



Pierrefonds-Ouest Sector

Development vision and planning principles


Elements of the vision



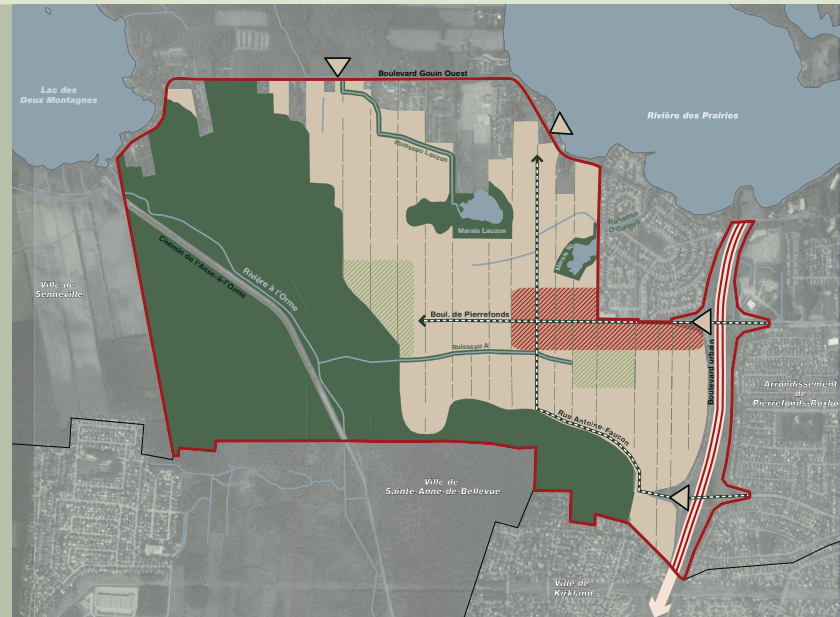
The natural environments and landscapes are valued and become the vectors of the development of the sector











The new neighbourhood is diversified and connected to its surroundings



The sector differentiates itself with a quality environment and innovative amenities



Concept of spatial organization

-  Urban boulevard within the MTMDET right-of-way
-  181-hectare conservation zone + 24-hectare Anse-à-l'Orme nature park (2004 boundaries)
-  Nearly 5,500 residential units on a 185-hectare area
-  Extension of Pierrefonds Boulevard and Antoine-Faucou Street
-  Multifunctional hub at the heart of the neighbourhood
-  Network of parks and welcome areas
-  Development of main entrances to the sector
-  Integration of agricultural swales into development plans

PRINCIPLE 1: PRESERVATION OF A VIABLE ECOLOGICAL CORRIDOR AND RICH BIODIVERSITY

Creation of a vast protected ecological territory along Rivière à l'Orme and conservation of a mosaic of wetlands, watercourses, forests, grasslands and shrublands (181-hectare conservation zone).

PRINCIPLE 2: DEVELOPMENT OF THE SWALES

Enhancement of agricultural forested strips (swales) that shape and pace the landscape of the sector while contributing to the collection and regulation of rainwater run-off.



Landscape entities that bear witness to the agricultural past of the sector, swales are wide and shallow ditches with vegetation that contribute to the collection and regulation of rainwater run-off.

PRINCIPLE 3: INTEGRATION OF URBAN AGRICULTURE

Design of an innovative model of urbanization that integrates light agricultural activities and food distribution sites in public and private areas of the sector.



The landscape of Gouin Boulevard West is marked by the presence of old farm houses like this one, the Toussaint-Legault dit Deslauriers house, built in 1839

PRINCIPLE 4: PRESERVATION OF THE GOUIN BOULEVARD WEST WATERSIDE ROAD

Consideration given to the picturesque character of the area, buildings of heritage interest and beautiful views of Rivière des Prairies in the context of construction or urban development projects along Gouin Boulevard West.

PRINCIPLE 5: REACHING VIABLE RESIDENTIAL DENSITY AND DIVERSITY

Offer a diverse range of housing types – including at least 30% affordable and social housing – and achieve an average residential density of 35 units per hectare over most of the site, i.e. a capacity of 5,500 housing units.

PRINCIPLE 6: DEVELOPMENT OF A DYNAMIC AND ACCESSIBLE MULTIFUNCTIONAL HUB

Creation of a multifunctional hub that groups together denser constructions and traffic-generating activities (shops, institutions, equipment) to ensure compact development that takes into account the presence of natural environments and that respects the principles of accessibility by active and collective transportation.



The centre of Town of Mount Royal: an example of a multifunctional hub with a certain construction density and a good mix of activities.



PRINCIPLE 7: NETWORKING OF PARKS AND GREEN SPACES

Development of local parks and neighbouring areas connected to natural environments and linked by green corridors to other components of the neighbourhood: neighbourhood units, the multifunctional hub, public transit infrastructures, community amenities, the Gouin West waterside road, etc.

The development of green corridors for pedestrians and cyclists would connect the neighbourhood's components while enhancing the natural and landscaped features of the area.

PRINCIPLE 8: CREATING AN EFFICIENT AND USER-FRIENDLY ROAD NETWORK

Establishment of an efficient public transit system and a pedestrian and bicycle network that ensures effective links between neighbourhood units, centres of activity, parks and neighbouring sectors, while facilitating connections with the existing Montréal-wide cycling network.



The road network must be planned to accommodate active and public transportation.

PRINCIPLE 9: QUALITY OF THE PUBLIC REALM

Distinctive treatment of entrances to the neighbourhood and the design of public spaces and streets that become comfortable places to socialize and where it is pleasant to move about safely.

PRINCIPLE 10: DEVELOPMENT OF ENVIRONMENTALLY-SENSITIVE ARCHITECTURE

The development of an innovative community that is distinctive in its exemplary and evocative architecture that is respectful of the environment, inspired by the exceptional characteristics of the area and the presence of natural environments of interest.

PRINCIPLE 11: PREVENTING THE FORMATION OF URBAN HEAT ISLANDS

Achievement of the highest ecological standards by planting trees and vegetation, by reducing the presence of large paved areas and by restricting the use of materials that absorb heat.

PRINCIPLE 12: ECOLOGICAL MANAGEMENT OF STORMWATER

Integration of structures and facilities that allow for the responsible management of stormwater (principle of retaining waters at the source), both in private and public areas.

Pierrefonds-Ouest sector

Some planning Milestones

PLANS AND POLICIES

MAIN ACTIVITIES CARRIED OUT OR IN PROGRESS

Announcement of the Réseau électrique métropolitain (REM) project

- A station is planned in Kirkland, near Jean-Yves Street.

Adoption of the Montréal Urban Agglomeration Agricultural Zone Development Plan (PDZA)

Adoption of the Montréal Urban Agglomeration Land Use and Development Plan

- Update of the boundaries of the ecoterritory and the sector to be built.
- Enlargement of the "conservation" main land use.
- Maintaining the road link within the MTMDET right-of-way as a section to be completed.

Adoption of the Transport Plan

- The road link within the right-of-way of the A-440 and the extension of Pierrefonds Boulevard have been identified as sections to be completed.

Adoption of the Chapter of the Borough of Pierrefonds-Roxboro

- Pierrefonds-Ouest sector is designated as a local scope "detailed planning area" and general goals are identified.

Adoption of the Policy on the Protection and Enhancement of Natural Habitats

- Identification of 10 ecoterritories including that of the ecoforest corridor of Rivière à l'Orme.

Adoption of the Master Plan

- Part of the Pierrefonds-Ouest sector is devoted to development, while respecting the natural heritage.

Provincial adjustment of the Permanent agricultural zone (PAZ)

- A part of Pierrefonds-Ouest sector is removed from the PAZ.

Adoption of City of Pierrefonds Master Plan

- Pierrefonds-Ouest sector is identified as a long term urban expansion area.

2017

The OCPM, mandated by the Ville de Montréal, holds an upstream public consultation on the future of the Pierrefonds-Ouest sector.

2016

Beginning of the development of the concept plan for the ecoterritory of Rivière à l'Orme

- The approach includes a portion of the Borough of Pierrefonds-Roxboro as well as spaces located in Beaconsfield, Baie-d'Urfé, Sainte-Anne-de-Bellevue and Kirkland.

2015

2009

Agreement between the Ville de Montréal and Ducks Unlimited Canada for the acquisition of lands in the conservation zone.

Beginning of acquisitions.

- The process led to the purchase of land (105 ha) and the securing of land transfer (42 ha).

2008

Agreement in principle between the Borough of Pierrefonds-Roxboro and the ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques

- Conservation of natural habitats and compensation for the loss of wetlands related to real estate development.

2007

Formulation of preliminary planning and development hypotheses for the Pierrefonds-Ouest sector

2006

Characterization of wetlands in the Pierrefonds-Ouest sector

2005

Proposal for a conservation area for the entire ecoterritory of Rivière à l'Orme

- Initial delineation of a conservation zone in the Pierrefonds-Ouest sector, recommended by a multi-stakeholder technical committee led by Ville de Montréal.

2004

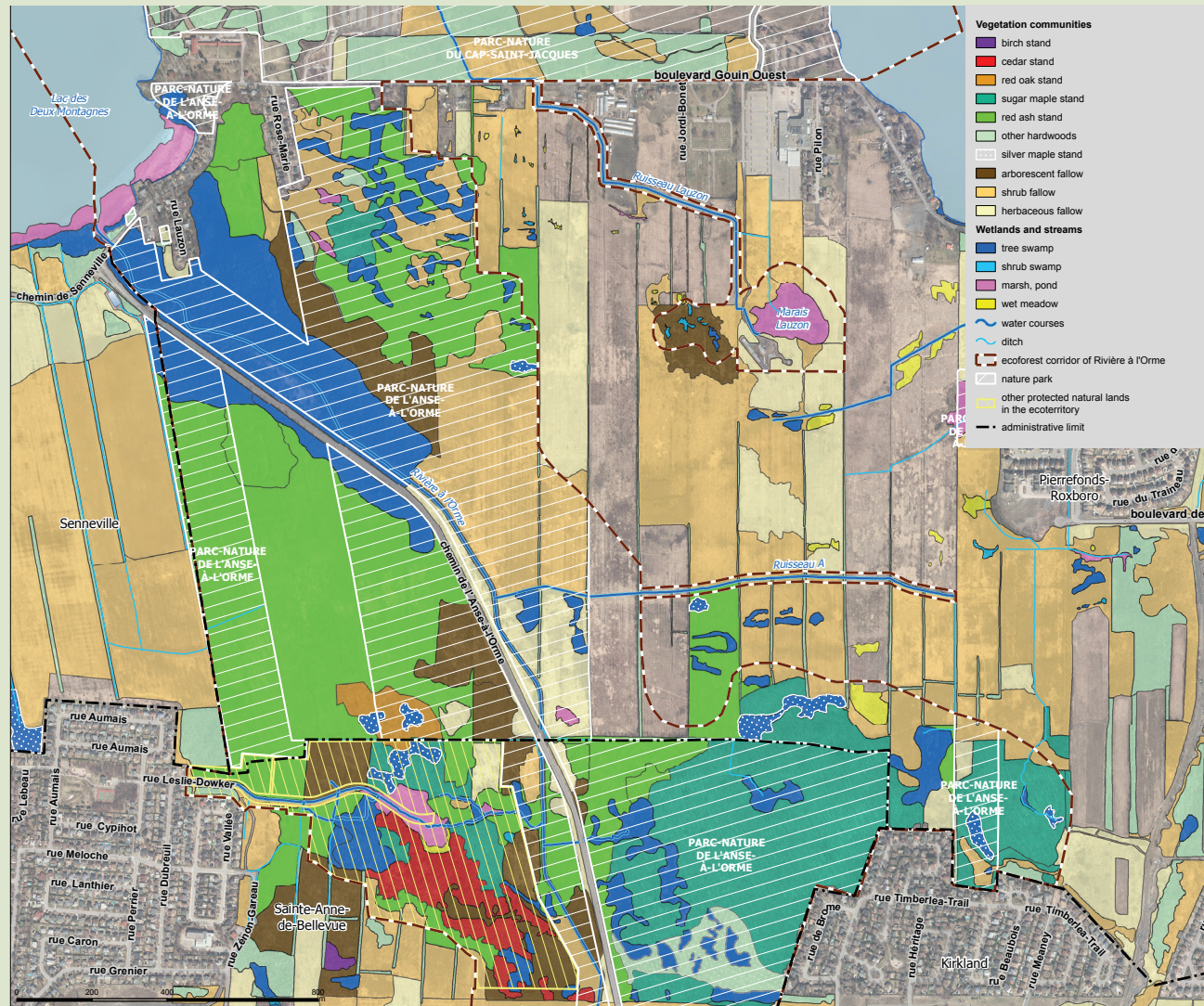
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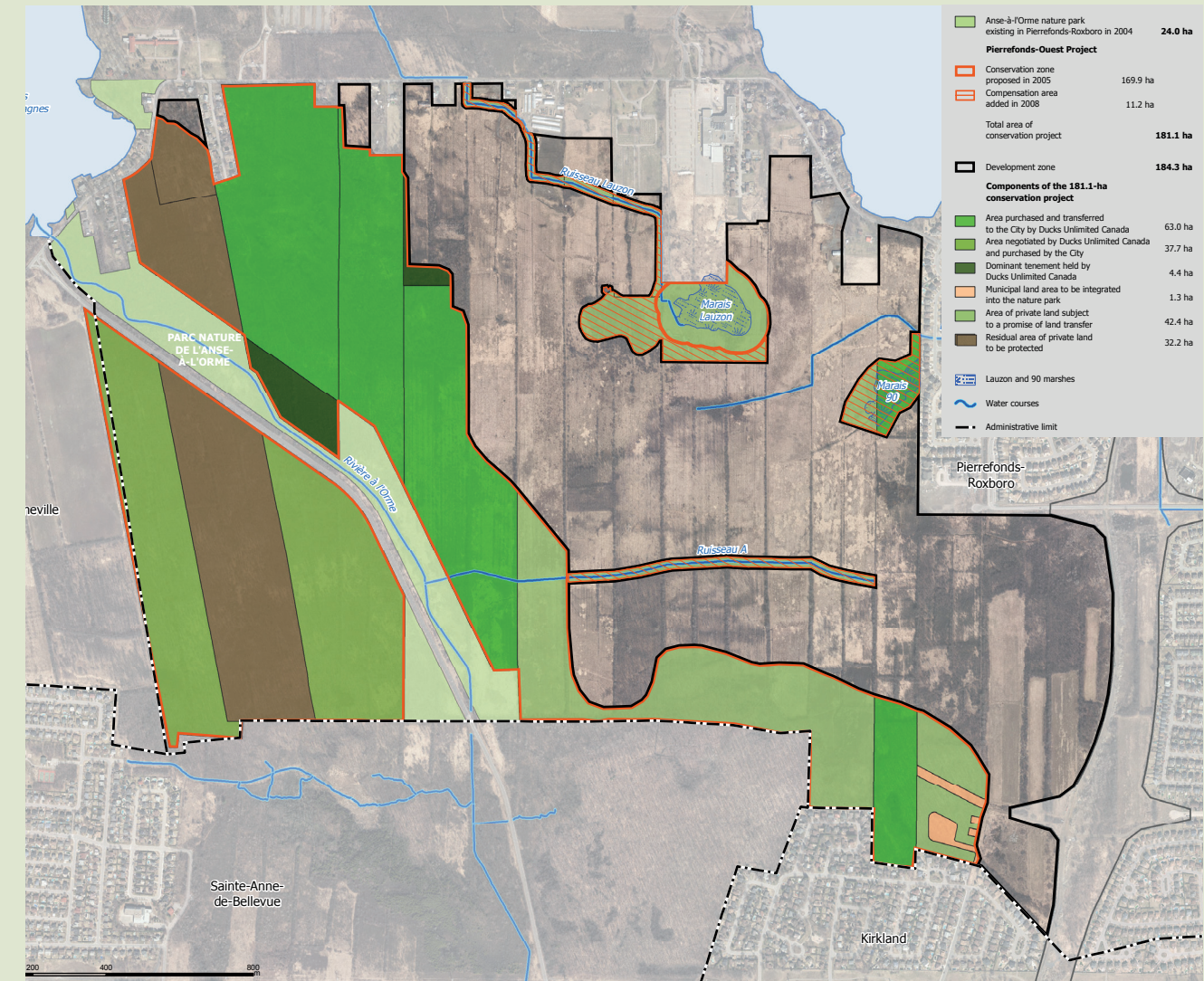
Pierrefonds-Ouest sector

181-hectare conservation project

Identification of natural environments



Components of the conservation project



Creation of a vast protected ecological territory along Rivière à l'Orme and the conservation of a mosaic of wetlands, watercourses, forests, grasslands and shrublands. The creation of this conservation zone allows for:

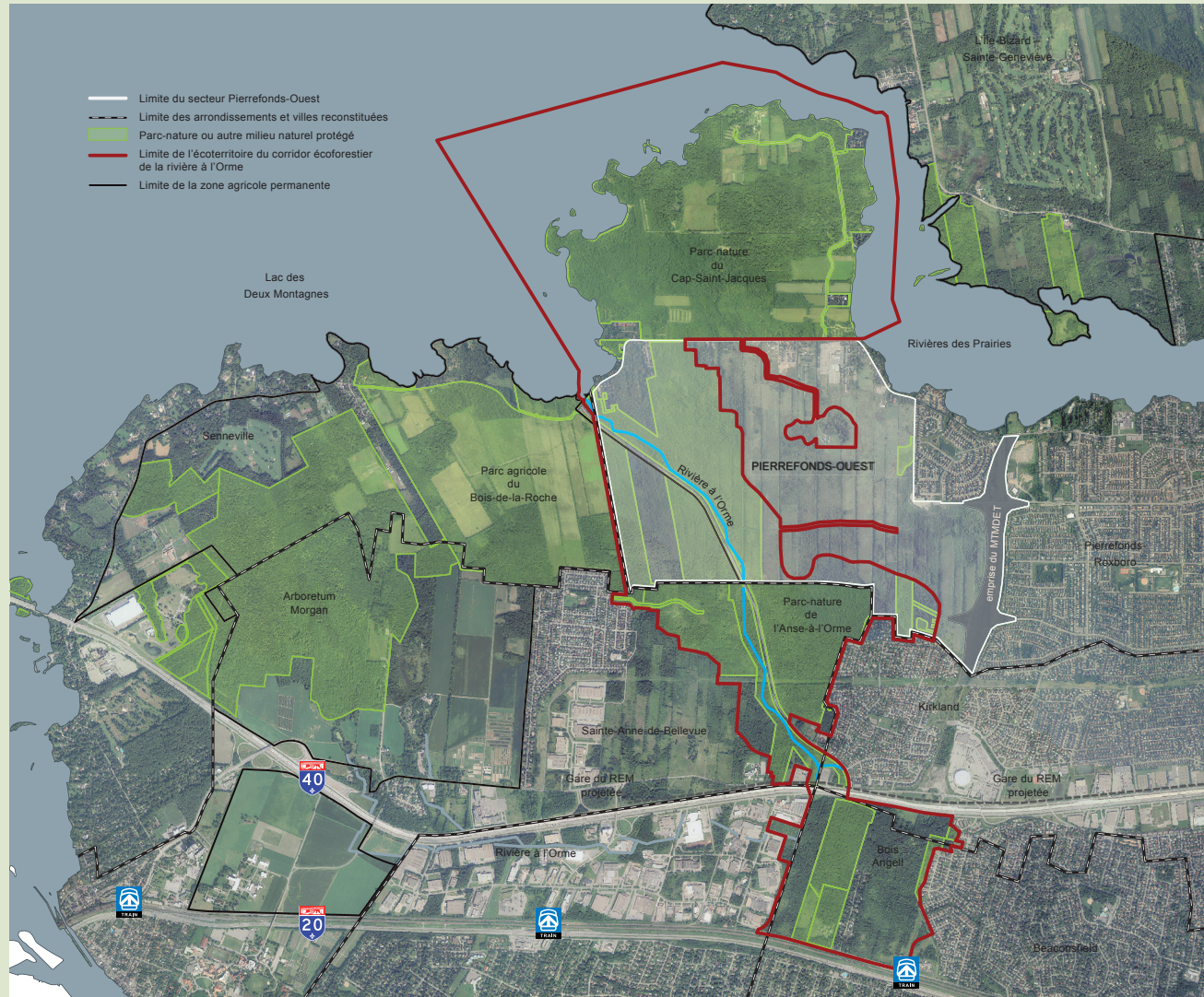
- the preservation of mature forests and of a significant area of wild land to support the food sources for some animal species;
- the breeding of certain bird species that are of interest and the protection of the brown snake's habitat;
- the preservation of wetland concentrations in the lowlands and the Rivière à l'Orme floodplain to protect certain wildlife habitats;
- the maintenance of an ecological link between the Bois-de-la-Roche agricultural park, the Anse-à-l'Orme nature park and the woods north of Sainte-Anne-de-Bellevue;
- the preservation of the two marshes (Lauzon and 90) located in the development zone.



In recent years, a number of properties have been acquired by the Ville de Montréal, or there have been exchanges or promises of land transfer for the purpose of conserving the natural environment and enhancing the sector.

Pierrefonds-Ouest sector

Ecoterritory of the ecoforest corridor of Rivière à l'Orme



The concept of an ecoterritory

In 2004, the Ville de Montréal affirmed its desire to protect aquatic and terrestrial natural areas of the agglomeration area through the establishment of the Policy on the Protection and Enhancement of Natural Habitats. It then identified ten ecoterritories where the protection and enhancement of natural spaces are considered priorities.

An ecoterritory is an area where there are natural areas of ecological interest whose protection has been given priority, existing protected areas (large parks, natural reserves, etc.), as well as urbanized areas.

- The objectives of these ecoterritories are to:**
- create a viable ecological corridor of great biodiversity around Rivière à l'Orme;
 - create a recreational corridor linking the train stations to the Cap-Saint-Jacques nature park and the Bois-de-la-Roche agricultural park;
 - maintain Rivière à l'Orme water quality and ensure appropriate water levels;
 - consolidate the boundaries of the Anse-à-l'Orme nature park and the Bois-de-la-Roche agricultural park by preserving natural environments of ecological interest.

Pierrefonds-Ouest sector

Development of a boulevard within the MTMDET right-of-way

Project phases



The project to build a 2.8 km road link within the right-of-way belonging to the ministère des Transports, de la Mobilité durable et de l'Électrification des transports (MTMDET) has been an integral part of the planning for the sector for many years. This project is part of the Ville de Montréal's Transportation Plan (2008) and the Montréal Urban Agglomeration Land Use and Development Plan (2015).

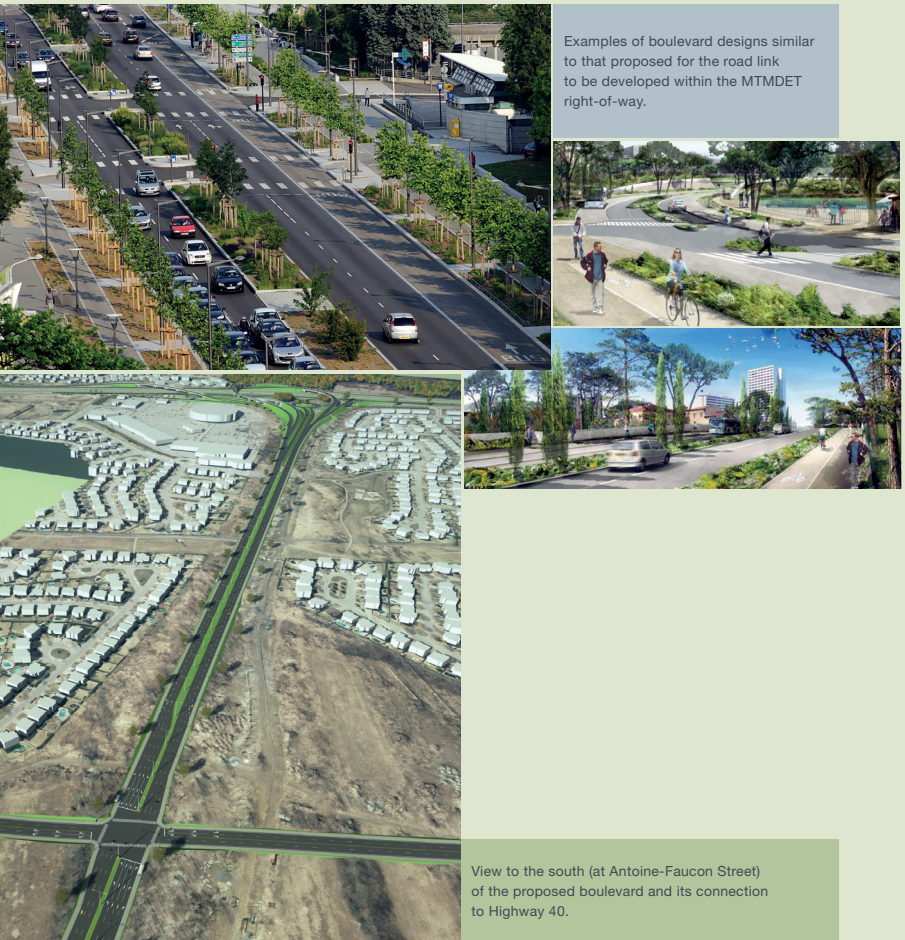


OBJECTIVES

- Allow for the development of the Pierrefonds-Ouest sector
- Connect Gouin Boulevard West to the north at a new interchange with Highway 40 to the south
- Reduce traffic on the West Island arterial road network, particularly on Saint-Charles and Saint-Jean Boulevards
- Offer the opportunity to establish an efficient collective transportation system that will benefit the sector to be developed in the west and the existing area to the east
- Offer the opportunity to integrate cycling links
- Align the planning road links with the REM project



The configuration of the new road link, combined with the REM, will place an emphasis on active and collective transportation through the establishment of reserved bus lanes and the design of facilities that ensure comfortable and safe pedestrian and bicycle travel.



NEXT STEPS

- Presentation to the municipal authorities of the proposed development concept
- Expanded mobility study for the West Island
- Filing of a notice of application to the ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques (MDDELLC) and environmental assessment (BAPE)
- Draft (preliminary and final)
- Plans and specifications
- Calls for tenders
- Construction of the boulevard

View to the south (at Antoine-Faucon Street) of the proposed boulevard and its connection to Highway 40.