complementary retail, public or institutional facilities 	<p>The riverbanks and islands in question, along with the summits of Mount Royal, are publicly owned spaces, primarily local parks. This designation recognizes the presence of residential enclaves in some nature parks at the time the Master Plan is adopted.</p>
<p>Major transportation corridor Areas reserved for transportation, specifically the main passenger and freight transportation infrastructure.</p>	<ul style="list-style-type: none"> ■ The parts of the road network under the jurisdiction of the federal and Québec governments ■ Port, rail and airport infrastructure ■ Complementary uses and infrastructure 	<p>The by-laws will divide the railyards as well as the port and airport areas into separate zones. This obligation does not apply to the road network and the rail corridors.</p>
<p>Public utilities Areas comprising structures and sites reserved for public utilities.</p>	<ul style="list-style-type: none"> ■ Electrical substations, water or wastewater treatment plants, public works yards, etc. 	
<p>General notes:</p> <p>Part II of the Plan includes one map for each borough, which identifies local parks whose designation is confirmed by the Master Plan. The conversion of any park or any part thereof for purposes other than a complementary use or local public facility requires an amendment to the Master Plan. Parks, cemeteries, golf courses, transformer stations and public works yards are authorized in all designations. On the accompanying maps, the limits of land use designation areas should be interpreted as corresponding with street, lane and cadastral boundaries.</p>		



Land Use Designation

Borough of Pierrefonds-Roxboro

- Residential Area
- Mixed-Use Area
- Employment Area
- Rural Area
- Major Institutional Facility
- Convent, Monastery or Place of Worship
- Major Green Space or Riverside Park
- Major Transportation Corridor
- Public Utilities
- Borough Limit

See Table 3.1.1 for a description of land use categories.

Building density



Borough of Pierrefonds-Roxboro

Established areas

Orientation

Maintain area character

Zoning by-laws will aim to maintain the existing built form, which presents the following characteristics:

Sector 18-01:

- Building height of one or two stories above ground;
- Detached;
- Low or medium site coverage.

Sector 18-02:

- Building height of one or two stories above ground;
- Detached;
- Low site coverage.

Zoning by-laws will ensure the preservation of the sector's rural character, including low-density housing, agricultural activities and natural areas to be preserved.

Sector 18-03:

- Building height of one to four stories above ground;
- Low or medium site coverage.

Sector 18-04:

- Building height of one to four stories above ground;
- Low or medium site coverage.

Sector 18-05:

- Building height of one to three stories above ground;
- Low or medium site coverage.

Sector 18-06:

- Building height of one to eight stories above ground;
- Low or medium site coverage.

Sector 18-07:

- Building height of one to ten stories above ground;
- Detached or semi-detached;
- Low or medium site coverage.

Sector 18-08 :

- Building height of one to six stories above ground;
- Low or medium site coverage.

Sector 18-09:

- Building height of one to four stories above ground;
- Detached;
- Low or medium site coverage.

Zoning by-laws may recognize existing buildings as well as real estate projects duly authorized at the time of the adoption of the Plan that do not conform to the above parameters.

Borough of Pierrefonds-Roxboro

Areas to be built or transformed

Orientation

Renew area character

Zoning by-laws will permit a new built form, which presents the following characteristics:

Sector 18-T1:

- Building height of one to twelve stories above ground;
- Low or medium site coverage;
- Minimum F.A.R.: 0.2;
- Maximum F.A.R.: 3.0.

Sector 18-T2:

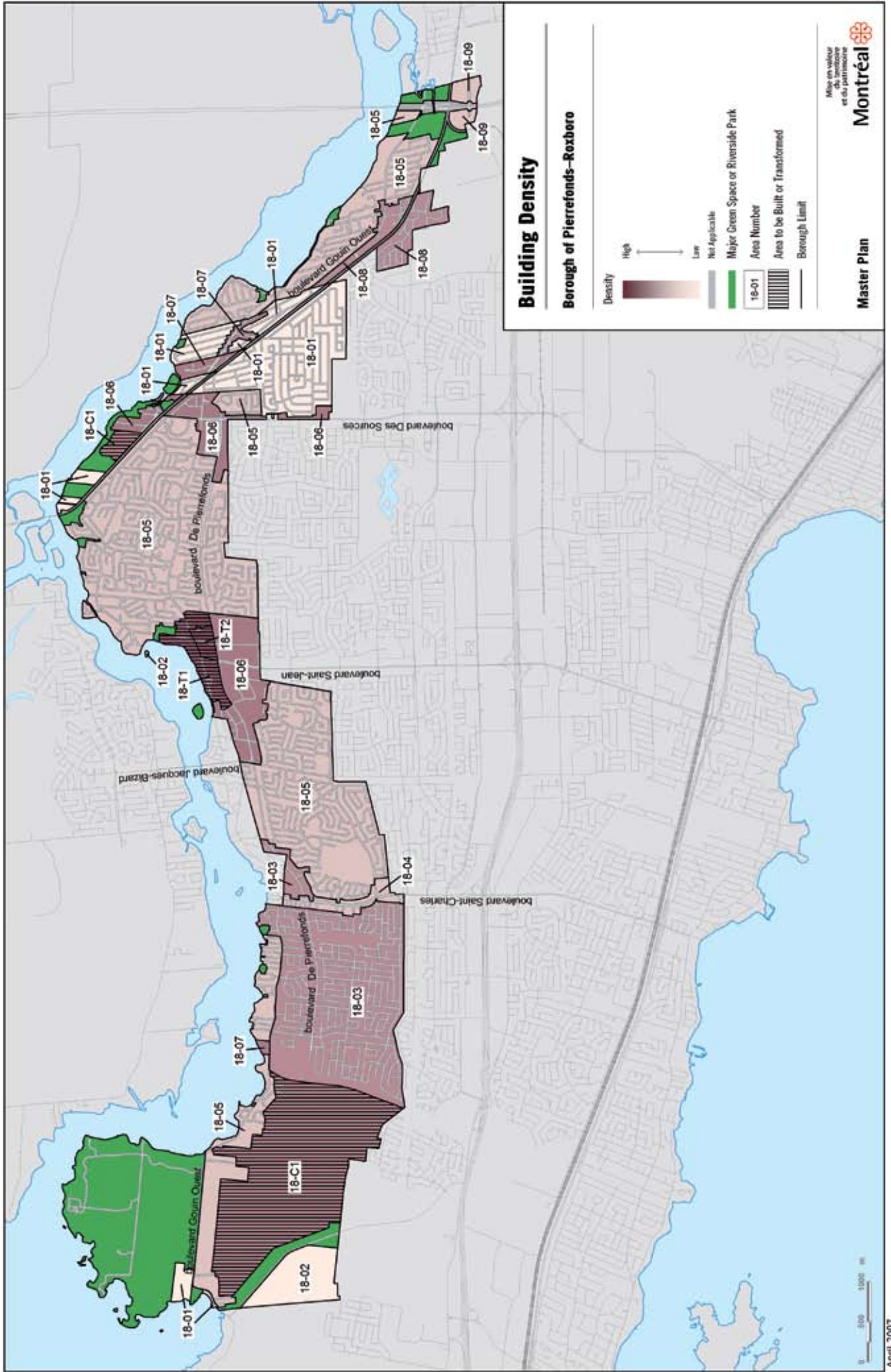
- Building height of one to sixteen stories above ground;
- Low or medium site coverage;
- Minimum F.A.R.: 0.5;
- Maximum F.A.R.: 3.0.

Sector 18-C1:

- Building height of one to ten stories above ground;
- Low or medium site coverage;
- Minimum F.A.R.: 0.2;
- Maximum F.A.R.: 3.0.

Zoning by-laws will ensure the conservation of the natural areas.

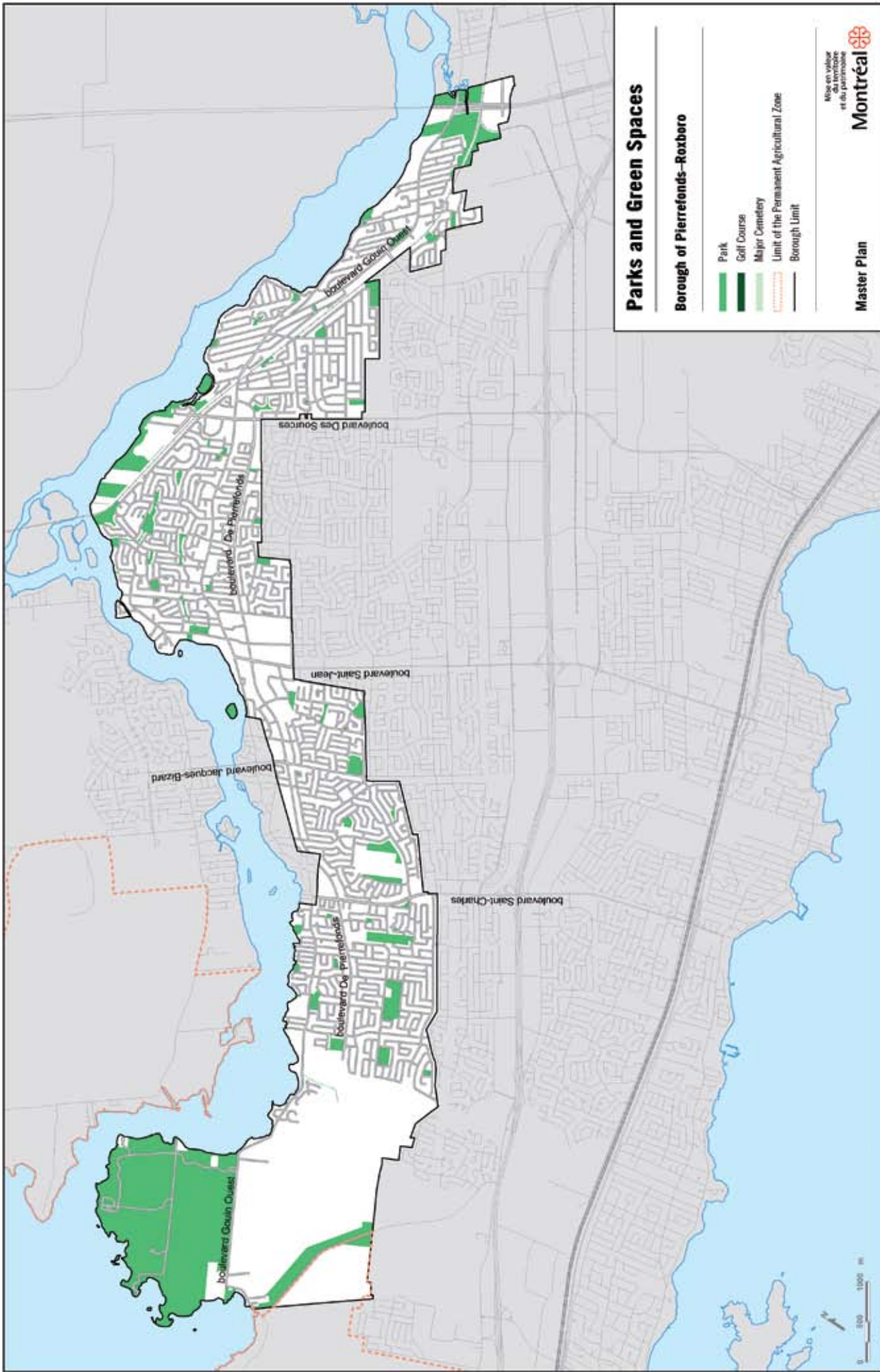
Zoning by-laws may recognize existing buildings as well as real estate projects duly authorized at the time of the adoption of the Plan that do not conform to the above parameters.



Building Density

Borough of Pierrefonds-Roxboro

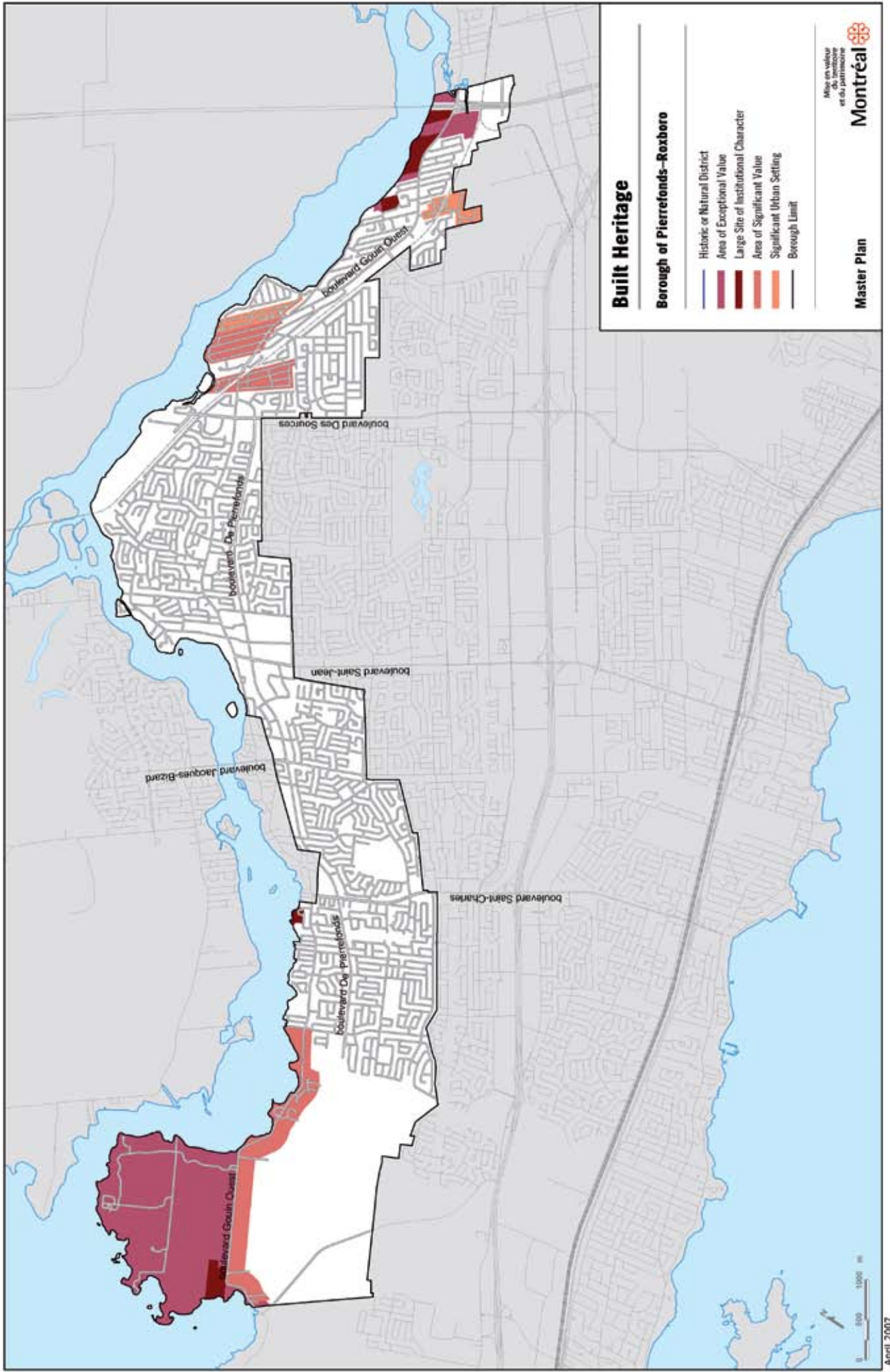
- Density
 - High
 - Low
- Not Applicable
- Major Green Space or Riverside Park
- Area Number
- Area to be Built or Transformed
- Borough Limit



Parks and Green Spaces

Borough of Pierrefonds-Roxboro

- Park
- Golf Course
- Major Cemetery
- Limit of the Permanent Agricultural Zone
- Borough Limit



Built Heritage

Borough of Pierrefonds-Roxboro

- Historic or Natural District
- Area of Exceptional Value
- Large Site of Institutional Character
- Area of Significant Value
- Significant Urban Setting
- Borough Limit

Buildings of heritage and architectural interest located outside areas of exceptional value Borough of Pierrefonds-Roxboro

The following list identifies buildings of heritage and architectural interest located outside areas of exceptional value or large sites of institutional character in the Borough (see preceding map).

The list also identifies places of worship of heritage value in the Borough. As mentioned in the table on page 34, these places of worship are covered under the land use designation “Convent, Monastery or Place of Worship”.

In keeping with Objective 15 of Part I of the Master Plan, the buildings identified in the following list as well as those located within areas of exceptional value or large sites of institutional character must be subject to strict controls pertaining to construction, renovation or demolition work, by employing appropriate regulatory measures such as by-laws on Site Planning and Architectural Integration Programs (SPAIP).

Places of Worship

- 15556, Cabot Street
(Saint Michael and All Angels)
- 13140, Monk Street
(Westminster Presbyterian)
- 9501, Gouin Boulevard West
(Sainte-Suzanne Church)
- 12301, Colin Street
(St. Barnabas)
- 4320, Sainte-Anne Street
(St. Thomas at Becket)
- 11075, Gouin Boulevard West
(Marie-Reine-de-la-Paix Church)
- 12450, Gascon Street
(Saint-David Church)
- 116, Cartier Street
(Roxboro United Church)

School Buildings

- 4348, Thorndale Street
(Thorndale School)
- 4770, Pierre-Lauzon Street (Harfang-des-Neiges School – Lauzon Pavillon)
- 14385, De Pierrefonds Boulevard
(Saint-Gérard School)
- 13350, Purcell Street
(Hébert-Purcell School)
- 5060, Des Sources Boulevard
(Riverdale High School)
- 5005, Valois Street
(Murielle-Dumont School)
- 4770, Lalande Boulevard
(Perce-Neige School)
- 108, Cartier Street
(Charles A. Kirkland School)
- 50, 3^e Avenue South
(Lalande School)
- 3, 11^e Street (Socrates III School)

Residential Buildings

- 9460, Gouin Boulevard West
- 11769, Gouin Boulevard West
- 11770, Gouin Boulevard West
- 11893, Gouin Boulevard West
- 12150, Gouin Boulevard West
- 12449, Gouin Boulevard West
- 12584, Gouin Boulevard West
- 12661, Gouin Boulevard West
- 12662, Gouin Boulevard West
- 12679, Gouin Boulevard West
(Maison Charles-Richer dit Louveteau)
- 12773, Gouin Boulevard West
- 12910, Gouin Boulevard West
- 12940, Gouin Boulevard West
- 13418, Gouin Boulevard West
- 13533, Gouin Boulevard West
- 13850, Gouin Boulevard West
(Maison Edgar-C.-Budge)
- 14399, Gouin Boulevard West
- 14448, Gouin Boulevard West
- 14784, Gouin Boulevard West
(Maison Joseph-Théorêt)
- 18191-18195, Gouin Boulevard West
- 18198, Gouin Boulevard West
- 18395, Gouin Boulevard West
(Maison Toussaint-Legault dit Deslauriers)
- 18639, Gouin Boulevard West
(Maison Augustin-Brisebois)
- 19530, Gouin Boulevard West
(Le Petit fort)
- 19715, Gouin Boulevard West
- 19717, Gouin Boulevard West
- 19793, Gouin Boulevard West
- 19803, Gouin Boulevard West
- 19806, Gouin Boulevard West
- 20392, Gouin Boulevard West
- 20452, Gouin Boulevard West
- 20610, Gouin Boulevard West
- 20752, Gouin Boulevard West
(Maison Jacques-Poudrier dit Lavigne)
- 4861, Lalande Boulevard
- 4980, Lalande Boulevard
- 5010, Lalande Boulevard
(Maison Michel-Legault)
- 3872, Saint-Charles Boulevard
(Maison Rabeau)
- 11131, Meighen Street
- 4971, Bastien Street
- 4139, Des Sources Boulevard
(Maison Clovis-Legault dit Deslauriers)
- 4557, Des Sources Boulevard
- 10412, Gouin Boulevard West

18.6

Specific Planning Tools

The wide spectrum of planning goals identified by the Borough – natural environments to protect and enhance, a central area to transform, transportation links to plan, living environments to enhance and diversify to meet the various needs of the population, community facilities to build – more than warrant the creation of a planning framework enabling a more cooperative effort by all concerned stakeholders. The Borough therefore intends to create joint planning committees for each of the local Detailed Planning Areas.

The mandate of each committee will be to carefully consider the range of development options for its area and then, after completing a consensus-forming process, to propose viable planning recommendations and development partnerships able to meet the demands of both the market and the population. Each committee will also identify any modifications to existing regulations necessary to implement their proposals.

Under the aegis of the Planning Advisory Committee, every joint planning committee will bring together all direct stakeholders in the area, from both the private and public sectors – property and business owners, developers, city services, certain government agencies and parapublic organizations, elected officials and representatives of citizen groups.

18.7

The Special Planning Program

Central area of Pierrefonds (Sports centre area)

The central area of Pierrefonds was the subject of a planning effort to consolidate sports activities. This Special Planning Program (SPP), adopted in 1996 as by-law 1044-16 of the Ville de Pierrefonds, is hereby renewed by the adoption of this document.

This SPP, stemming from the new detailed planning area, the central area of Pierrefonds, will specify the objectives for the rest of the central sector.

18.8

Action Plan

Issues	Objectives	Actions	Stakeholders	Priority	Timeline		
					Short term	Medium term	Long term
				A = high B = medium C = low			
Issue 1 Consolidate and develop high-quality living environments that are diversified, attractive and complete	Objective 1 Improve the quality of existing living environments	Develop a SPP for the Eastern area and the Roxboro Village Core area in order to establish a specific and targeted action plan (see Objective 5) and create a joint planning committee to coordinate its implementation.	Borough and local partners	A		X	
		Develop a local dwelling renovation and revitalization program, adapted to the needs of the elderly living independently in their own homes and to young families becoming first-time homeowners, and determine the areas where it will be applied.	Ville de Montréal and Borough	B		X	
		Establish a housing policy at the Borough level (covering social, affordable, familial, community and adapted housing) that is better integrated with the community.	Ville de Montréal and Borough	A	X		
		Develop an integrated parks network management plan for the Borough.	Borough	B	X		
		Complete planning efforts aimed at building a community centre in the Eastern area.	Ville de Montréal, Borough and local partners	A	X		
	Objective 2 Support the development of new residential areas	Develop a Detailed Planning Area and create a joint planning committee whose mandate will be to create a planning concept for the Western area favouring the development of a viable community at the neighbourhood scale.	Owners, Borough and public partners	B	X		
		Identify potential developable sites and buildings suitable for conversion into social or private housing and establish a local strategy to consolidate existing residential areas.	Borough	A	X		
		Review the regulatory framework and the related programs (SPAIP, CDP, SPP) which permit the creation and oversight of joint planning committees in areas to be developed or transformed.	Borough	A	X		
		Harmonize administrative procedures with the Politique de protection et de mise en valeur des milieux naturels (Policy respecting the Protection and Enhancement of Natural Environments) and the Plan de gestion des zones inondables (Floodzone Management Plan).	Borough	A	X		
	Objective 3 Give the Borough a dynamic, attractive and welcoming town centre	Develop a SPP covering the entirety of the Detailed Planning Area identified for the Central area and create a joint planning committee to coordinate the implementation of the SPP.	Borough	A	X		
		Undertake an organizational study to examine the relocation of the municipal shops and the subsequent enhancement of their current sites.	Borough	A	X		

18.8 (continued)

Action Plan

Issues	Objectives	Actions	Stakeholders	Priority	Timeline		
					Short term	Medium term	Long term
				A = high B = medium C = low			
Issue 2 Consolidate convivial local commercial areas that are well integrated with their surroundings and meet the needs of the population	Objective 4 Support the vitality of the key components of the Borough's local commercial activity and the redevelopment of areas in decline	Revise and adapt zoning codes (permitted uses and structural/site regulations) as part of efforts to consolidate local commercial areas.	Borough	C		X	
		Implement redevelopment measures for commercial ensembles in decline: - a local subsidy program for commercial renovations; - a local retail beautification program applicable throughout the Borough.	Ville de Montréal and Borough	C		X	
	Objective 5 Consolidate commercial activity in Detailed Planning Areas	Undertake a local detailed planning effort in the Eastern area of Pierrefonds: develop a SPP and create a joint planning committee.	Borough	B		X	
		In this Detailed Planning Area : - review certain land uses within the catchment area of the Sunnybrooke commuter train station, favouring increased residential density and a greater intensity of urban activities;	Borough	B	X		
		- redesign Gouin Boulevard West, making it a more comfortable, safe and pleasant place to visit, particularly through planting trees and widening sidewalks;	Ville de Montréal and Borough	C		X	
		- re-evaluate the area bikeway network to improve linkages with the City-wide bikeway network and enhance the banks of Rivière des Prairies;	Ville de Montréal and Borough	C		X	
		- study, in collaboration with the Commission des services électriques (Electrical Services Commission) of the Ville de Montréal, the possibility of burying electrical wires beneath Gouin Boulevard West;	Ville de Montréal, CSEVM and Borough	B			X
		- support a joint planning exercise with the owners of the large riverfront institutional properties to evaluate the possibility of creating pedestrian paths or bikeways;	Borough	B	X		
		- implement an enhancement strategy for the Cloverdale urban ensemble of heritage interest, involving more direct participation by residents.	Borough	A	X		

18.8 (continued)

Action Plan

Issues	Objectives	Actions	Stakeholders	Priority A = high B = medium C = low	Timeline		
					Short term	Medium term	Long term
Issue 2 Consolidate convivial local commercial areas that are well integrated with their surroundings and meet the needs of the population	Objective 5 Consolidate commercial activity in Detailed Planning Areas (continued)	Undertake a local detailed planning effort in the Roxboro Village core area: develop a SPP and create a joint planning committee.	Borough	B		X	
		In this Detailed Planning Area: - enhance Gouin Boulevard West in terms of a historic route using specific planning and landscaping measures (signage, street furniture, tree planting, etc.);	Ville de Montréal and Borough	C		X	
		- favour the development of activities and intensify the residential and commercial density within underused or unoccupied spaces surrounding the train station;	Borough	B	X		
		- develop a convivial and safe plan for pedestrian travel toward and around the commuter train station;	Borough and AMT	B		X	
		- redefine the commercial and service vocation of Du Centre-Commercial Street and improve the quality of the landscaping of the public domain of this commercial street (tree planting, sidewalk installation, quality street furniture installation);	Ville de Montréal and Borough	B		X	
		- define an integrated planning concept for the revitalization and requalification of Gouin Boulevard West;	Borough	C		X	
		- review the signage and the landscaping along the primary traffic routes within the area.	Borough	B		X	
		Undertake a local detailed planning effort in the Sources Commercial area: develop a SPP and create a joint planning committee.	Borough	B		X	
		In this Detailed Planning Area: - redesign the public domain in the Sources Boulevard right-of-way (median, landscape design and paving);	Borough	B		X	
		- redesign the Sources/Pierrefonds boulevards intersection and the median strip (vegetation and landscaping);	Borough	A	X		
		- build the proposed bikeways along Pierrefonds, Sources and Gouin West boulevards;	Ville de Montréal and Borough	C		X	
		- design a landscaped strip along Sources Boulevard to help mitigate the visual impact of the parking lots.	Borough	A	X		

18.8 (continued)

Action Plan

Issues	Objectives	Actions	Stakeholders	Priority A = high B = medium C = low	Timeline		
					Short term	Medium term	Long term
Issue 2 Consolidate convivial local commercial areas that are well integrated with their surroundings and meet the needs of the population	Objective 5 Consolidate commercial activity in Detailed Planning Areas (continued)	Undertake a local detailed planning effort in the Saint-Charles commercial axis: develop a SPP and create a joint planning committee.	Borough	B			X
		In this Detailed Planning Area: - redesign the public domain in the Saint-Charles Boulevard right-of-way (median, landscape design and paving);	Ville de Montréal and Borough	B		X	
		- revise the zoning to permit new uses that will enhance commercial activity on the boulevard;	Borough	B		X	
		- review the traffic light synchronization of the Saint-Charles/Pierrefonds boulevards and Saint-Charles Boulevard/ Antoine-Faucon Street intersections in preparation for the development of the Western area of Pierrefonds;	Borough	A	X		
		- prepare a landscape design treatment for Saint-Charles Boulevard in an effort to mitigate the visual impact of parking lots;	Borough	C		X	
		- revise regulatory arrangements and municipal incentives in order to harmonize the architectural treatment, materials, colours and quality of signage.	Borough	B		X	

18.8 (continued)

Action Plan

Issues	Objectives	Actions	Stakeholders	Priority A = high B = medium C = low	Timeline		
					Short term	Medium term	Long term
Issue 3 Develop effective and efficient transportation networks	Objective 6 Reinforce the role and character of Pierrefonds Boulevard as an efficient and safe transportation axis	Establish a concerted intervention plan covering the entirety of the current and future route of Pierrefonds Boulevard that will ensure the safe and efficient integration of all transportation modes using this corridor, addressing: - the location, route and safety of bikeways, sidewalks, crosswalks, bus stops and bus shelters; - good automobile traffic flow; - efficient public transportation service; - the improvement of the quality of the urban landscape.	Ville de Montréal, Borough and STM	A	X		
		Identify financing methods for the redesign of Pierrefonds Boulevard.	Ville de Montréal and Borough	A	X		
	Objective 7 Support greater use of public transportation and improve the Borough level of service	Support the AMT in its proposal to double the capacity of the Deux-Montagnes line.	Ville de Montréal and Borough	A		X	
		Analyze the different possibilities for increasing the density of the built form and intensity of activities surrounding commuter train stations (Sunnybrooke, Roxboro-Pierrefonds).	Borough and AMT	C		X	
		Plan for public transportation service in the Western area of Pierrefonds, in collaboration with the STM.	Borough and AMT	A	X		
	Objective 8 Strategically link Borough neighbourhoods with regional employment areas through an efficient road network and improve traffic flow on existing links	Prioritize the construction of a road link in the Highway 440 right-of-way between Gouin Boulevard West and Highway 40, including the construction of an interchange with Highway 40 and the implementation of transit-preferential measures.	Ville de Montréal, concerned boroughs and MTQ	A	X		
		Extend Jacques-Bizard Boulevard to Highway 40 (including the construction of an interchange with Highway 40) and, in concert with citizens, plan mitigation measures sufficient to protect the quality of life of neighbouring residents.	Ville de Montréal and Borough	C			X
		Extend Pierrefonds Boulevard in order to service the Western sector of Pierrefonds.	Ville de Montréal and Borough	B	X		
		Extend Antoine-Faucon Street towards Gouin Boulevard West.	Borough	C		X	
		Improve traffic conditions on existing north-south arteries (Saint-Charles, Saint-Jean and Sources boulevards) through traffic light synchronization.	Ville de Montréal and concerned boroughs	A	X		

18.8 (continued)

Action Plan

Issues	Objectives	Actions	Stakeholders	Priority	Timeline		
					Short term	Medium term	Long term
				A = high B = medium C = low			
Issue 3 Develop effective and efficient transportation networks	Objective 9 Ensure access to activity nodes and connections with public transportation infrastructure through an efficient bikeway network	Develop and complete the north-south and east-west bikeway network in relation to public transportation infrastructure and existing bikeways, and create bicycle parking areas.	Ville de Montréal and Borough	B	continuing		
		Plan a bikeway network to serve the Western area of Pierrefonds.	Ville de Montréal and Borough	C		X	
		Study the possibility of creating a bikeway link on the railroad bridge connecting Île Bigras (Laval) and Montréal.	Ville de Montréal, CN, Borough and Ville de Laval	B	X		
		Create a bicycle path at the axis of Boulevard Jacques-Bizard and of its prolongation in such a way as to connect the activity sectors and areas of interest.	Borough	B		X	
		Create a bicycle path linking the living environments to the commuter train stations.	Borough and AMT	B		X	
	Objective 10 Improve the quality and safety of bikeway and pedestrian networks	Study the issues affecting pedestrians and cyclists in and around commercial districts in order to make those areas safer and more pleasant, and establish an action plan.	Borough	B	continuing		
		Improve the maintenance of bus shelters, particularly in the winter months.	Borough	A	X		
Issue 4 Produce a high-quality urban landscape that is respected and appreciated	Objective 11 Enhance shorelines and other significant elements of the Borough's urban landscape	Establish a local shoreline acquisition and development policy and adopt a financing strategy to support it.	Ville de Montréal and Borough	B	X		
		Adopt a shoreline, littoral zone and floodplain management plan for Rivière des Prairies, rivière à l'Orme, ruisseau Bertrand and lac des Deux Montagnes.	Ville de Montréal, Borough and MDDEP	A	X		
		Revise the regulations concerning the site plans, design and construction of buildings bordering the waterside roadway along Gouin West and Lalande boulevards and in the Highway 13 City gateway area, and ensure a distinctive architectural and planning treatment.	Borough	A	X		
	Objective 12 Ensure that large transportation infrastructure contributes to improving the urban landscape	Pursue the redesign of Pierrefonds Boulevard along the entirety of its route, including the redesign of the fences in the rear lot of the central mall.	Borough	B	continuing		
		Create a framework, using appropriate regulatory tools, for increasing the intensity of urban activities along Saint-Charles, Saint-Jean and Sources boulevards.	Borough	C	X		

18.8 (continued)

Action Plan

Issues	Objectives	Actions	Stakeholders	Priority	Timeline		
					Short term	Medium term	Long term
				A = high B = medium C = low			
Issue 4 Produce a high-quality urban landscape that is respected and appreciated	Objective 13 Enhance the public realm through the coherent design and framing of streets and other public spaces	Revise the building standards applicable to public roads (width of right-of-way and paving, layout of sidewalks and pedestrian paths, etc.).	Borough	A	X		
		Revise on-street parking regulations as well as the regulations concerning the design and creation of parking lots so as to reduce paved surfaces.	Borough	B	X		
		Develop and implement a local public art installation program.	Ville de Montréal and Borough	C		X	
	Objective 14 Favour high-quality architecture and consolidate the built form in harmony with the character of each area	Review the regulatory controls governing architecture (SPAIP).	Borough	A	X		
		Develop architectural guides to help citizens undertake renovation work.	Borough	B	X		
Issue 5 Protect and enhance the Borough's built, natural and archaeological heritage	Objective 15 Ensure the preservation of the significant elements of the Borough's built, natural and archaeological heritage, particularly along the waterside roadway	Revise the regulatory framework in areas of interest : - the Rapides-du-Cheval-Blanc area; - Large institutional properties found along Gouin Boulevard West; - the Petit fort and Cap Saint-Jacques areas along Gouin Boulevard West; - Lalande Boulevard; - the Cloverdale urban ensemble of interest; - the Roxboro Village Core area.	Ville de Montréal and Borough	A	X		
		Through the development of partnerships, implement a program to increase public awareness of, conserve and enhance the Borough's built heritage.	Ville de Montréal, Borough and interest groups	B		X	
	Objective 16 Preserve and enhance the ecological and scenic qualities and recreational potential of natural spaces of interest	Participate actively in the implementation of the Politique de protection et de mise en valeur des milieux naturels (Policy respecting the Protection and Enhancement of Natural Environments) throughout the Borough: - Review the development project approval process in terms of the Policy; - Determine the preservation mechanisms of an ecological corridor in the axis of the Cap-St-Jacques and de L'Anse-à-l'Orme nature-parks, in relation to the Senneville natural areas.	Borough	A	X		
		Contribute to the implementation of the Politique de l'arbre (Tree Policy) and develop a local landscaping plan and an appropriate financing strategy.	Ville de Montréal and Borough	B	X		

18.8 (continued)

Action Plan

Issues	Objectives	Actions	Stakeholders	Priorité A = high B = medium C = low	Échéancier		
					Short term	Medium term	Long term
Issue 6 Achieve a healthy, sustainable and safe urban environment	Objective 17 Ensure the safety and well-being of the population by minimizing disaster risks and mitigating the impacts of nuisances	Implement a Floodplain Management Plan that will require, among other things, that the ground level at the intersection of Saint-Jean and Pierrefonds boulevards and De La Rive-Boisée Road be raised above the 100-year flood line.	Ville, arrondissement et MDDEP	A		X	
		Undertake a study analyzing security issues around schools starting in the summer of 2005 and establish an action plan in cooperation with school management and parents.	Borough, school management and parents	A		X	
		Create a park on the former quarry when its current activities have ceased.	Borough	C			X
	Objective 18 Ensure the recovery and re-use of waste	Build an écoquartier and support the building of an écocentre.	Ville de Montréal and Borough	B	X		
		Implement a local composting program covering the whole Borough.	Borough	B	X		
		Create local community education programs centered on the environment.	Ville de Montréal and Borough	C	X		
	Objective 19 Within the Borough's competency framework, better protect the environment and contribute to the awareness and accountability of its citizens, commercial merchants and institutions for the improvement of their environment	Identify the priorities in terms of cleanliness and environmental duty in order to propose and implement solutions on a short-term basis.		B		X	
		Propose and carry out environmental projects related to the cleanliness campaign.		B		X	
		Encourage public and active transportation: walking, public transit use, cycling, car pooling.		B		X	
		Encourage the preservation of the vegetation heritage by encouraging the participation of citizens (clean-up and tree planting programs).		B		X	
Through urban planning regulation, favour measures to reduce heat islands (materials for the construction and cladding of the pavement, revegetation, etc.).			B		X		

