



SPECIAL PLANNING PROGRAM FOR SAINT CHARLES BOULEVARD

BOROUGH OF PIERREFONDS-ROXBORO

01.31.2024
Our file no.: 2110-425



· · apur
créatif

Follow-Up Team

Louis Tremblay, Director, Territory Development and Technical Services Department

Stéphane Quesnel, Head of the Urban Planning Division

Marco Papineau, manager on contract

Anne Castonguay, external resource person

Drafting Team

Marc Pilon, OUQ 666, Project Director

Guillaume Gilbert, OUQ 1642, Project Manager

Yves-Olivier Palardy, key contributor - drafting

Amélie Lavoie, visual content and drafting

Helena Costa, visual content

Hannah Senior, drafting



TABLE OF CONTENTS

1.	INTRODUCTION	04	4.	DEVELOPMENT VISION	23
			4.1	Vision Statement	
2.	BACKGROUND	05	4.2	Development Goals and Actions	
2.1	Location and Territory Concerned		4.3	Spatial Organization Concept	
2.2	Planning Framework		4.4	Development Proposal	
3.	TERRITORIAL ANALYSIS	08	4.5	Development Guide	
3.1	History of Development		4.6	Detailed Land Use and Land Occupation Density	
3.2	Sociodemographic and Economic Profile		5.	ACTION PLAN AND IMPLEMENTATION METHODS	37
3.3	Built Environment		5.1	Action Plan	
3.4	Urban Activities and Functions		5.2	Estimated Investment and Fiscal Impacts	
3.5	Transportation and Mobility				
3.6	Parks, Public Spaces and Ecology				
3.7	A Landscape Worth Highlighting				
3.8	Summary of Analysis				
3.9	Specific Issues by Theme				



1. INTRODUCTION

A Special Planning Program (SPP) entails planning short, medium and long-term actions for a given territory. The Saint Charles Boulevard area in Pierrefonds was specifically identified as a detailed planning area in the Borough of Pierrefonds-Roxboro chapter of the City of Montreal's Master Plan. Thus, the framework for its development, and especially for its redevelopment and reorganization, has been a topical issue for many years and needs to be addressed.

The loss of commercial vitality, the dilapidated condition of a number of buildings, the general deterioration of its urban landscape and many other factors have caused the Borough to contemplate the future of this area, which is a strategic section of the Borough that should be transformed in the coming years due to its location.

With this in mind, your Borough's Council would like to present to you the product of its deliberations, in which the public was invited to participate through various public participation events. We also note the involvement of several professionals from the fields of regional planning who also put their expertise to good use.

This SPP lays out its vision for redeveloping the Saint Charles Boulevard area. Its vision is in line with the goals of the ecological transition and efforts to fight climate change and create a pleasant living environment. It plots the course for the next 20 years to ensure that reorganization and redevelopment actions are carried out following a coherent scheme.

The SPP is structured according to the following sections:

1. Preamble: introduction
2. Context: location and overview of other planning documents
3. Territorial diagnosis: review of the environment, analysis and planning issues specific to the sector
4. Planning vision: vision statement, objectives and planning principles
5. Action plan and implementation: interventions leading to the implementation of the vision, including regulatory, project and other actions

WHAT IS AN SPP?

An SPP is an urban planning tool that provides more detailed planning for specific areas within a territory that require special attention. In an SPP, municipal actions are scheduled in response to planning issues and objectives.

Accordingly, it also serves as a framework for action in the private and public domain to steer developments toward a common vision. Although the SPP covers the smallest scale of planning, it must nevertheless meet the objectives and guidelines of higher levels, such as those of the Montreal Urban Agglomeration Land Use and Development Plan. The SPP establishes the land use planning and development vision for the next twenty (20) years, which is then converted into guidelines, goals, action strategies and implementation methods that support the proposed urban development vision.

More specifically, under article 84 of the Act respecting Land Use Planning and Development, a Special Planning Program must:

1. state the objectives pursued;
2. plan in detail land use development in the part of the territory it concerns;
3. specify the urban planning rules and criteria proposed.



2. BACKGROUND

2.1 LOCATION AND TERRITORY CONCERNED

The SPP territory for Saint Charles Boulevard covers roughly 28 hectors of land. It is located on both sides of Saint Charles Boulevard in its entirety and extends from the northern border of the Borough to its border with the Town of Kirkland.

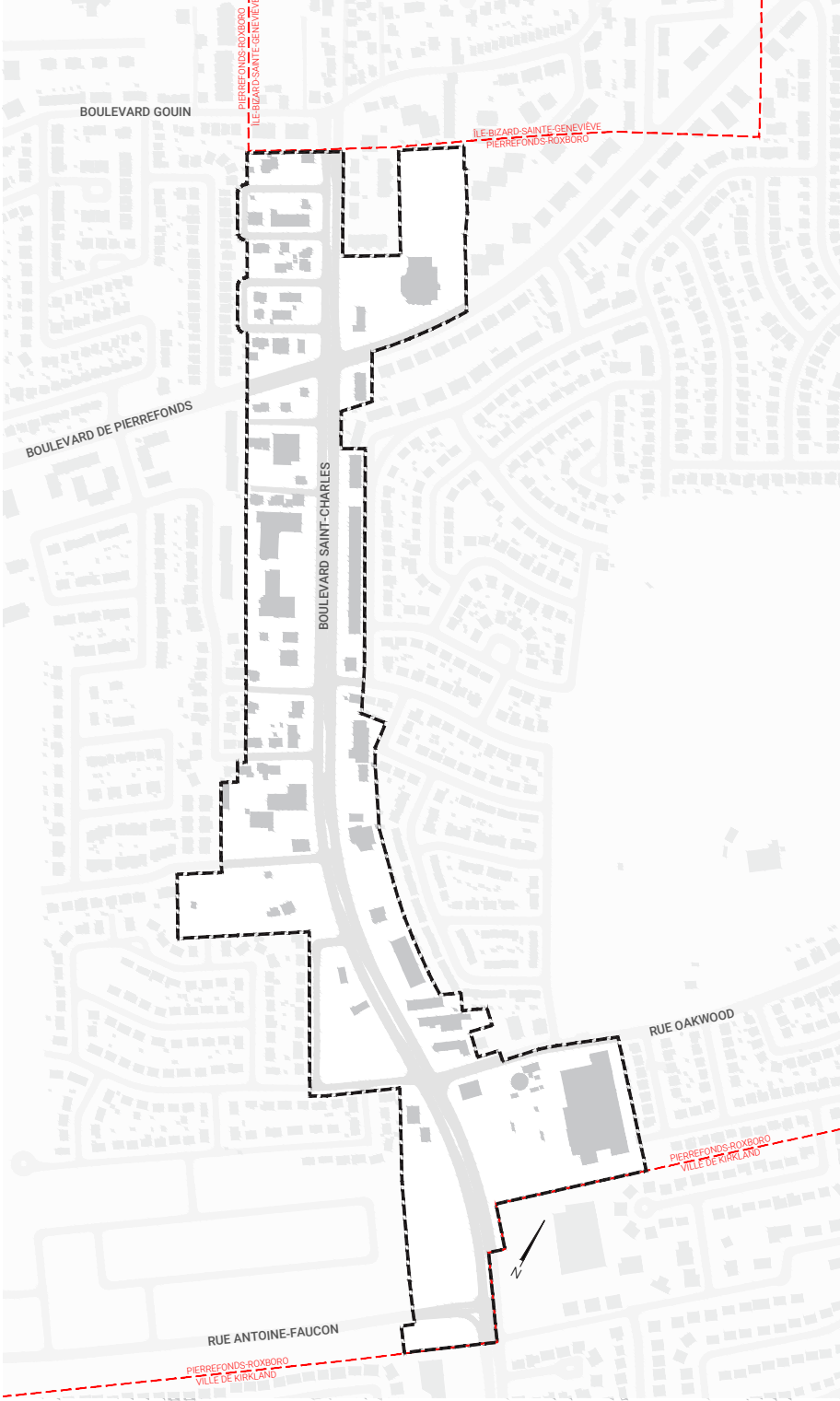
The following elements were taken into account for the exact delimitation of the limits of the intervention sector (see plan 1) :

- ⊕ To the north, the territory extends to the limit of the district of L'Île-Bizard-Sainte-Genève. Thus, the territory of application of the PPU excludes land adjacent to Boulevard Gouin. This limit marks the transition towards a sector offering a lower intensity urban atmosphere.
- ⊕ The southern boundary corresponds to the border between the territory of the Town of Kirkland and the Borough of Pierrefonds-Roxboro. Although the portion of the Boulevard located in Kirkland's territory is not entirely part of the area concerned, an effort will be made to harmonize the different segments to ensure the fluidity of the built environment and highlight special and sufficiently distinctive features to mark the "entrance to the Borough" and incorporate a "signature" visual.
- ⊕ The eastern boundary of the area corresponds to Elgin Street, Anthime Street and Rupert Street, while the western boundary is a rough extension of the routes of Érables Street and Blaignier Street.

The borders of the territory concerned follow the layouts of the streets, lot lines or area identified as the detailed planning area for the Saint Charles commercial axis in the chapter concerning the Borough in Montreal's Master Plan, except for certain land sites that are already subject to development or redevelopment projects.



MAP 1: BOUDARIES OF THE SPP TERRITORY



2.2 PLANNING FRAMEWORK

To ensure coherent development and transformation of the area directly surrounding Saint Charles Boulevard within the territory of the Borough of Pierrefonds-Roxboro, the Borough's Council decided to prepare a Special Planning Program (SPP).

This approach makes it possible to define a development vision in order to adjust the regulatory system and the applicable territorial planning documents to the intrinsic realities of the sector while integrating the principles of sustainable urban planning.

This approach must also ensure consistency between these and the objectives of the Land Use and Development Plan (PMAD), the Montreal urban Agglomeration Land Use and Development Plan and the City of Montreal's Master Plan, more specifically the chapter concerning the Borough of Pierrefonds-Roxboro, of which the SSP is an integral part.

Land Use and Development Plan of the Montreal Metropolitan Community

The Land Use and Development Plan of the Montreal Metropolitan Community is a planning document that applies to the territory within the metropolitan perimeter, which includes the entire territory of the Montreal Metropolitan Community. At the time that this document was being drafted, the territory concerned comprised a total of 82 cities and municipalities of different sizes and dynamics.

This planning document was used by the Montreal Metropolitan Community to pursue the vision that it had adopted in its 2025 Strategic Vision Statement entitled "Charting Our International Future: Building a Competitive, Attractive, Interdependent and Responsible Community" by converting it into a PMAD aimed at meeting the following challenges:

1. Determine the type of urbanization that should be prioritized to accommodate the projected growth
2. Optimize and develop current and proposed transportation networks to support growing mobility and promote stronger urbanization
3. Protect and highlight natural and built assets to make the region more attractive

Montreal Urban Agglomeration Land Use and Development Plan

The Montreal Urban Agglomeration Land Use and Development Plan is a regional planning document that sets general land use planning and development goals for the 16 municipalities and 19 boroughs on the Island of Montreal. This document ensures that the land use planning decisions and goals included in it are aligned with the content of the Land Use and Development Plan of the Montreal Metropolitan Community previously discussed.

The plan adopted in 2015 includes the following three main goals that lay the foundation for the document's content:

1. Promote a quality living environment
2. Fuel the vitality of the urban agglomeration and its central core
3. Enhance the territory and its heritage

To pursue these and other resulting objectives, territorial land use planning is one of the tools employed to steer territory use at the regional level and distribute the various land occupation densities within previously determined sectors.

The City of Montreal's Master Plan and the chapter concerning the Borough of Pierrefonds-Roxboro

The City of Montreal's Master Plan has a chapter that specifically concerns the Borough of Pierrefonds-Roxboro. It identifies the main issues involved in land use planning within the territory of Pierrefonds-Roxboro and considers specific issues for the detailed planning area of the Saint Charles commercial axis.

Many issues identified for the entire territory are also relevant to the SPP area, such as the necessity of supporting residential development, creating dynamic and attractive commercial nodes and supporting greater use of public transportation.

As concerns the detailed planning area of the Saint Charles commercial axis, whose boundaries generally correspond to the area concerned by the SPP, the main issues identified are:

- ⊕ The lack of greenery
- ⊕ The predominance of paved areas
- ⊕ The lacking harmonization between buildings
- ⊕ The configuration of vehicular access to the Boulevard
- ⊕ The lack of commercial goods and services offered to better serve the population
- ⊕ Upgrad 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
- ⊕ Prioritize the user-friendly, harmonious and safe layout of Saint Charles Boulevard



Finally, the chapter concerning the Borough suggests planning guidelines to help steer planning for the Saint Charles SPP, including, but not limited to the following:

- ⊕ Redesign the public domain in the Boulevard’s right-of-way
- ⊕ Permit new uses that enhance commercial activity
- ⊕ Develop underused sites, particularly parking lots, by intensifying activities and constructing buildings whose density conforms to the role desired for the area
- ⊕ Prepare a landscape design treatment to mitigate the visual impact of parking lots in the front sections of lots
- ⊕ Revise regulatory arrangements in order to harmonize the architectural treatment of buildings
- ⊕ Evaluate the possibility of adapting intersections to improve cohabitation and safety for all users of public roads
- ⊕ Evaluate the implementation of calming measures at strategic locations on the boulevard (beacons, markings on the roadway, speed bumps, equipped pedestrian crossings, sidewalk projections, speed displays, etc.)

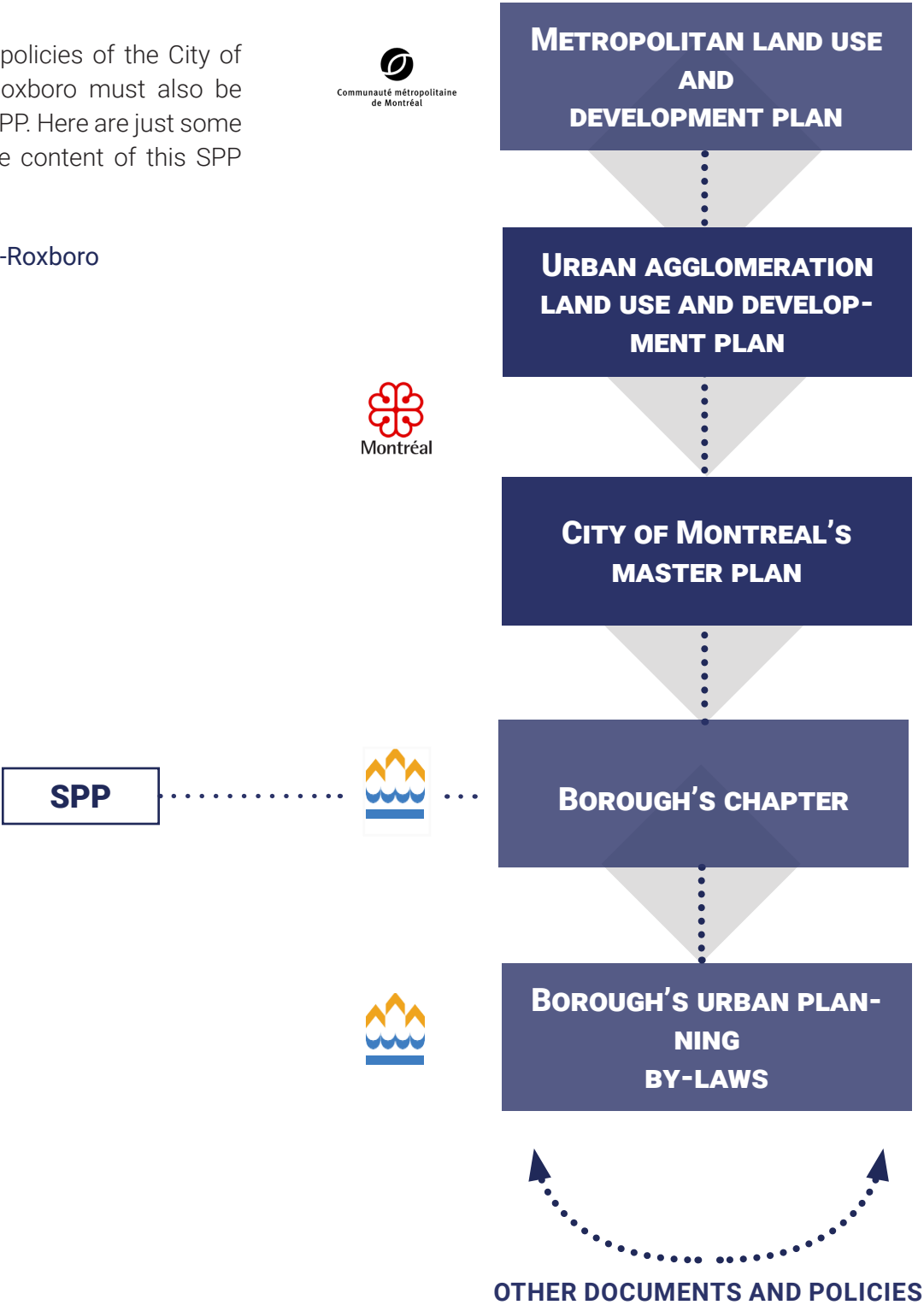
It should be noted that the City Montreal’s Master Plan is amended to integrate this SSP to form an integral part of it.

Other documents and policies

The content of many other documents and policies of the City of Montreal and the Borough of Pierrefonds-Roxboro must also be considered when planning the Saint Charles SPP. Here are just some of the documents whose content affects the content of this SPP either directly or indirectly:

- ⊕ Public Participation Policy of Pierrefonds-Roxboro
- ⊕ Montreal 2030 Strategic Plan
- ⊕ Climate Plan 2020-2030

FIGURE 1: HIERARCHY OF PLANNING DOCUMENTS



3. TERRITORIAL ANALYSIS

3.1 DEVELOPMENT HISTORY

Pierrefonds-Roxboro owes its creation to the founding of the Parish of Saint Geneviève in 1741, a parish that included several of today's municipalities and boroughs such as Île-Bizard, Sainte- Geneviève, Roxboro and Dollard-des-Ormeaux. The predecessor of Saint Charles Boulevard, known as Montée Saint Charles at the time, connected Lake Saint Louis and Rivière des Prairies.

The Municipality of Roxboro incorporated as a city in 1914, after its territory was removed from the former Sainte-Geneviève-de-Pierrefonds Parish. Dollard-des-Ormeaux incorporated as a city in 1924. Then, the Town of Pierrefonds was created from the remaining portions of territory of the Parish of Saint Geneviève that had not been used to create new territorial entities.

The borders of the Town of Pierrefonds were altered in 1959 after it merged with the Village of Saint Geneviève, which had been officially founded in 1860.

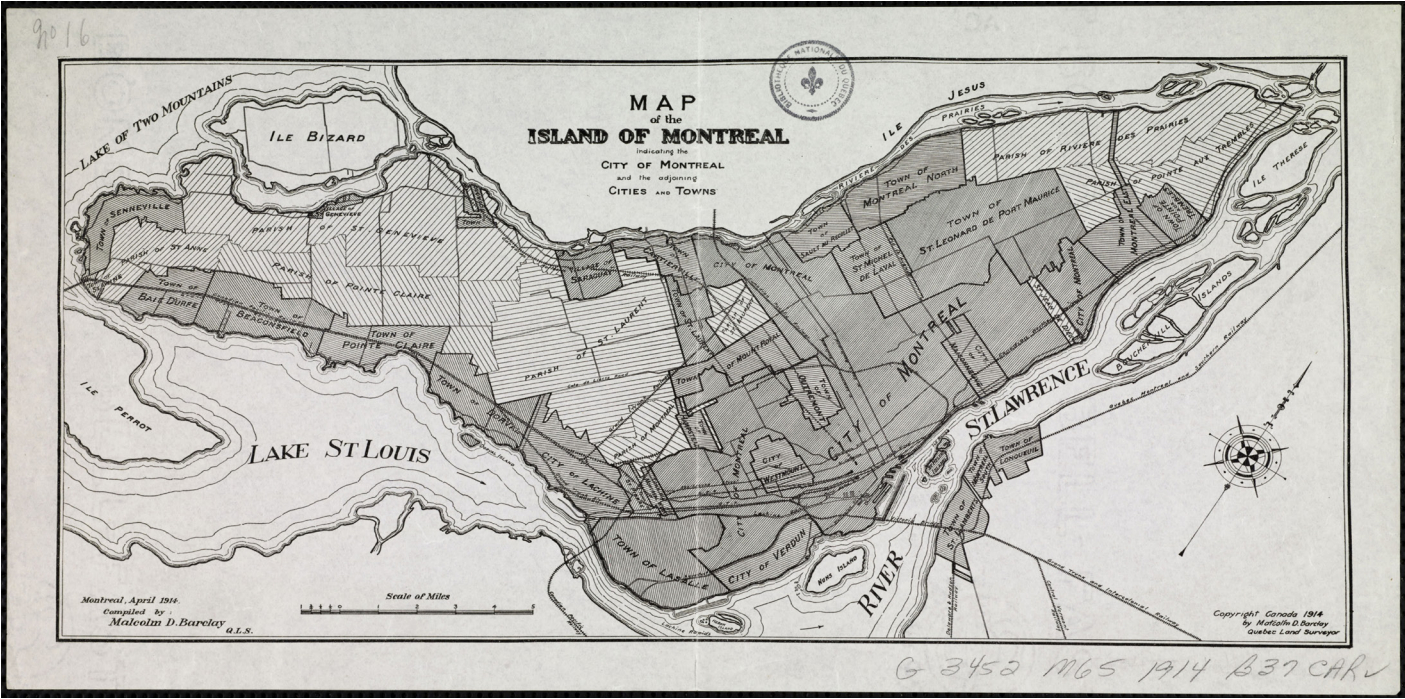
In 1961, the segment would officially be designated as "Saint Charles Boulevard."

The map shown here dates back to 1914 and shows the location of the Parish of Saint Geneviève and the borders of Roxboro at the time of its founding:

Finally, during the general reorganization and amalgamation of municipalities carried out in the early 2000s by the Quebec government and following the reorganization of the territory in 2006, Pierrefonds and Roxboro were amalgamated to form the territory of the Borough in the new City of Montreal.

The Joseph Rabeau house, which was built around 1790, is a vestige of the colonial era and is located in the southwestern part of the SPP territory.

FIGURE 2: TERRITORIAL DIVISION OF THE ISLAND OF MONTREAL IN 1914, THE YEAR WHEN ROXBORO INCORPORATED



[Source: BANQ]

PHOTO 1: MAISON DE JOSEPH-RABEAU À PROXIMITÉ DU BOULEVARD SAINT-CHARLES



[Source: Google maps, Physiomentum]



3.2 SOCIODEMOGRAPHIC AND ECONOMIC PROFILE

EDUCATION LEVEL

The most recent data available on the education level of citizens in the Borough of Pierrefonds-Roxboro reveal a higher secondary school graduation rate than in the City of Montreal as a whole. As for the percentage of the population that has completed an education level beyond the secondary level, however, the rate is similar to the rate for the entire City. Therefore, the education level of the population is generally similar, although a slightly lower percentage of citizens in the territory of Pierrefonds-Roxboro have no degree.

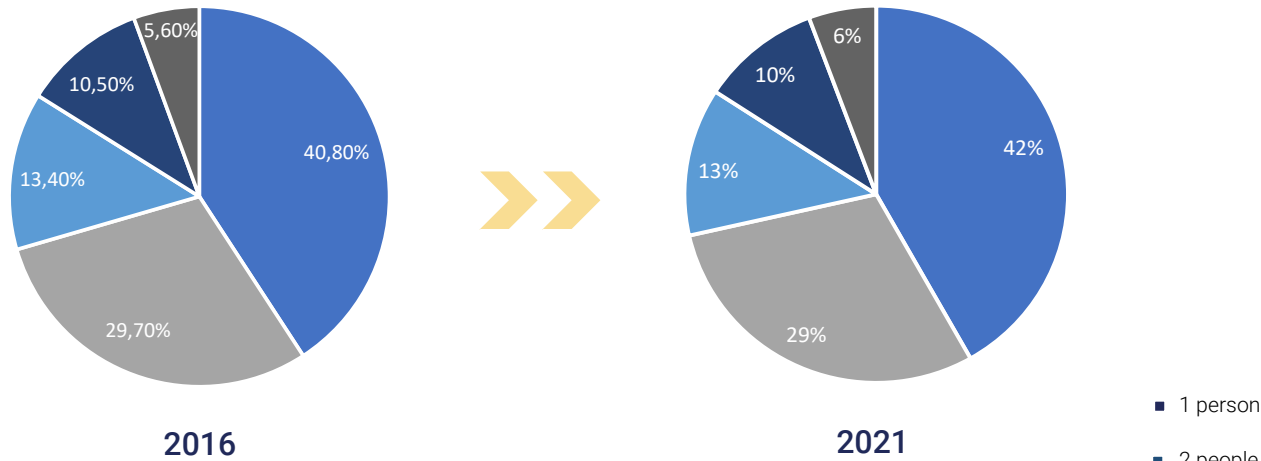
HOUSEHOLD SIZE

Again, according to the 2021 census, the average household size in the Borough is 2.7 people per household, which is slightly higher than the average size of 2.1 people per household recorded for the City as a whole.

Statistics Canada’s 2021 census figures show that the percentage of households with just one person is much lower than in the City of Montreal as a whole, where this situation accounts for 40% of all households. It is worth mentioning that this characteristic may be correlated with the built environment found within the Borough, which has a much higher number of «family” types of dwellings (more than 2 bedrooms) than the rest of the City’s territory.

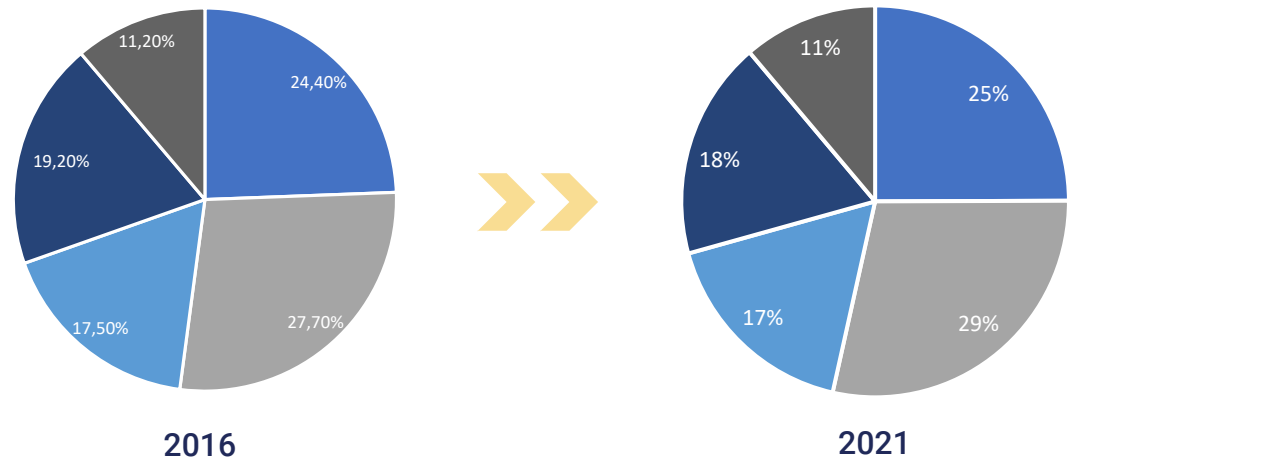
CITY OF MONTREAL

FIGURE 3: HOUSEHOLD SIZE (CITY OF MONTREAL)



PIERREFONDS-ROXBORO

FIGURE 4: HOUSEHOLD SIZE (BOROUGH OF PIERREFONDS-ROXBORO)



Average size of private households (2021)

2,7



AGE

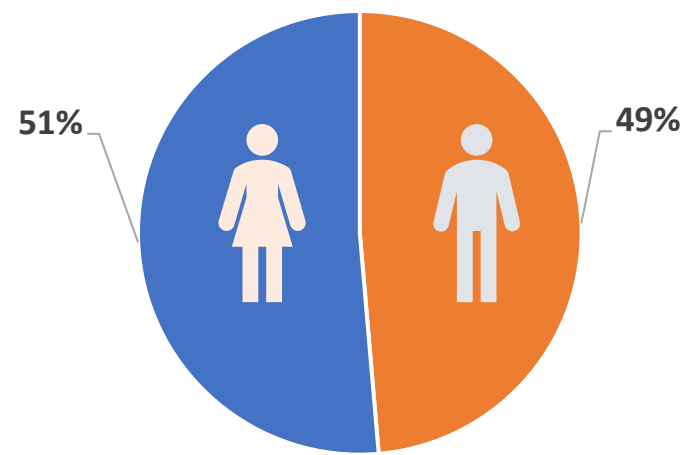
The average age of the population is 40.9 within the territory of the Borough of Pierrefonds-Roxboro, versus 40.6 in the City of Montreal as a whole.

The distribution of age groups in the Borough of Pierrefonds- Roxboro shows that the 55 to 59 age group is the best represented within the population, a feature that distinguishes the territory of the Borough from the rest of the City of Montreal, where 25 to 29 and 30 to 34 age groups are the first and second most represented age groups respectively.

SEX

The distribution by sex of citizens residing in the Borough’s territory is slightly lower than in the City of Montreal as a whole: 49% of the City’s population is male, while the male population of the Borough is 51%.

FIGURE 5: PERCENTAGE OF MEN/WOMEN (2021)



Median household income (2020)

86 000

Average age of the population (2021)

40,9 ans

FIGURE 6: AGE PYRAMID FOR PIERREFONDS-ROXBORO (2021)

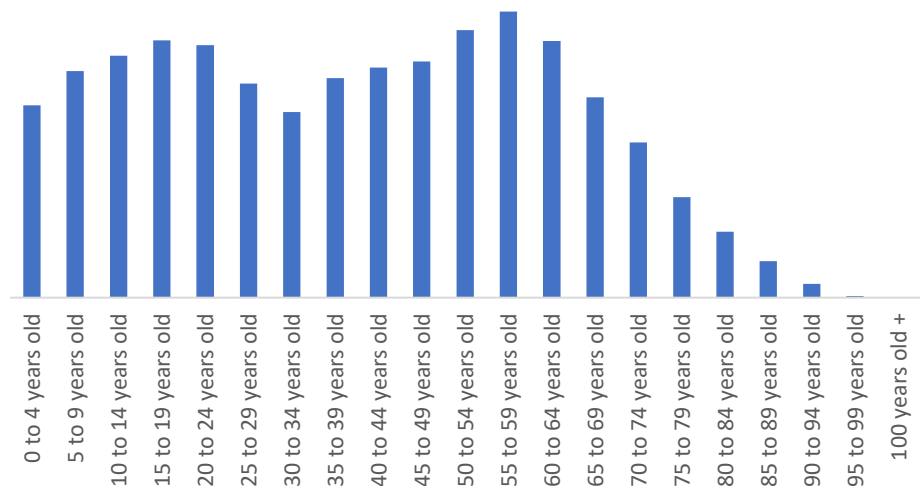
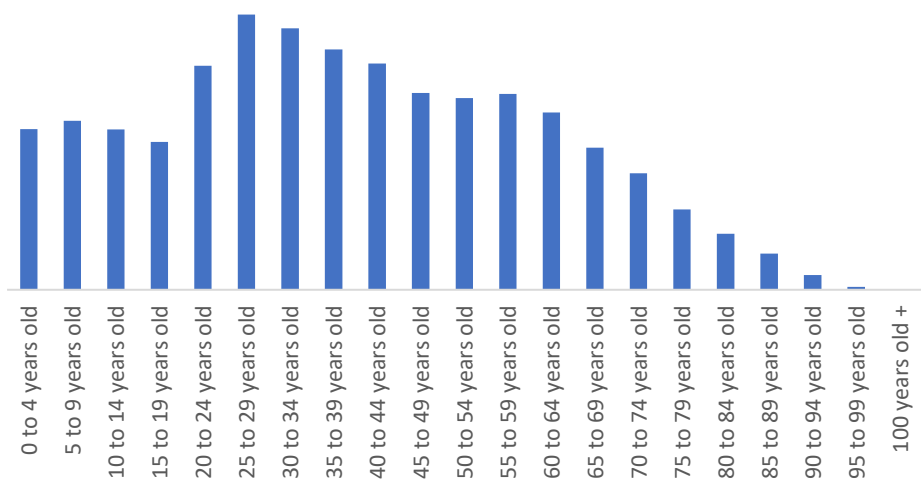


FIGURE 7: AGE PYRAMID FOR MONTREAL (2021)



NOTE TO THE READER

The sociodemographic data come from Statistics Canada and are the product of the national censuses in 2016 and 2021.



3.3 BUILT ENVIRONMENT

TYPICAL BUILDING TYPOLOGIES AND VOLUMES

The sector targeted by the Saint-Charles Boulevard SSP is characterized by a very heterogeneous and often dilapidated built environment of poor architectural quality. In fact, it is difficult to identify a specific building typology and volume due to the fluctuating building heights and forms throughout the segment. These fluctuations are the product of the different years in which the buildings were built and their varying uses, among other factors.

The majority of buildings found there are medium or large in size, with a height generally varying between 1 and 2 floors.

SITING OF BUILT PROJECTS

Most of the built projects are set back from the street, which leaves space for large paved areas occupied by parking spaces.

There are also a few one or two storey commercial buildings sited nearer to the limits of the Boulevard's right-of-way in the eastern part of the area, which were sited that way because they occupy transversal lots that do not have much depth.

RESIDENTIAL BUILT ENVIRONMENT

In terms of the residential built environment, which mainly exists in the form of small blocks next to land sites that are adjacent to the Boulevard, the dominant typology is 1 or 2 storey detached single-family dwellings.

Finally, a few multi-family residential buildings with 3 or 4 storeys are found in the northern part of the area, between Pierrefonds Boulevard and Gouin Boulevard.

POTENTIAL HERITAGE BUILDING

Finally, within the SSP sector we find a building with strong heritage value, although not classified under the Cultural Heritage Act. The residence is, however, identified in the borough chapter of the City of Montreal's Master Plan as being a building of heritage and architectural interest outside sectors of exceptional value and must therefore be subject to tight control regarding construction work, renovation and demolition through the regulatory system. It is located towards the southwest limit of the sector and was built around 1790 to serve as a residence for Joseph Rabeau, one of the first occupants of the section. The building is currently occupied by a physiotherapy clinic. Built mainly in the 20th century, nearby residential and commercial buildings are currently facing significant aging of the built environment.

PHOTO 2: COMMERCIAL AUTO REPAIR SHOP ON THE BOULEVARD WITH HEAVILY PAVED OPEN SPACES



PHOTO 3: HETEROGENEOUS BUILT PROJECTS



PHOTO 4: EXAMPLE OF COMMERCIAL BUILT PROJECTS WITH 1 TO 2 STOREYS



PHOTO 5: JOSEPH-RABEAU RESIDENCE BEFORE THE BOULEVARD WAS DEVELOPED (1948)



PHOTO 6: JOSEPH-RABEAU RESIDENCE IN ITS CURRENT FORM



[Source: Google]



3.4 URBAN ACTIVITIES AND FUNCTIONS

The Saint Charles SPP area has vast monofunctional sections made up of various commercial uses, including restaurants, stores, auto repair shops, grocery stores, drug stores, hardware stores, clinics, beauty salons, offices, etc. Even if the territory is occupied by various businesses, this Euclidean development of the 60s and 70s prevents the complementarity of uses making it possible to generate a real living environment. It goes without saying that the vitality of most of these establishments remains one of the major challenges for the sector.

COMMERCIAL FUNCTION

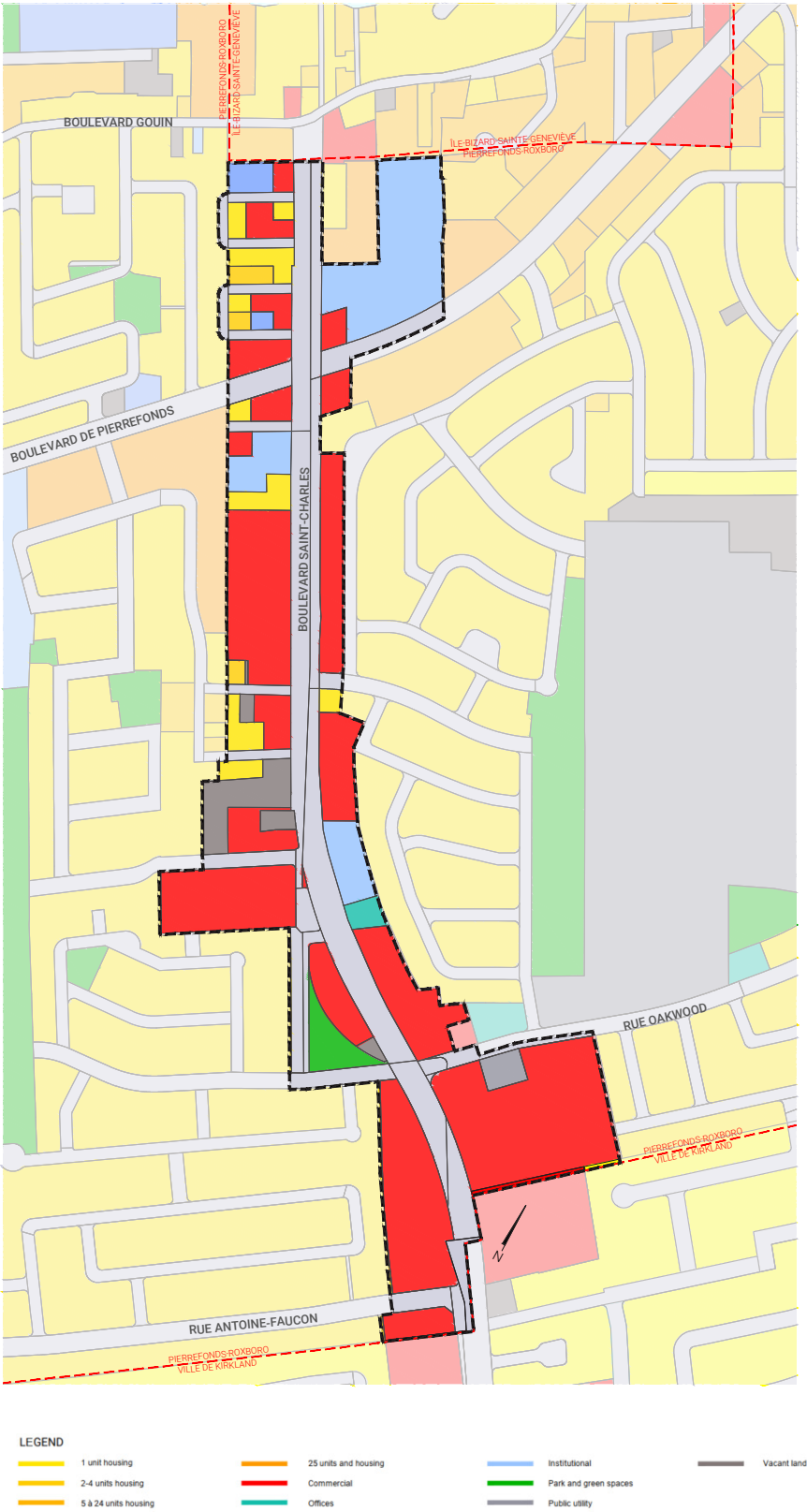
There is a predominance of businesses intended for automobiles (17 businesses), notably numerous garages along the boulevard representing a little more than 15% of all businesses on the street. This concentration of uses that are not compatible with certain sensitive uses can generate several cohabitation problems. We may think, among other things, of the noise pollution they can cause, as well as the influence of their exterior developments consisting of large parking areas on the urban landscape or exterior storage in the case of certain businesses.(RONA, Pierrefonds marine, locapro,etc.)

Saint Charles Boulevard is also characterized by the presence of many vacant commercial buildings that have been abandoned.

PUBLIC AND INSTITUTIONAL FUNCTIONS

Some land is used for public or institutional purposes, including Hillcrest Park (see subsection 3.6) or places of worship: the Catch The Fire Church (Christian) located to the east of the Saint-Charles section, the the Westview Bible Church located further north and the Emmanuel Evangelical Baptist Church, located near the intersection of Claude Street and Saint-Charles Boulevard, on the west side of the boulevard. They are subject to several issues, including the space occupied by their parking as well as traffic and occasional traffic nearby. Note that the sector does not include any community establishments and that needs in this regard have been identified by the Borough.

MAP 2: DISTRIBUTION OF URBAN FUNCTIONS WITHIN THE SPP AREA



RESIDENTIAL FUNCTION

Only a few land sites directly adjacent to the Boulevard are used for residential purposes. They are mainly located in the northern section of the SPP area. Apart from these exceptional residential areas, the vast majority of residential uses are located in small adjacent blocks that do not have direct access to Saint Charles Boulevard.

The current distribution of different urban functions along Saint Charles Boulevard reflects a lack of functional diversity, which poses a significant challenge to the goals of increasing the number of visits to this area and boosting its vitality.

PHOTO 7: WESTVIEW BIBLE CHURCH OCCUPIES ONE OF THE ONLY BUILDINGS WITH AN INSTITUTIONAL USE NEAR TO SAINT CHARLES BOULEVARD



[Source: Google]

PHOTO 8: VACANT COMMERCIAL BUILDINGS SURROUNDED BY EMPTY PAVED SPACES



3.5 TRANSPORTATION AND MOBILITY

3.5.1 AUTOMOBILE TRANSPORTATION

The transportation network and the mobility corridors serving the territory of the Borough of Pierrefonds-Roxboro are made up of several major traffic arteries.

In fact, several mobility corridors criss-cross the Borough’s territory and permit travel along the north-south and east-west arteries in a relatively efficient manner, although certain sections present certain deficiencies in the completion of the network or in its hierarchy.

NORTH-SOUTH ARTERIES

In terms of north-south arteries, the territory is served by three major boulevards: Sources Boulevard, Saint Jean Boulevard and Saint Charles Boulevard. These roads are extremely important within the Borough, as they specifically connect the territory with the Trans-Canada Highway (40) in the south. Saint Charles Boulevard and Saint Jean Boulevard serve as important arteries, specifically for the population on Ile-Bizard – Sainte-Geneviève, as shown by the results of origin-destination studies in recent years. However, this constant flow creates traffic congestion, particularly in the Kirkland area to the south. A study is currently being carried out by experts in the field which will make it possible to fill in the lack of data relating to road influx. In addition, due to the constant flow of these boulevards and their current layout, a feeling of insecurity and discomfort may be felt.

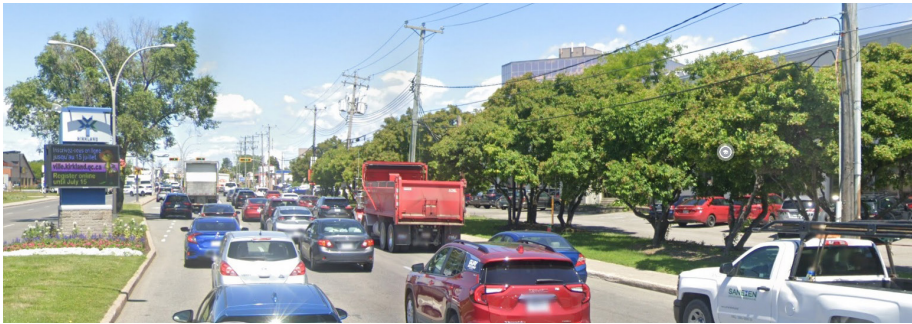
EAST-WEST ARTERIES

In terms of east-west arteries, three major travel corridors cross the Saint Charles SPP area: Antoine Faucon Street in the south, Oakwood Street in the east and Pierrefonds Boulevard in the north.

Antoine Faucon Street and Oakwood Street are pivotal arteries that connect Saint Charles Boulevard with a number of collector roads that provide access to residential neighbourhoods located on both sides of the Boulevard. Pierrefonds Boulevard connects the east and west ends of the Borough and is extremely important for citizens travelling from Pierrefonds-Roxboro and Ile-Bizard – Sainte-Geneviève.

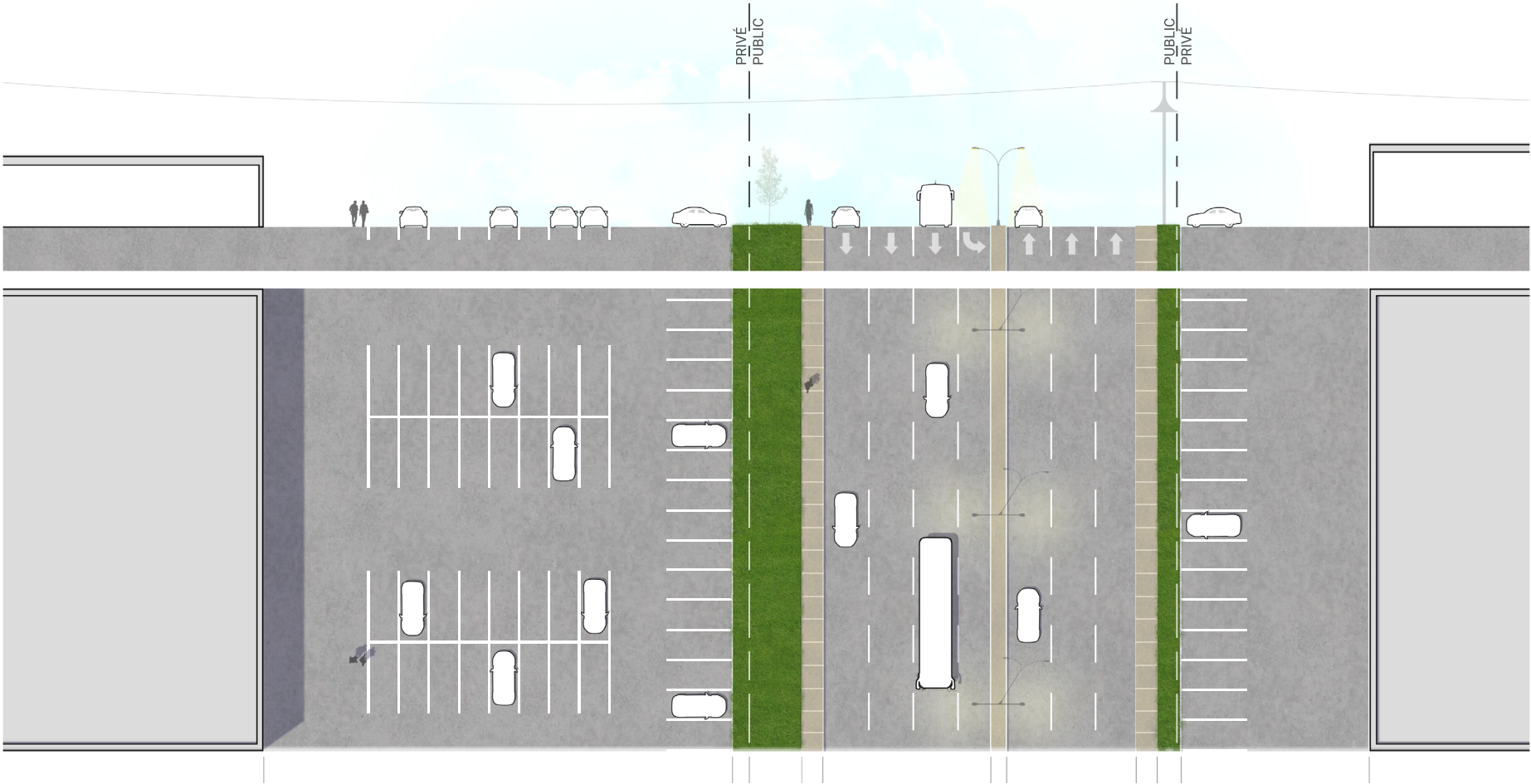
Although Gouin Boulevard is located to the north of Pierrefonds-Roxboro in the Borough of Ile-Bizard—Sainte-Geneviève, it must also be taken into consideration when evaluating the urban dynamics at play in the SPP area because it acts as a link between the east and west ends of the Island of Montreal.

PHOTO 9: CONGESTION CAUSED BY TRAFFIC FROM HIGHWAY 40 IN KIRKLAND’S TERRITORY TO THE SOUTH



[Source: Google]

FIGURE 8: CROSS-SECTION OF SAINT CHARLES BOULEVARD IN ITS CURRENT FORM



3.5.2 ACTIVE TRANSPORTATION

The current network of bicycle paths does not really serve the SPP area. There is only one bicycle path, which follows Pierrefonds Boulevard and goes into the northern part of the SPP area. The main purpose of this sole bicycle path is to connect the Bois-de-liesse, L'Anse-À-L'Orme and Cap-Saint-Jacques nature parks.

This situation is therefore relatively poorly adapted to Montreal's current approach, which seeks to promote the use of active and alternative transportation methods, as discussed in its various planning documents (the Plan stratégique de développement du transport collectif 2021, the Government of Québec Plan d'action 2018-2023 and the City of Montreal mobility and urban Plannin, etc.). Furthermore, the relative lack of infrastructure dedicated to cyclists is a real safety issue that must be taken into consideration if the risks of cohabitation between the different transportation methods are to be lowered.

However, it should be noted that several other bicycle paths were proposed in the City of Montreal's Bike Plan, which it adopted in 2019. In fact, the City planned to establish new paths in the southern part of the SPP area, along Saint Charles Boulevard and Oakwood Street. These potential additions to the active transportation network would specifically improve the area's connectivity with Duval Park, Du Centenaire Park and Yuile Park.

Nevertheless, the 2019 Bike Plan does not propose any bicycle path in the segment of Saint Charles Boulevard concerned by the SPP, which shows that the area does not seem to have been really considered in deliberations on how to improve the active transportation conditions.

Still, it should be noted that the Bike Plan is updated every 4 years, which suggests that other targeted activities, such as traffic calming measures, may be incorporated in the near future.

MAP 3: PUBLIC AND ACTIVE MOBILITY NETWORKS PLAN

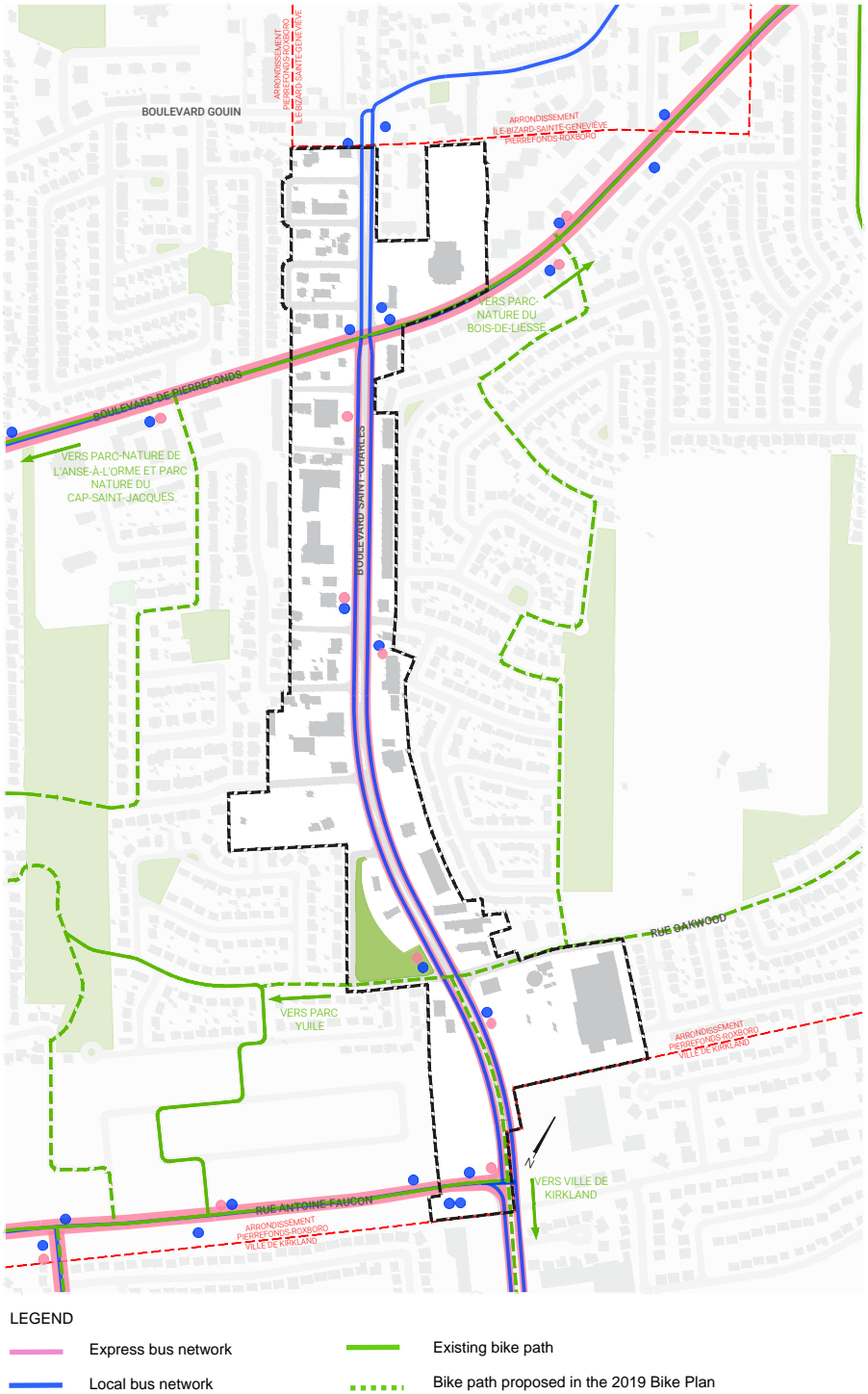


FIGURE 9: EXTRACT FROM PLAN VÉLO 2019



[Source: Ville de Montréal]

PHOTO 10: SIDEWALKS ON SAINT-CHARLES BOULEVARD



3.5.3 PUBLIC TRANSPORTATION

BUS NETWORK

The main transportation arteries previously listed are served by Société des transports de Montréal (STM) buses. Within the Saint Charles SPP area, several STM bus lines can be taken to travel along this segment.

The bus lines that travel along the Boulevard are lines 201 and 401, which respectively connect the southern portion of the Boulevard (intersection with Antoine Faucon) with the territories of Kirkland and Beaconsfield, and connect Cégep Gérald-Godin with the northeastern part of the SPP area (Ile-Bizard – Sainte-Geneviève), Saint Charles Boulevard and Antoine Faucon Street.

Plan 3 identifies the location of public transportation infrastructure located within the sector targeted by the PPU. We notice the presence of 13 local network bus stops (blue dots). These are mainly located near Saint-Charles Boulevard and provide service by STM bus line 201.

Six other stops, identified by pink dots on the map, are part of the express bus network. They are mainly located in strategic locations for the intervention sector, particularly near intersections with the greatest traffic flow.

REM

It is also important to mention that two metropolitan express network (REM) stations are planned a few kilometers from the area concerned by the Saint Charles Boulevard SPP. These elevated stations, which are scheduled to begin service at the end of 2024, will provide access to the express network and connect Chemin de l'Anse-à-l'Orme, at the eastern end of Pierrefonds-Roxboro, as well as than towards the city center thanks to the planned ramifications of the network.

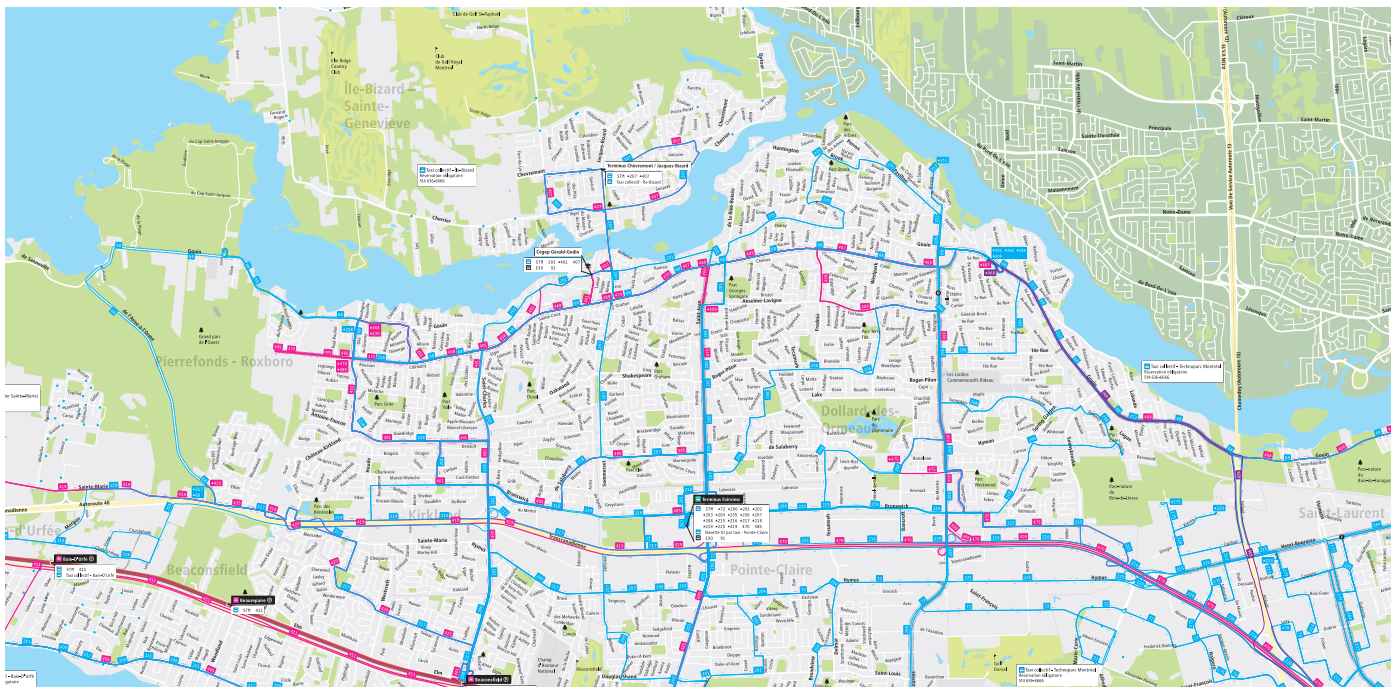
The Kirkland and Fairview-Pointe-Claire stations will be located 2.5 km and 2.75 km respectively from the southeastern and southwestern borders of the SPP area.

It is estimated that these stations will have a considerable impact on mobility in the east of the island, which will result in an increase in the modal share in favor of collective travel. Although the SSP territory is not directly affected by the radius of influence of the two stations (1 km radius), an improvement in the service of the different modes of collective transport within the sector or nearby is envisaged in order to reduce the users to the REM.

FIGURE 10: PLANNED REM STATIONS



FIGURE 11: EXTRACT OF THE NETWORK MAP OF THE STM



[Source: STM]



3.6 PARKS, PUBLIC SPACES AND ECOLOGY

PARK, GREEN SPACES AND PUBLIC SPACES

The SPP area has just one park, Hilcrest Park. Several parks and green spaces are however located near to Hilcrest Park:

1. Georges-Legault Park
2. Duval Park
3. Guillaume-Gamelin-Gaucher Park
4. Fréchette Park
5. Monteray Park
6. Yuile Park

Although the SPP area is served by nearby parks, it lacks public spaces. This particular characteristic limits the number of citizens who would visit this area because they currently have no valid or potential reason to visit these sites other than to go to the businesses located there. In addition to facing protection issues due to the fragmentation of the block, Hillcrest Park does not offer any other service with the exception of a relaxation and greening space which also plays the role of an island of freshness.

HEAT ISLANDS

Plan 4 illustrates the average surface temperatures recorded within the Saint-Charles Boulevard PPU sector using a temperature level classification model as illustrated in the legend. The data was recorded between 12 p.m. and 3 p.m., a period when inert materials reach a peak temperature. The reference class corresponds to the average temperature of parks in the City of Montreal. It is therefore possible to observe that the sector experiences surface temperatures varying mainly from 33°C to more than 57°C. Large commercial complexes and their vast mineralized parking spaces and medians generate significant heat islands.

MAP 4: MAP OF PARKS AND GREEN SPACES IN THE SPP AREA AND SURROUNDING AREAS

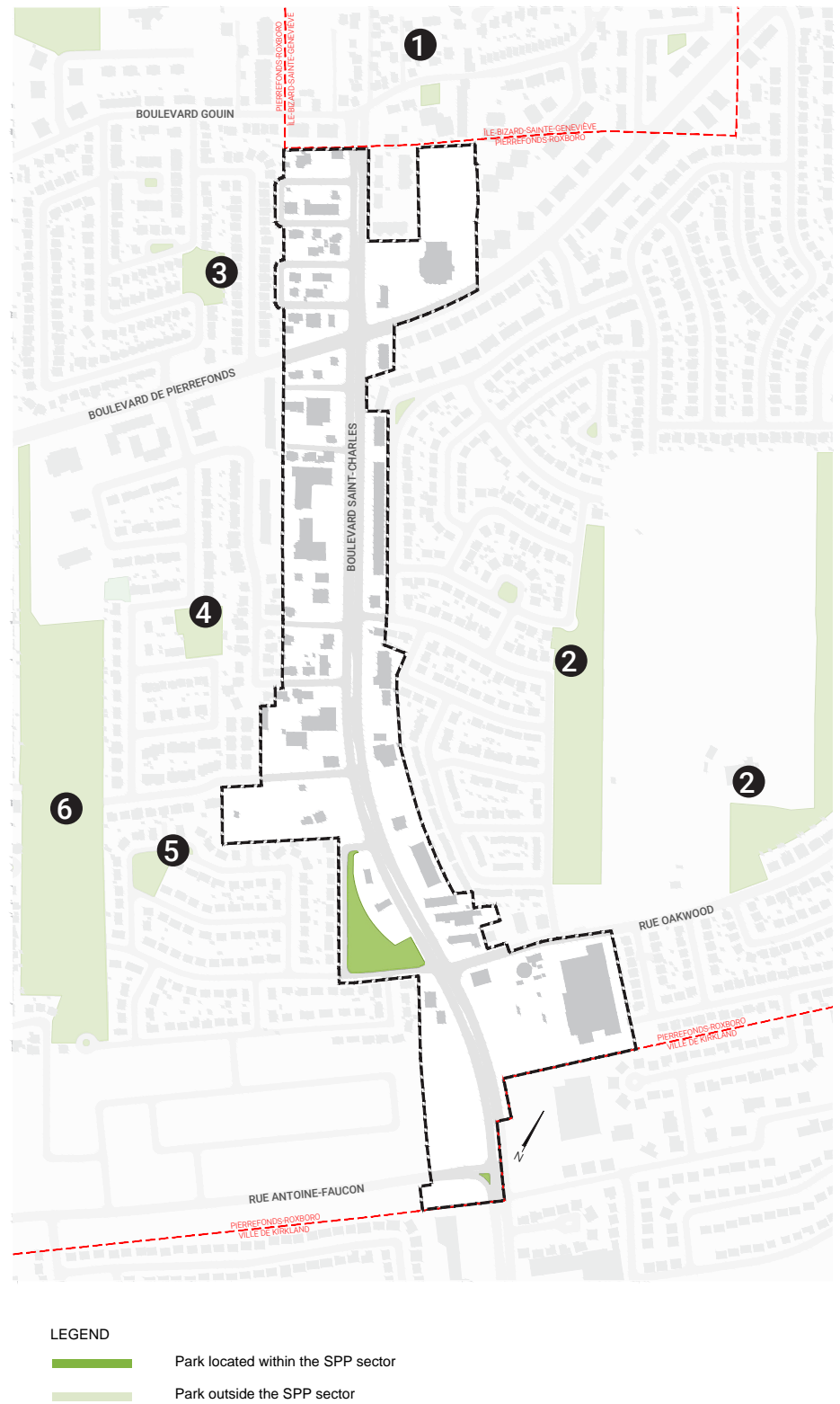
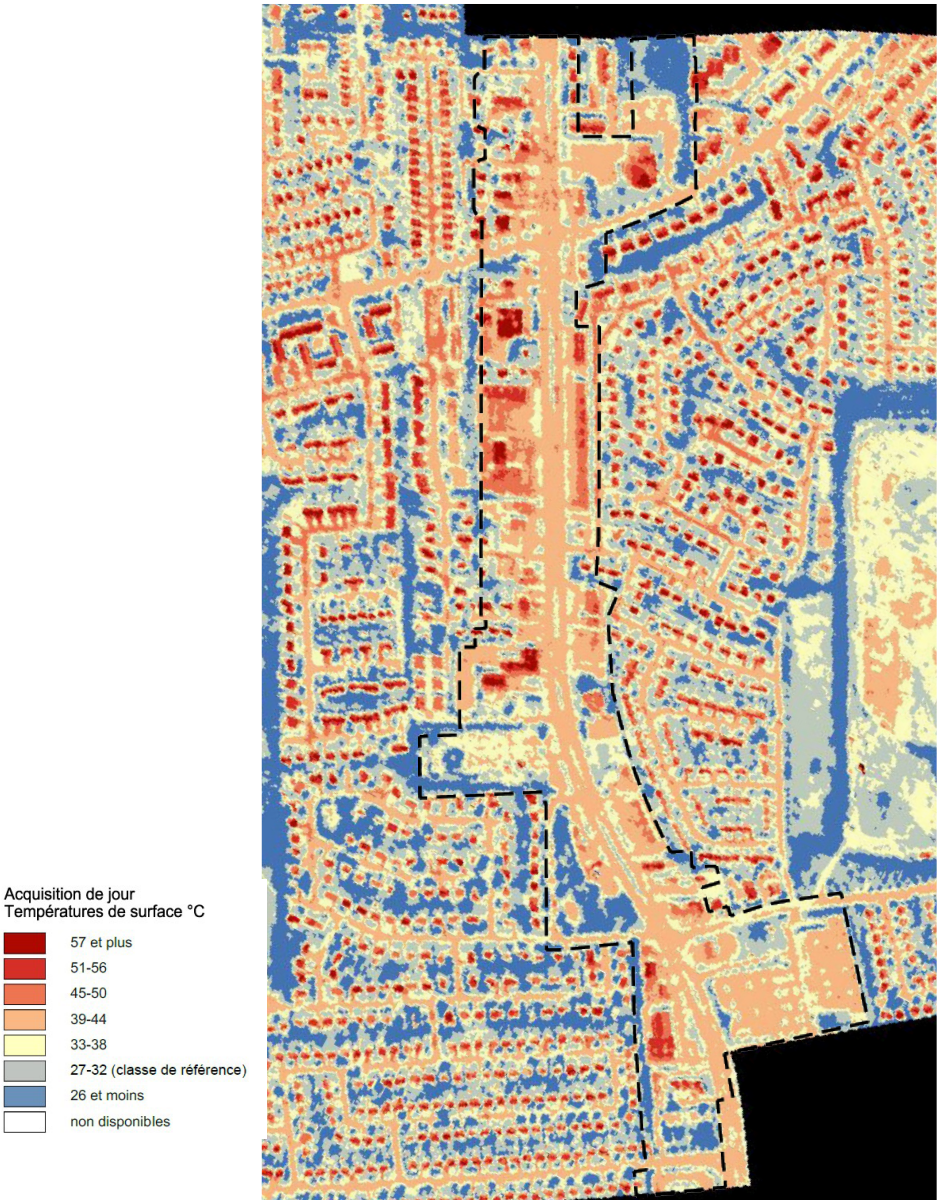


PHOTO 11: YUILE PARK



[Source: Google]

FIGURE 12: MAP OF THE HEAT ISLANDS



[Source: Ville de Montréal (2016)]



3.7 A LANDSCAPE WORTH HIGHLIGHTING

The Saint Charles Boulevard SPP area is marked by a special topography that offers an interesting view toward the north.

In fact, when traveling northbound on the Boulevard, a vista clearing toward Ile-Bizard and Rivière-des-prairies can be made out (see item 1 in Map 5). This clearing is especially interesting because it fluctuates with the seasons and the changing foliage.

This point of view will need to be given more attention if it is to be preserved. One way this can be done is to adapt the height of the proposed buildings in the northern part of the SPP area so that the views are not obstructed.

A significant visual landmark is located at the southeastern end of the Saint Charles Boulevard SPP area: the water reservoir at the St. Charles pumping station located on Oakwood Street (see items 1 and 2 on Map 5). This feature marks the southern gateway to the Borough and can be seen in the urban landscape from the Trans-Canada entry ramp.

Although this feature seems at first glance to be a major constraint on the fluidity and harmony of the area's building volume, it is also an interesting opportunity to mark the entrance to the area. Thanks to its unusual massing and cylindrical shape found virtually nowhere else within the Borough, the water reservoir is a distinctive feature that could be showcased to become a key element of Saint Charles Boulevard's new identity.

MAP 5: MAP OF INTERESTING VIEWS AND VISUAL LANDMARKS

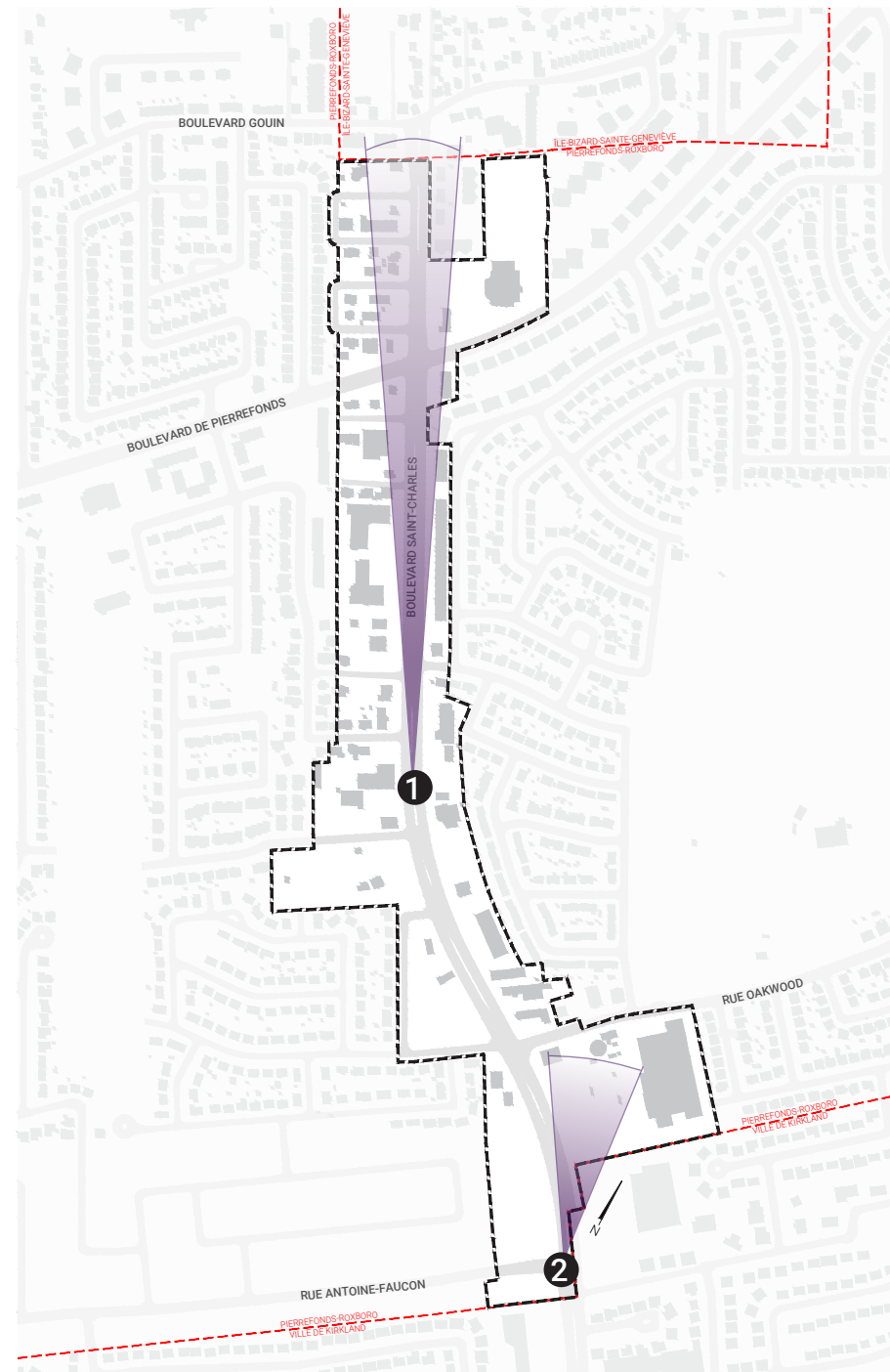


PHOTO 13: VIEW TOWARD RIVIÈRE-DES-PRAIRIES AND ILE-BIZARD THAT SHOULD BE HIGHLIGHTED



PHOTO 12: THE WATER RESERVOIR OF ST. CHARLES STATION (ON THE RIGHT) SERVES AS A VISUAL LANDMARK AND GATEWAY TO THE BOROUGH



3.8 SUMMARY OF THE ANALYSIS

The analysis of the SPP territory looked at its strengths, weaknesses, opportunities and challenges. The thinking behind the Special Planning Program is mainly structured around these observations.

STRENGTHS

- Centrality of the artery within the borough representing an important axis ensuring connectivity of the entire western district
- Significant traffic
- Presence of a visual marker marking the entrance to the town to be highlighted (water reservoir)
- Landscaping already present in certain segments of the central median strip
- North-south orientation axis allows for sunlight to enter buildings

OPPORTUNITIES

- View toward the river should be highlighted
- Residual space around existing buildings
- Arrival of the REM
- Broad right-of-way where an alternative mobility network can be developed and consolidated
- Occupation of certain plots with high redevelopment potential
- Borough entrance should be highlighted
- Upgrade of the entire sector
- To develop an architectural and landscape signature

WEAKNESSES

- Large paved parking spaces along Saint Charles Boulevard
- No distinctive architectural style
- Lack of uniformity among signage
- Widespread negative externalities caused by the high-traffic road network (e.g. noise, vibrations, etc.)
- Lack of stores serving regular needs and service businesses / surplus of businesses dedicated to automotive services
- Presence of visually unattractive outdoor storage businesses
- Low greening throughout the targeted sector
- Few layouts safe for active travel
- Visual nuisance relating to electrical poles and wires

CHALLENGES

- Low to moderate density residential areas adjacent to areas with potential for densification
- Land sites that mostly already have buildings on them
- Major automobile traffic and congestion
- Securing users of active mobility (pedestrians and cyclists)

PHOTO 14: MEDIAN STRIP LANDSCAPING



PHOTO 15: INCONSISTENT AND ESTHETICALLY LACKING SIGNAGE



PHOTO 16: MAJOR RIGHT-OF-WAY



3.8.1 SUMMARY OF LAND USE AND DEVELOPMENT ISSUES

After presenting the territory's features and preparing the analysis of the Saint Charles Boulevard SPP area, a series of issues related to land use and consolidation in the territory were raised. These issues will help guide the vision and set general guidelines and objectives for land use planning that will be discussed later.

It should be noted that the issues raised were also revealed in the findings of the citizen consultation activities that were carried out by the Borough during 2022:

- Discussions were held around thematic tables on June 21, 2022
- A consultation was held online from August 28 and October 3, 2022

Exhaustive reports on the points raised during these activities are appended to this SPP.

General issues were identified, grouped together by theme and confirmed during the consultation activities. These issues are presented in the next sections, while selected specific issues are presented in the next few pages.

ECOLOGICAL AND GREENERY ISSUES

- ⊕ The canopy index across the City of Montreal is 21.5% (CMM, 2019 Metropolitan Canopy Index). Saint Charles Boulevard pulls this index downward because it is almost entirely paved.
- ⊕ Greenery is crucial on the artery not only to reach the goals set by the City in its Climate Plan 2020-2030, but also to lend more beauty to the SPP area. Although concrete actions have been taken by the Borough in recent years (development of median strips, etc.), the actions taken as part of the SPP will need to be aimed at promoting greener public and private spaces.

TRANSPORTATION AND MOBILITY ISSUES

- ⊕ Although Saint Charles Boulevard's use as a major transit route is not in question, the Borough will need to try to improve the conditions for travelling along this route by setting up alternatives to travelling by car. This necessity is specifically addressed in the planning documents of the Agglomeration and the City of Montreal.
- ⊕ With the arrival of the REM near to the area concerned by the SPP, as well as the benefits of soft mobility (biking, walking, other non-motorized forms of travel), consideration will need to be given to how transportation methods can be diversified and cohabitate. Special attention will need to be given to the networks that should be strengthened and those that should be set up. The metropolitan transportation network must also be taken into consideration to ensure that this area is effectively served and limit pressure on road infrastructure.

URBAN FUNCTION ISSUES

- ⊕ During the consultation activities, several issues were raised concerning the mono-functionality of the Boulevard in its current form, the overrepresentation of specific uses (e.g. auto repair shops), and the attractiveness of the establishments located along it.
- ⊕ Although the purpose of the Saint Charles Boulevard SPP is not to fundamentally review its use, the diversification of urban functions is nevertheless crucial to ensure that the area is visited and enjoys bustling commercial activity.

BUILT ENVIRONMENT ISSUES

- ⊕ The issues related to new building integration are central to this SPP. In fact, the proposed guidelines and goals will need to promote densification in the area, while ensuring a harmonious integration with adjacent built areas. A soft densification strategy is recommended to ensure harmonious intensification of the residential function, while still promoting human-scale projects.

LANDSCAPE ISSUES

- ⊕ There are many urban landscape issues. However, it should be noted that the aging built environment and the heterogeneity of the architectural styles along the segment of the Boulevard concerned by the SPP will need to be key considerations in future deliberations on the area and the actions that should be taken.
- ⊕ **A distinctive architectural signature will need to be promoted to ensure the development, improvement and enhancement of the urban landscape. This signature will also help develop a distinctive identity for Saint Charles Boulevard that sets it apart from other nearby major commercial axes.**



3.9 SPECIFIC ISSUES BY THEME

- ⊕ Larger green canopy
- ⊕ Paved private properties and Saint Charles Boulevard right-of-way
- ⊕ Heat island management
- ⊕ Development and maximization of the potential of rights-of-ways
- ⊕ Stormwater management
- ⊕ Increase of green and public spaces

- ⊕ Cohabitation of transportation methods
- ⊕ Dependence on automobiles
- ⊕ Road congestion during peak hours and heavy automobile traffic
- ⊕ Connectivity and consolidation of alternative transportation networks and key public transportation infrastructures
- ⊕ Safer active transportation
- ⊕ Visitor traffic created by diverse urban functions

PHOTO 17: HILLCREST PARK



[Source: Google Earth, 2022.]

PHOTO 19: HIGH PROPORTION OF PAVED RIGHTS-OF-WAY AND PRIVATE PROPERTIES

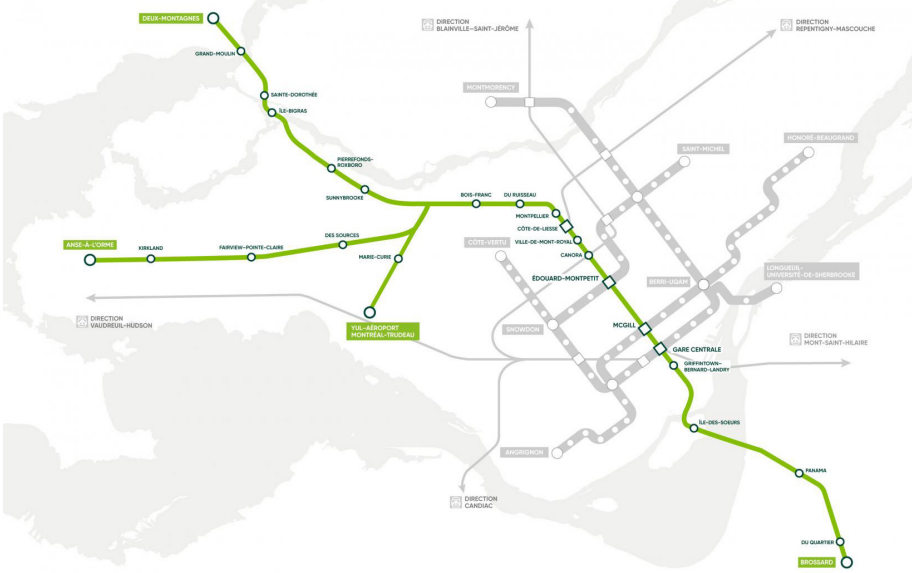


PHOTO 18: LACK OF BICYCLE PATHS



[Source: Google Earth, 2022.]

FIGURE 13: PROPOSED REM STATIONS



[Source: CDPQ Infra, 2023]



URBAN FUNCTIONS

- ⊕ Maintenance and diversification of positive uses
- ⊕ Improvement of the commercial offering along the Boulevard
- ⊕ Commercial vitality and dynamism in the area
- ⊕ Inclusion of currently underrepresented urban functions
- ⊕ Cohabitation management between different uses
- ⊕ Improvement of community and public facilities

- ⊕ Cohabitation between the different building volumes and forms
- ⊕ Management of sunlight during development and redevelopment projects
- ⊕ Optimization of and new uses assigned to vacant spaces and spaces that need to be redeveloped
- ⊕ Dilapidation and preservation of the current built
- ⊕ Human scale and reduction of volumetric contrasts

PHOTO 20: VACANT COMMERCIAL SPACES



PHOTO 21: COHABITATION WITH SENSITIVE USES



PHOTO 22: BUILDING THAT NEEDS TO BE RENOVATED



PHOTO 23: FLUCTUATING HEIGHTS



LANDSCAPE

- ⊕ Highlighting the water reservoir at the St. Charles pumping station so that it becomes a noteworthy visual landmark for the gateway to the Borough
- ⊕ Integration of artwork or signage to mark the gateway to Pierrefonds-Roxboro, near to the Saint Charles/Pierrefonds intersection
- ⊕ Highlighting vista clearances toward Rivière des prairies
- ⊕ Amélioration générale de l'interface urbaine et des paysages construits et qualité architecturale/de design

PHOTO 24: VISTA CLEARANCE TOWARD RIVIÈRE DES PRAIRIES



PHOTO 25: WATER RESERVOIR AT THE ST. CHARLES PUMPING STATION



4. DEVELOPMENT VISION

4.1 VISION STATEMENT

The vision proposed for the SPP is to review the land uses of Saint Charles Boulevard and the development and redevelopment principles along it in the interest of creating a living environment that is in step with the ecological transition and focused on creating multi-functional neighbourhoods served by sustainable mobility options. This can be done by:

- ⊕ incorporating a targeted residential function that is adapted to the urban setting and based on a vertical functional mix
- ⊕ adapting the commercial and service offering so that it meets the regular and semi-regular needs of citizens in the area and those who will choose to settle in this area
- ⊕ improving and greening its urban interface to create quality emblematic landscapes
- ⊕ diversifying the alternative, non-car transportation options offered to connect more effectively with the metropolitan public transportation network, such as by making active transportation safer

Thus, before the SPP area is developed, a great deal of thought needs to be given to the future of the various themes addressed in the land use and development issues. The reorganization and redevelopment vision for the Saint Charles Boulevard segment of the area gives priority to the city's 15-minute principles in an effort to develop the sector on sustainable and environmentally-friendly bases. A

paradigm shift is inevitable and will primarily result in an intrinsic change to its current main use, which is predominantly commercial.

To achieve all of this, a mix of urban functions must be implemented throughout the axis by constructing buildings that include local businesses and services on the ground floor and dwellings on the upper floors. Integrating housing on the Boulevard will not only allow it to survive and revitalize businesses, but also improve the commercial offering.

In addition, multi-functionality will help reduce the dependence on car transportation by bringing everyday activities closer to housing. However, to ensure connectivity with metropolitan networks and key infrastructures, the Boulevard's land use will be reviewed to promote sustainable development. This will include improving safety for more vulnerable users with a view to rebalancing the modal shares and the space dedicated to the various modes. An active urban promenade will cross the western portion of the sector, from north to south, to help create dynamic, human-scale living environments.

The arrival of the REM stations nearby is an unprecedented opportunity to reduce our dependence on cars. These stations combined with the local bus lines on the Boulevard will help improve mobility.

Finally, Saint Charles Boulevard needs to be made more attractive overall. This can be achieved not only by instituting a framework for actions targeting architecture and signage, but also by greening the entire segment. The aging Boulevard will need to be revitalized thanks to its very own signature architectural and landscaping style.



4.2 DEVELOPMENT GOALS AND ACTIONS

The development and redevelopment vision for the Saint Charles Boulevard segment is based on observations that fall into three (3) land use and occupancy themes for the territory. This section describes the goals and defines the actions that will be taken to implement them.

1 CREATE A MULTI-FUNCTIONAL LOCAL AND HUMAN-SCALE ENVIRONMENT

Action 1 : incorporate dwellings with diverse typologies for a diverse and evolving clientele, especially given the aging population.

Action 2 : Carry out targeted densification of the Boulevard’s residential function by harmoniously incorporating it with adjacent residential areas where no actions are planned.

Action 3 : Adapt the building heights and integrate them into the urban setting with a human-scale focus.

Action 4 : Plan a vertical mix of buildings by combining dwellings on upper floors and businesses on ground floors.

Action 5 : Ensure commercial continuity throughout the segment by focusing on this mix and creating a lively urban dynamic that is more intense on the western side of the Boulevard.

Action 6 : Modulate the volumes of buildings to avoid corridors and wind vortices that harm the comfort of users of the urban promenade

2 DIVERSIFY AND IMPROVE MOBILITY ON THE BOULEVARD

Action 1 : Create an active urban promenade on the western side that divides up the deep blocks for redevelopment.

Action 2 : Connect the active urban promenade with the metropolitan mobility network in the southern part of the territory.

Action 3 : Review the geometry of the Boulevard to improve the infrastructure dedicated to pedestrian travel in order to make it safer and increase greenery on the public right-of-way.

Action 4 : Encourage the implementation of rapid public links with the new REM stations by taking the appropriate steps with the competent authorities.

Action 5 : Update urban furniture so that it is better suited to active transportation, such as by incorporating bike racks and creating recreational areas.

Action 6 : Synchronize the traffic lights based on traffic flow and the new mobility conditions.

Action 7 : Reorganize the intersections that are perpendicular to the Boulevard to encourage active travel toward adjacent residential areas.

3 MAKE THE BUILT ENVIRONMENT AND PUBLIC SPACES MORE ATTRACTIVE

Action 1 : Develop an architectural and landscaping vision for the artery with goals and criteria that will be included in the Site Planning and Architectural Integration Program (SPAIP).

Action 2 : Enhance greening and planting standards in the private domain by increasing the canopy and improving the landscaping quality.

Action 3 : Remove parking lots in the front sections of lots and optimize underused spaces.

Action 4 : Reduce the harmful visual impacts caused by commercial signage and overhead power lines.

Action 5 : Regulate the public domain with buildings sited closer to roads and improve the human scale of the artery with consistent design actions.

Action 6 : Preserve the streets heading toward Rivière des prairies by clearing the intersection with Pierrefonds Boulevard and developing public spaces there.

Action 7 : Mark the Borough’s entrances at the intersections with Pierrefonds Boulevard and Oakwood Street with public art.

Action 8 : Develop attractive public spaces such as a public square at the intersection with Pierrefonds Boulevard, an intergenerational park, and a park and urban woods at the intersection with Maher Street.

Action 9 : Improve the visual aspect of the artery by greening it, planting trees along the street and landscaping it so that rainwater is sustainably managed.

Action 10 : Manage the unique public place along the urban promenade in order to diversify the sensory and visual experience.



4.3 SPATIAL ORGANIZATION CONCEPT

The spatial organization concept illustrates the major assignments of the sectors covered in this document, namely the predominantly residential sector, the multifunctional sector as well as the cultural institutional pole illustrated by the blue shape. The following components, being part of these, were identified with the aim of improving the living environment of the targeted territory.

Requalification and redevelopment with adapted density and multi-functionality

Requalify and redevelop land sites by siting compact, predominantly residential buildings with height limitations to preserve the views toward the river and ensure a sound transition into surrounding areas.

Integrate businesses and services to participate in revitalizing the public space by locating them on the ground floors of commercial spaces.

Key component 1 : Effective active urban promenade

Develop an active corridor in the western part of the sector to reduce the size of the large blocks, create neighbourhoods focused on active mobility and concentrate active travel along a safe axis. This promenade connects all parks, green spaces and public spaces in the area.

Key component 2 : Development of lively public spaces

Create spaces that promote interactions between citizens by de-planning land uses and installing signature urban furniture, developing an intergenerational park that brings people together, creating an institutional and cultural hub at the intersection of Saint Charles Boulevard and Pierrefonds Boulevard, and by greening rights-of-way to strengthen biodiversity and increase the urban canopy.

Key component 3 : Marking the Borough’s entrances

Highlight the water reservoir at St. Charles pumping station to confirm it as the visual landmark for the entrance to the Borough.

Add artwork or signage to mark the entrance to Pierrefonds-Roxboro near to the Saint Charles/ Pierrefonds intersection and redevelop the area around the Saint-Charles/Pierrefonds intersection.

Key component 4 : Consolidation of mobility corridors

Consolidate links to the metropolitan network, improve connectivity to the adjacent residential areas, and make active travel safer.

MAP 6: MAP OF THE SPATIAL ORGANIZATION CONCEPT



4.4 DEVELOPMENT PROPOSAL

The development proposal provides a more tangible representation of the elements of the vision and spatial organization concept in the form of a conceptual map that illustrates how redevelopment could take shape. For example, the development concept map illustrates the building sitings, the routes taken by roads (including active roads), the basic layout of public spaces, etc. In this way, it serves as a guide for the future redevelopment of the SPP territory.

4.4.1 OVERALL DEVELOPMENT CONCEPT MAP

Map 7 illustrates the overall development concept for the Saint Charles Boulevard SPP area. For information purposes, it shows the sitings of the buildings after requalification and redevelopment and the various key features of the planning approach:

- 1. Urban promenade
- 2. Community hub
- 3. Creation of green spaces and small public squares
- 4. Structured redevelopment adapted to its setting
- 5. Urban landmark and gateway to the sector

NOTE TO THE READER

The overall development proposal is only a representation of the Borough's vision for this area's redevelopment and development. The layout and network of multi-functional paths and public spaces may differ both in terms of their location and size. Their implementation will depend on real estate projects and their assessment by municipal bodies as opportunities arise.

MAP 7: MAP OF THE OVERALL DEVELOPMENT CONCEPT



FIGURE 14: AXONOMÉTRIE DU PLAN CONCEPT D'AMÉNAGEMENT DU BOULEVARD SAINT-CHARLES



4.5 DEVELOPMENT GUIDE

The development guide is meant to be a visual tool that illustrates the various principles espoused for the redevelopment of the SPP area. It offers an imaginary view of the desired atmospheres that the various architectural and development actions will create in the public and private domain. In other words, it is a collection of inspiring images and visuals arranged according to the following land use and development themes:

- Architecture, building volume and built form
- Development of the public and private domain and urban dynamic

PHOTO 26: EXTENSIVE GREEN ROOF



[Source: STM]

PHOTO 27: GROUND FLOOR COMMERCIAL SPACES WITH HIGH CEILINGS



[Source: Google]

4.5.1 ARCHITECTURE, BUILDING VOLUME AND BUILT FORM PRINCIPLES

To redefine the image of the SPP area, the following key principles are proposed for the built form and architecture:

- ⊕ Transition and gradation of heights based on the hierarchy of thoroughfares and the proximity of the surrounding residential areas
- ⊕ Development based on a definitively contemporary architectural style featuring a sleek design
- ⊕ Use of projections, recesses, volumes and loggias to break up monotonous facades and walls
- ⊕ Generous fenestration in buildings, especially on the ground floor, which will primarily be occupied by businesses
- ⊕ Elevated height of ground floor commercial spaces (over 4 metres)
- ⊕ Use of quality cladding materials (brick, architectural panels, glass, etc.)
- ⊕ Development of green roofs and areas dedicated to common uses (e.g. rooftop terrace)
- ⊕ Development of green walls, especially walls with a smaller opening area
- ⊕ Facades that allow more sunlight into private spaces in buildings. More abundant fenestration across from arteries and the urban promenade
- ⊕ Highlighting corner buildings with distinctive architecture acting as an urban landmark

PHOTO 28: CONTEMPORARY ARCHITECTURE AND USE OF RECESSES AND LOGGIAS



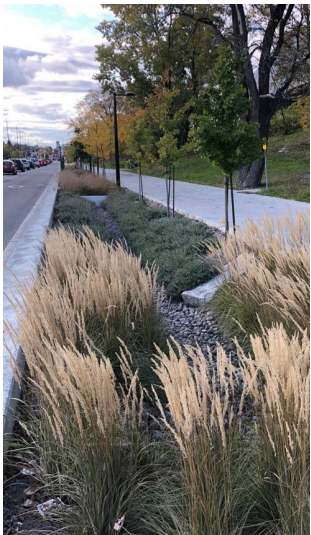
[Source: Zibi]

PHOTO 29: 1180, 4TH STREET, SAN FRANCISCO - QUALITY CONTEMPORARY ARCHITECTURE OVERLOOKING A PROMENADE



[Source: Mithun-Solomon + Kennerly Architecture]

PHOTO 30: PLANTS (TREES, BUSHES, PERENNIALS) AND DRAINAGE BEDS ALONG PAPINEAU AVENUE IN MONTREAL



[Source: Ville de Montréal]



[Source: Compagnie du paysage]

PHOTO 31: SAILLIE DRAINANTE



[Source: Courrier Laval]

4.5.2 PRINCIPLES OF DEVELOPMENT FOR THE PUBLIC AND PRIVATE DOMAIN AND URBAN DYNAMIC

To redefine the image of the SPP area, the following principles are proposed for public and private domain developments as well as the urban dynamic:

- ⊕ Integration of an urban promenade
- ⊕ Public space structured by a closer built environment
- ⊕ Integration of an architecture that encourages setbacks and modulation of buildings
- ⊕ Development of underground parking areas for residential uses and structuring of their access
- ⊕ Restricting the development of front yard located parking areas for commercial uses and encouragement to share as well as the build interior commercial parkings.
- ⊕ Structuring the layout of blocks and buildings
- ⊕ Limitation of the number of driveways and encouragement to share and structure their location
- ⊕ Use of reflective materials for parking lot coating surfaces
- ⊕ Greening and overall larger urban canopy created by planting many more trees
- ⊕ Developments incorporating rainwater management on their own site, in particular through the active links of the east-west network while promoting travel between the urban promenade and Saint-Charles Boulevard
- ⊕ Structuring of authorized commercial uses and restriction of uses imposing constraints
- ⊕ Overflow of commercial uses into courtyards bordered by a thoroughfare, in particular by the development of terraces, pleasure areas, passages for active travel, etc.
- ⊕ Use of quality colourful and distinctive urban furniture that helps improve the attractiveness of the area and the functionality of public spaces

PHOTO 32: FRONT STREET EAST PROMENADE, TORONTO



[Source: City of Toronto]

PHOTO 33: HIGH STREET HARROW, NORTH LONDON



[Source: David Kohn]

1 REDEVELOPMENT OF SAINT CHARLES BOULEVARD

- ⊕ Improved comfort of vulnerable users by developing a vegetation strip and drainage beds between roads and sidewalks
- ⊕ Overall improvement of facilities dedicated to active travel, in particular by widening sidewalks
- ⊕ More greenery and trees planted throughout the right-of-way, in the central median strips, vegetation strips and residual spaces
- ⊕ Preservation of the same number of traffic lanes and addition of lanes reserved for busses heading to the future REM
- ⊕ Development of a drop-off-type lane for bus stops with raised platforms to ease access for persons with reduced mobility
- ⊕ Buildings brought closer together in the Boulevard right-of-way to better structure the space, provide a better quality urban landscape and help liven up the Boulevard with more businesses on the ground floors of buildings
- ⊕ Addition of lighting fixtures adapted for pedestrians
- ⊕ Addition of urban furniture (benches, trash bins, bus shelters, etc.) to improve active user comfort
- ⊕ Limit the number of driveways opening onto the boulevard by encouraging their sharing and locating them on cross roads when possible

FIGURE 15: CROSS-SECTION OF REDEVELOPMENT PROPOSED FOR SAINT CHARLES BOULEVARD

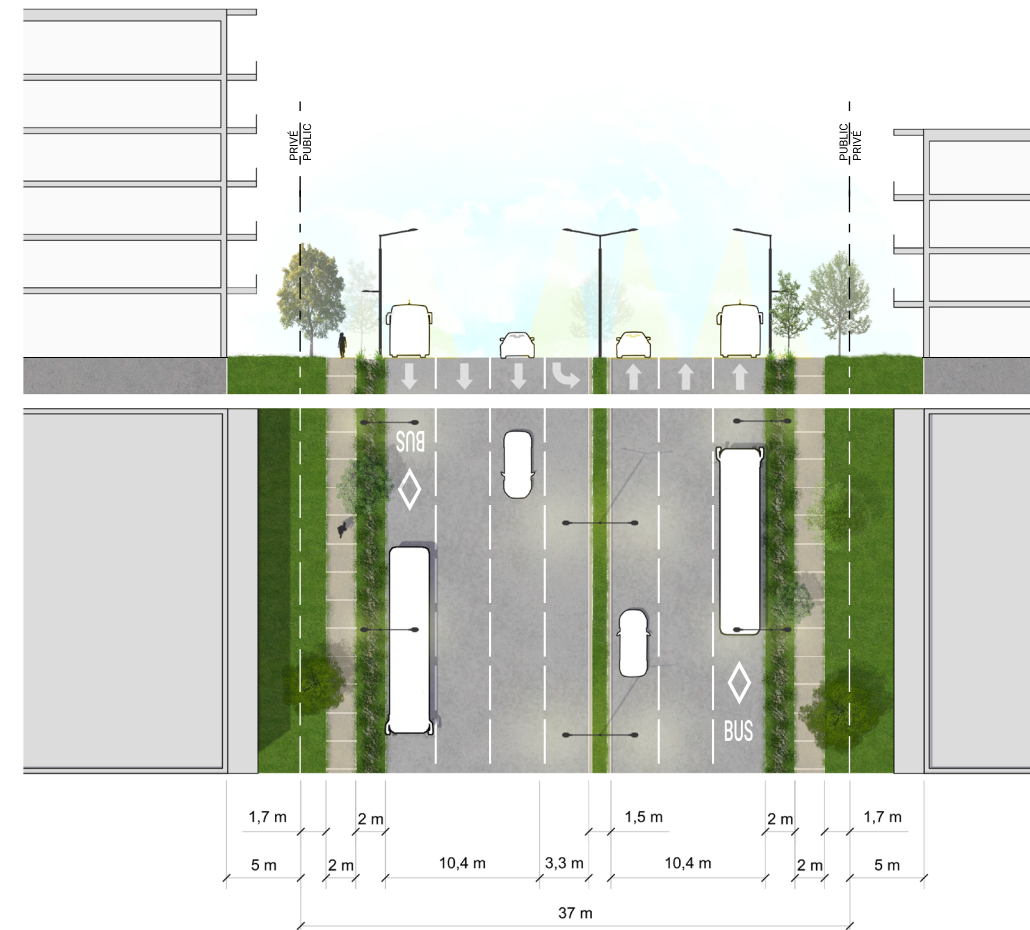
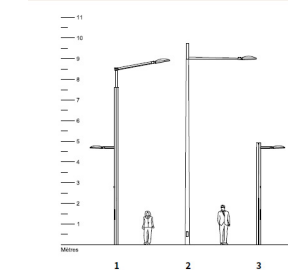


PHOTO 34: LONGSDALE STREET, VICTORIA, AUSTRALIE



[Source: BKK Architects]

FIGURE 16: LIGHTING FIXTURES ADAPTED FOR PEDESTRIANS



[Source: City of Montreal]

PHOTO 35: GREEN DRAINAGE BED, DOUAI, FRANCE



[Source: Le Raquet]

FIGURE 17: POTENTIAL NORTHERN VIEW OF SAINT CHARLES BOULEVARD



2 DEVELOPMENT OF AN URB. PROMENADE

- ⊕ Development of a multi-mode promenade (pedestrians, cyclists, users of light electric modes of transportation)
- ⊕ Diversification of atmospheres throughout the promenade through distinctive arrangements and punctuation of public and semi-public outdoor spaces to encourage users to stop
- ⊕ Development of active permeable links on the east-west urban network
- ⊕ Abundance of trees planted throughout the area
- ⊕ Installation of quality, distinctive urban furniture: lighting, benches, trash bins, bike racks and drinking fountains for the comfort of users while creating spaces conducive to gatherings
- ⊕ Closer buildings in the promenade's right-of-way to better structure the space, provide a better quality urban landscape, and help enliven it with businesses in the ground floors of buildings, while remaining in dialogue with the commercial offer of the boulevard
- ⊕ Addition of lighting fixtures adapted for pedestrians
- ⊕ Interaction between semi-private and public spaces – encroachment of commercial activities on the public domain (e.g. restaurant terraces, sidewalk sales, etc.)
- ⊕ Integration of an architectural design favoring sunshine and natural light

FIGURE 18: CROSS SECTION OF THE URBAN PROMENADE

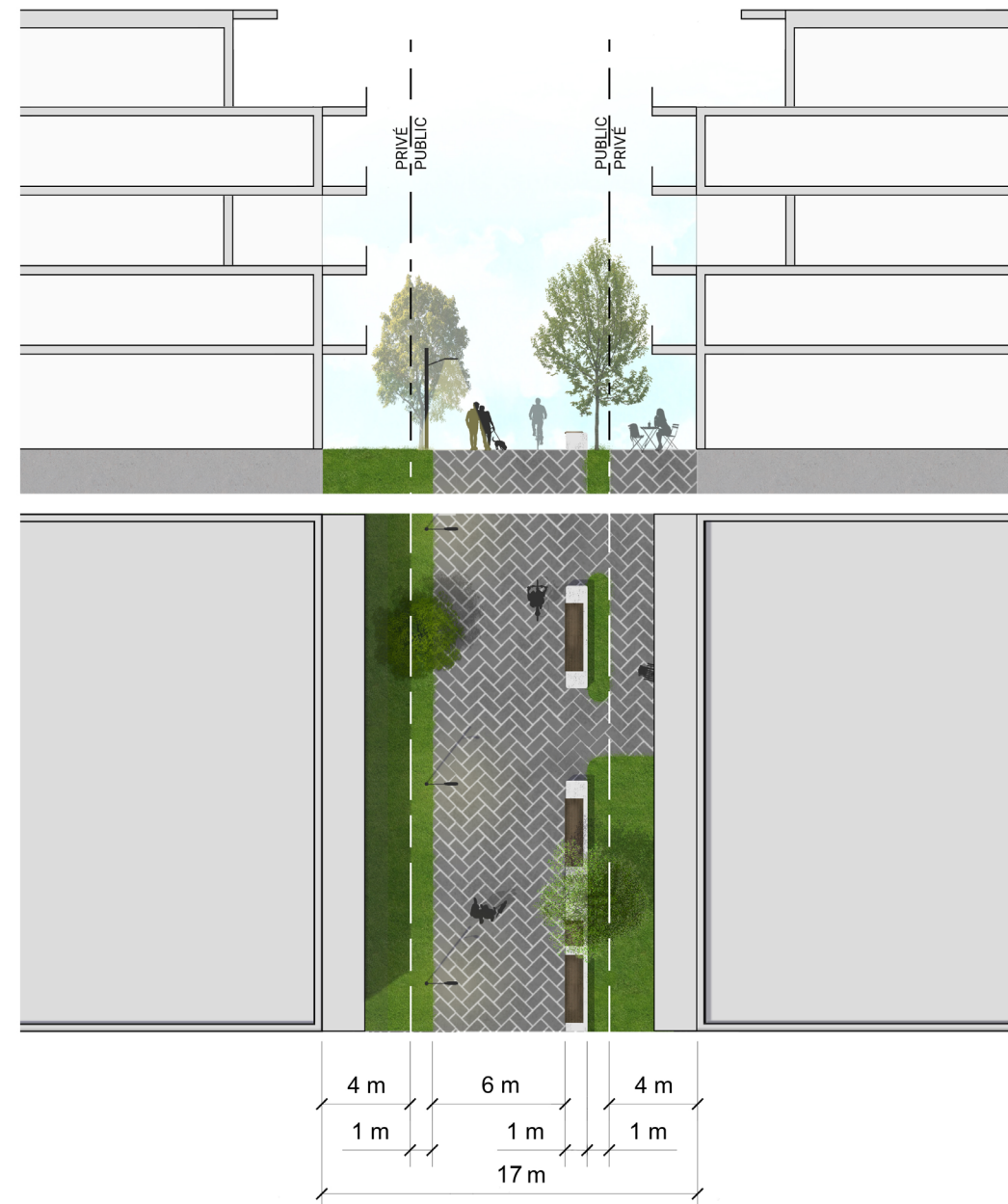


PHOTO 36: QUALITY STREET FURNITURES

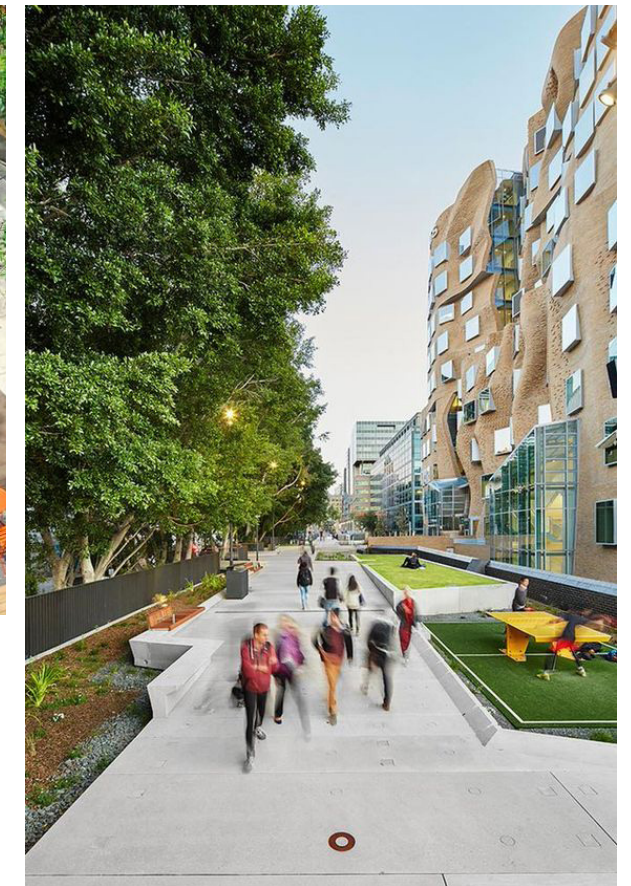


[Source: mmcoité]

PHOTO 37: ANIMATION OF AN URBAN PROMENADE AND ENCROACHMENT OF COMMERCIAL ACTIVITIES PARTICIPATING IN THE ANIMATION OF THE PUBLIC DOMAIN



[Source: Shiftspace]



[Source: ASPECT Landscape]



A PROMENADE WITH COLORFUL ATMOSPHERES

- ⊕ A journey that comes alive with architectural inspirations and design gestures
- ⊕ A private estate which contributes to the entertainment of the walk
- ⊕ A journey punctuated by discoveries, areas of relaxation and contemplation, fun and inspiring public spaces



PHOTO 41: BLUR BETWEEN THE PRIVATE AND PUBLIC DOMAIN - FUNEN PARK, AMSTERDAM



PHOTO 40: COLOURFUL P

[Source: Plurach]



PHOTO 38: CHILDREN'S PLAY PARK, MIANYANG



PHOTO 42: A DYNAMIC ARCHITECTURE FRAMING THE PUBLIC DOMAIN - APPARTMENTS KROEYRS, COPENHAGUE



PHOTO 39: SANTA BARBARA SQUARE, MADRID



PHOTO 43: HIGHLIGHT AND INTEGRATION OF LOCAL HERITAGE

[Source: Metro Sotgiaro Arquitectos]



FIGURE 19: POTENTIAL VIEW OF THE URBAN PROMENADE

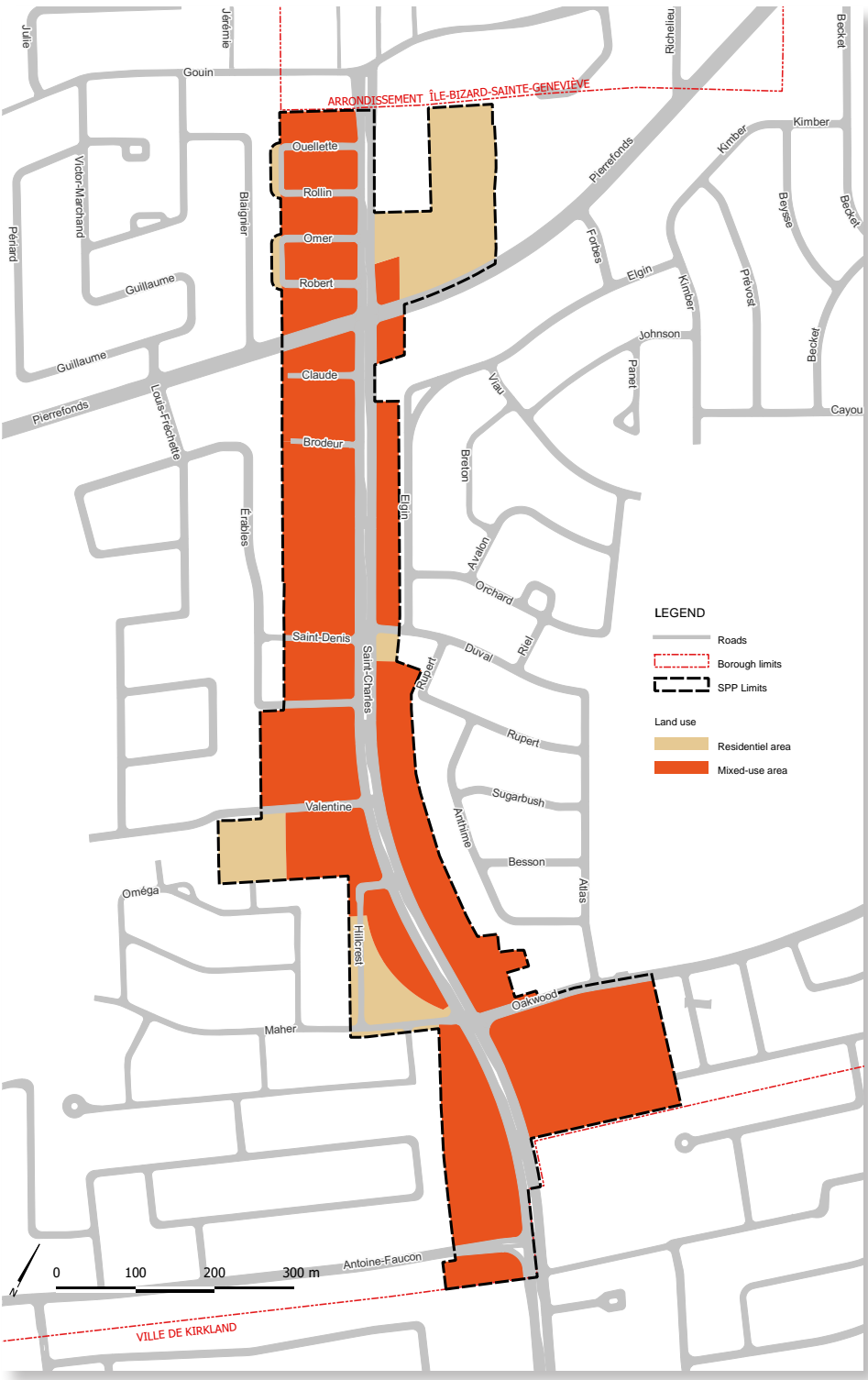


4.6 DETAILED USES AND LAND OCCUPATION DENSITY

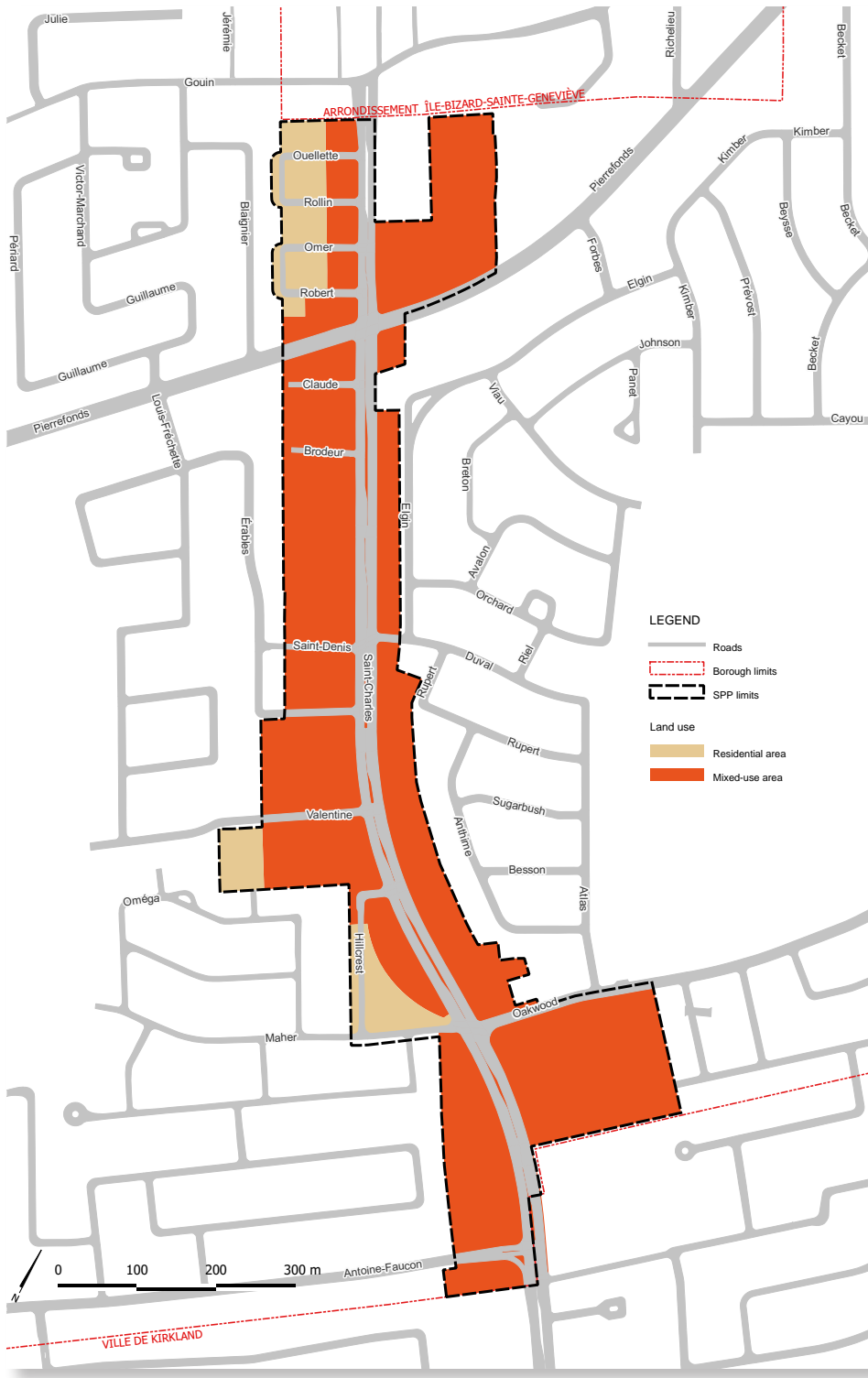
4.6.1 DETAILED LAND USES PLAN

To ensure the implementation of the vision of the SSP, the land use plan of the district chapter is modified in order to affirm the residential vocation of the northwest portion of the PPU sector. In addition, slight adjustments are made to occasionally extend the mixed sector. See plan 9 opposite in comparison with the current plan in plan 8.

MAP 8: CURRENT DETAILED LAND USES PLAN



MAP 9: PLANNED DETAILED LAND USES PLAN



4.6.2 OCCUPATION DENSITIES PLAN

In order to ensure the implementation of the vision of the SSP, the building density plan of the Borough's chapter is modified by the creation of new sectors which reflect the planning and development intentions of the SSP. (See plan 11 opposite in comparison with the current plan in plan 10).

The values in Table 1 illustrate the parameters of the current construction density sector while Table 2 illustrates the projected construction density sectors, based on the following principles:

- ⊕ Generally, the establishment of a minimum height of 3 storeys and maximum of 4 storeys on the east side of Saint-Charles Boulevard in order to ensure a transition with existing lower density residential environments.
- ⊕ Increasing the height of the west side to a minimum of 3 floors and a maximum of 5 floors in the center portion in order to take advantage of the greater depth of the blocks and the layout of the urban promenade.
- ⊕ The preservation of a maximum height of 2 floors for sectors directly adjacent to low-density residential uses.

The SSP sector therefore moves from low density to mixed density in order to ensure consistency with the surrounding context without exceeding 5 floors in the densest areas.

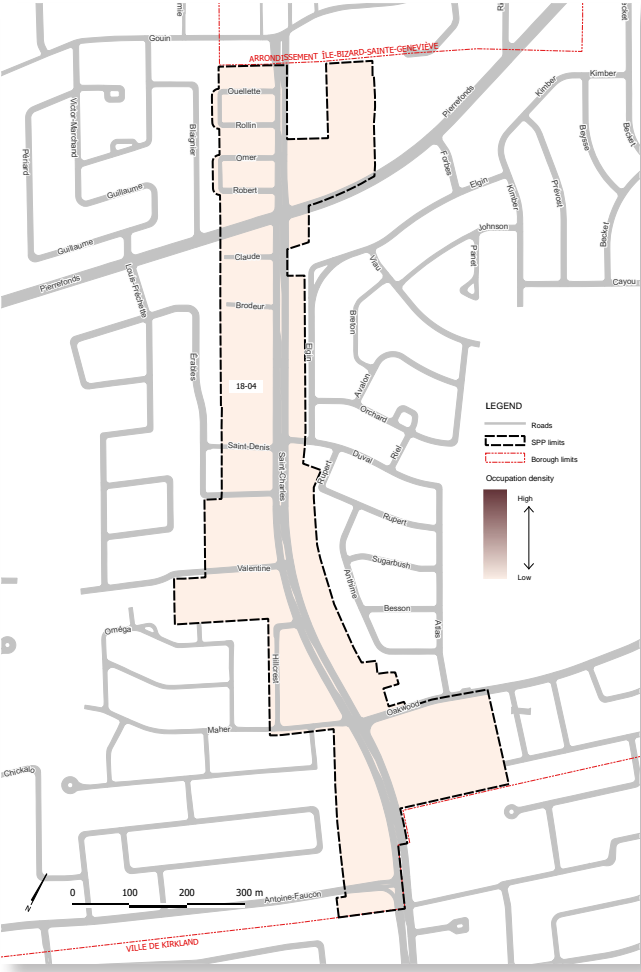
TABLE 1: CURRENT OCCUPATION DENSITY SECTORS

SECTOR	PARAMETERS
18-04	<div>⊕ Number of floor : min. 1, max. 4</div> <div>⊕ Low or medium building site Coverage ratio</div>

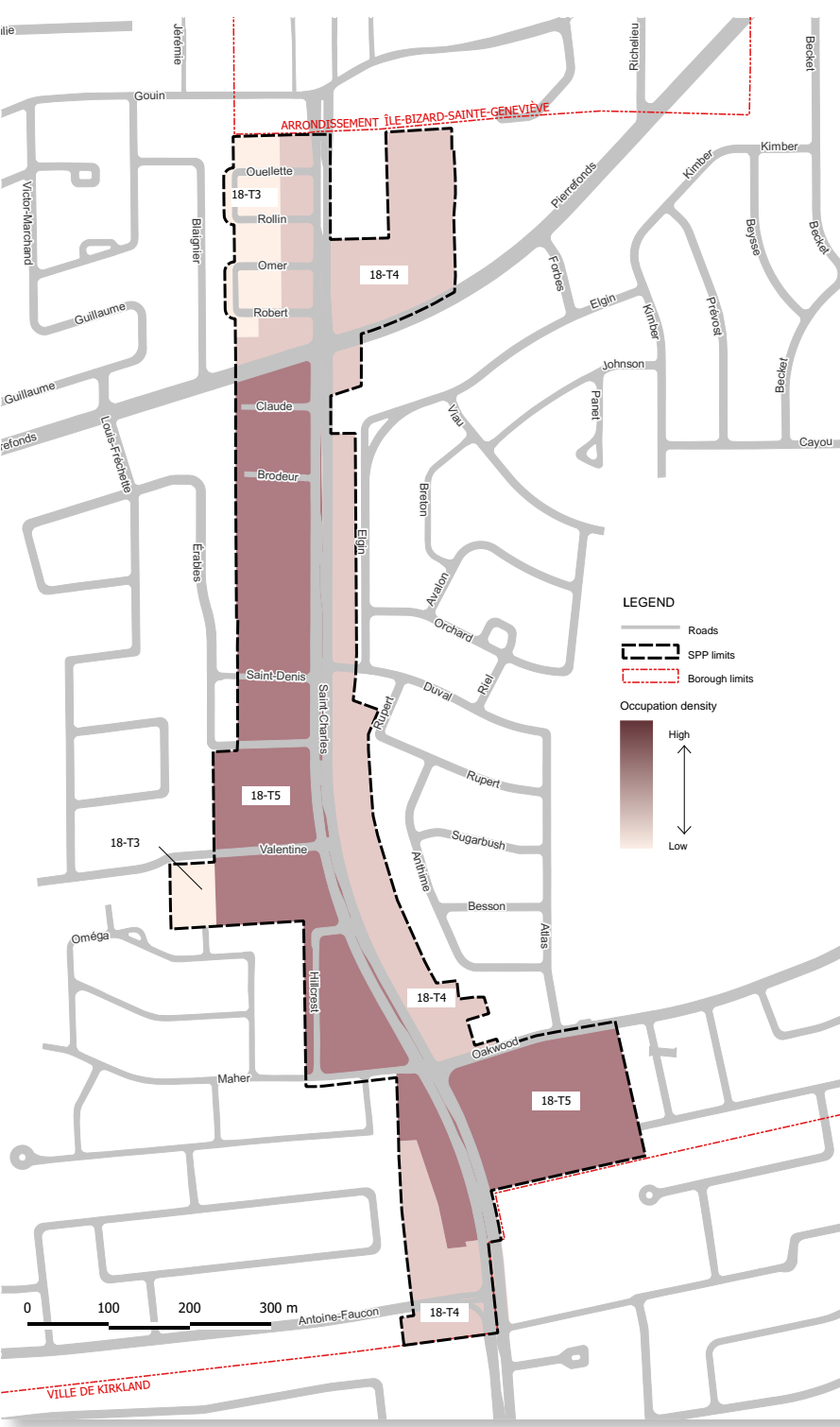
TABLE 2: PLANNED OCCUPATION DENSITY SECTORS

SECTOR	PARAMETERS
18-T3	<div>⊕ Number of floor : min. 2, max. 2</div> <div>⊕ Low or medium building site coverage ratio</div> <div>⊕ Minimum FAR:: 1,0</div> <div>⊕ Maximum FAR: 1,5</div>
18-T4	<div>⊕ Number of floor: min. 3, max. 4</div> <div>⊕ Medium building site coverage ratio</div> <div>⊕ Minimum FAR: 2,0</div> <div>⊕ Maximum FAR : 3,0</div>
18-T5	<div>⊕ Number of floor : min. 3, max. 5</div> <div>⊕ High building site coverage ratio</div> <div>⊕ Minimum FAR : 2,5</div> <div>⊕ Maximum FAR: 4,0</div>

MAP 10: CURRENT OCCUPATION DENSITY SECTORS PLAN



MAP 11: PLANNED OCCUPATION DENSITY SECTORS PLAN



5. ACTION PLAN AND IMPLEMENTATION METHODS

5.1 ACTION PLAN

The action plan in Table 3 is a basic roadmap for the concrete actions that need to be taken to achieve the development and redevelopment guidelines and goals for the Saint Charles SPP area.

The proposed actions were divided up into three categories:

- ⊕ **Planning:** This category includes various characterization, feasibility, potential, capacity and other studies. These working documents will serve as inputs for other actions and general SPP implementation and as an aid for decision-making by the Borough's bodies. The studies and analyses resulting directly from a given project (called pre-project studies) are nevertheless included in the project actions. The programs are also included in this category.
- ⊕ **Collaborations and partnerships:** This category includes all cooperation, negotiation, canvassing and representation processes with public, parapublic or private partners.
- ⊕ **Projects:** This final category includes all actions that have a tangible effect on the SPP territory. It includes development and redevelopment work on streets or public spaces, building construction, infrastructure implementation, etc. For reasons of concision, the schedule for the projects only specifies the anticipated amount of time required to complete the work (horizon); all project actions include, where applicable, pre-project studies, the preparation of plans and specifications and their execution. Likewise, project actions involved in developing parks or public spaces, public squares or temporary parking areas include the identification of sites in advance.

The plan proposes the following planning horizons for implementing these actions: short term (0-5 years), medium term (5-10 years), long term (+10 years), or on an ongoing basis.

It should be noted that this action plan reflects the intentions and wishes of the Council and is presented here for information purposes only. These are not definitive commitments because many unforeseen factors may occur and actions may be reprioritized in time.

TABLE 3: ACTION PLAN FOR IMPLEMENTING THE SPP

ACTIONS	HORIZON (YEARS)				CARRIER	COLLABORATOR
	0-5	5-10	+ 10	∞		
1. Development of a sustainable mobility plan	⊕				District P-R	
2. Acquisition of strategic land for the development of quality public spaces				⊕	District P-R	City of Montreal
3. Steps with transit authorities to ensure the implementation of preferential measures for public transit	⊕				District P-R	STM, ARTM
4. Development of a sector-specific fleet disposal policy	⊕				District P-R	
5. Development of the urban promenade		⊕			District P-R	
6. Amendments to urban planning by-laws to govern uses, height, signage, parking, greening, etc. (see subsection 5.1.1)	⊕				District P-R	City of Montreal
7. Redevelopment of Saint-Charles Boulevard, including the burial of power and utility lines			⊕		Agglomeration of Montréal	District P-R + City of Montreal + CSEM + Public utilities
8. Investigate opportunities to redevelop problematic intersections in order to secure active transportation and increase greening	⊕				District P-R	
9. Study of needs in terms of community facilities, cultural facilities, etc., in connection with the creation of an institutional hub		⊕			District P-R	
10. Evaluate the opportunity to set up a business development company	⊕				District P-R	
11. Consider the possibility of holding an art contest for the marking of city entrances	⊕				District P-R	
12. Perform a validation analysis of the capacity of drinking water and wastewater infrastructure	⊕				District P-R	City + Agglomeration of Montréal
13. Development of a development guide	⊕				District P-R	City + Agglomeration of Montréal
14. Promote public support for the redevelopment of Saint-Charles Boulevard through transitional measures and a phased approach				⊕	District P-R	City + Agglomeration of Montréal



5.1.1 ACTIONS INVOLVING THE REGULATORY APPARATUS

To ensure the implementation of the SPP, the Borough’s various urban planning by-laws will need to be amended for the purposes of transposing the resulting redevelopment vision and objectives.

AMENDMENTS TO ZONING BY-LAW No. CA29 0040

The zoning by-law will be amended to reorganize the SPP territory in the interest of renewing authorized uses and building volume parameters, which are prescribed according to the detailed land use and building height plans. The reorganization will need to be finer than the one proposed in this SPP to ensure that the zones reflect the specificities of the urban setting and account for transitional areas between the planned redevelopments and the established residential areas to be preserved.

Accordingly, new specification tables will be created to reflect these changes.

In addition, modifications may be made to the general provisions relating to the following themes in order to impose specific requirements for the PPU sector. These themes reflect the district’s commitment to establishing standards relating to environmental performance, such as climate resilience factors or the biotope surface area:

- ⊕ Concerning tree planting, imposition of higher standards for plots adjacent to Saint-Charles Boulevard and along the planned urban promenade
- ⊕ Management of the greening of land and buildings in order to raise requirements and allow innovative proposals in terms of greening and the fight against heat islands (e.g.: green walls, green roofs, planting in containers, greening of areas parking, etc.), (e.g.: biotope coefficient and climate resilience factor)
- ⊕ Reduction of required car parking ratios in order to encourage and regulate active travel

- ⊕ Imposition of standards governing the location and layout of parking areas (e.g.: indoor parking requirements in specific zones, limitation of parking areas in front yards, etc.)
- ⊕ Management of driveways on Boulevard Saint-Charles by restricting their number, defining their location and encouraging their sharing in order to strengthen travel safety, minimize the impact on automobile traffic and improve the fluidity of public transport

AMENDMENTS TO SUBDIVISION BY-LAW NO. CA29 0041

The subdivision by-law will be amended so that cadastral operations will have to comply with the route of the urban promenade proposed in the western part of the SPP.

AMENDMENTS TO SITE PLANNING AND ARCHITECTURAL INTEGRATION PROGRAM BY-LAW NO. CA29 0042

The SPAIP by-law will be amended to include specific objectives and evaluation criteria for multi-residential and mixed buildings for the SPP area. At a minimum, the objectives will need to account for:

- A gradual building volume transition between large buildings and those in existing residential sectors that should be preserved
- The location and architecture of the buildings offer transverse spaces to ensure transparency and allow permeability between the boulevard and the urban promenade

- An articulation of heights that creates human-scale buildings, such as by using recesses for higher floors or even by incorporating projections and setbacks
- Les murs rideaux et atrium sont à valoriser
- The use of sustainable architectural design techniques to make buildings more energy efficient, reduce their ecological footprint, emphasize vertical greening, etc.
- The urban dynamic, particularly for mixed buildings, in order to provide lively commercial displays and windows that help enliven the street and promenade
- The development and organization of entrances to land sites and buildings in order to encourage active methods of transportation and reduce the presence of automobiles in the urban landscape
- The layout and location of driveways (number, sharing and underground access) to ensure the safety of active transportation users
- Harmonization of the display with the architecture of the buildings and its visual quality
- The enhancement of landmarks, in particular the water tower and the views towards L’Île-Bizard, by modulating the heights and volumes of the buildings located near and in front of them



APPENDICES

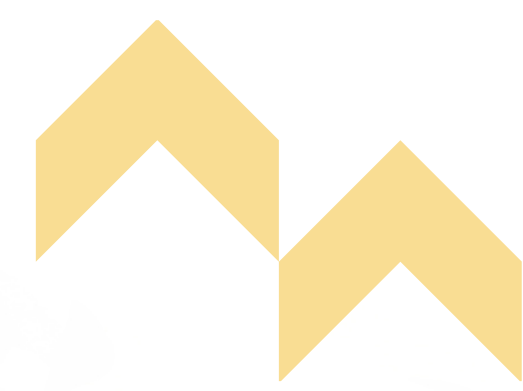




ANNEX - CITIZEN PARTICIPATION

BOROUGH OF PIERREFONDS-ROXBORO

01.31.2024
Our file no.: 2110-425



••apur
créatif

1. PARTICIPATORY APPROACH

In accordance with the Borough’s Public Participation Policy, various participatory and consulting activities were held for citizens so that everyone could contribute to the preparation of the SPP. This section summarizes the results of the various activities.

1.1 THEMATIC DISCUSSION TABLES ACTIVITY

A public participation event was held in the interest of identifying priority issues and gathering suggestions from the public concerning the proposed actions and the framework for development and redevelopment projects in the area concerned by the SPP. Around forty or so citizens participated in the June 21, 2022 session and shared their views on five very specific themes.

The table below shows the main observations made during this consultation session. Please note that the



TABLE 4: SUMMARY OF RESULTS FROM THE "THEMATIC TABLES FOR DISCUSSION ACTIVITY"

THEMES	SUMMARY
Built environment	<ul style="list-style-type: none">⊕ Denser residential buildings toward the northern border of the SPP area would make it possible to integrate dense residential buildings without adversely affecting the urban landscape⊕ Participants mentioned that the entrance to the area needs to be marked by «signature» architectural styles so that it becomes a gateway and marks the transition between Kirkland and Pierrefonds
Landscape	<ul style="list-style-type: none">⊕ The view towards the river needs to be highlighted⊕ Several participants mentioned that some thought needs to be given to strategic signage made with quality materials⊕ Several participants mentioned that the built environment needs to be harmonized with the built environment of adjacent sectors located within surrounding boroughs in order to create greater overall cohesion
Greening and ecology	<ul style="list-style-type: none">⊕ Existing land uses (parks, public rights-of-way, etc.) should be given special attention and improved⊕ The nursery land site has great potential to be redeveloped into a major green space in the area
Urban functions and cohabitation	<ul style="list-style-type: none">⊕ Several participants mentioned that existing local businesses need to be maintained to meet the everyday needs of citizens who live close to the SPP area⊕ Uses intended for automobile services need to be prohibited or at least limited so that uses that are more in demand by the public can be incorporated and the area becomes more of a destination for visitors⊕ Commercial use is an integral part of Saint Charles Boulevard and must be strengthened
Mobility	<ul style="list-style-type: none">⊕ A bike path connecting to the existing network, but also to neighboring towns could be inserted within the right-of-way of the boulevard⊕ The general congestion of Boulevard Saint-Charles, particularly during rush hours, is a central issue in the SSP implementation exercise.⊕ Traffic speed is an important issue and mitigation measures must be put in place to promote and secure active transportation travel.



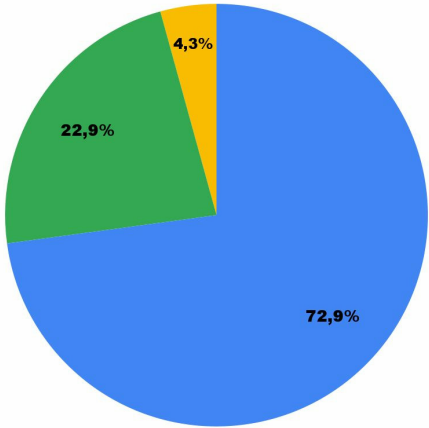
1.2 CONSULTATION ET SONDAGE EN LIGNE

For the online citizen consultation, citizens and many business owners were asked to respond to a series of questions on five themes using the Cocoriko consultation platform. In total, 85 participants answered the online questionnaire from August 22 to October 3, 2022. Here is a summary of the responses concerning participants' agreement with the stated observations.

● **Totalement en accord** ● **Plutôt en accord**
● **Plutôt en désaccord**

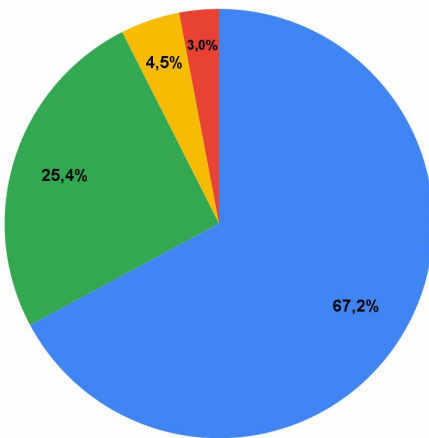
ECOLOGY AND GREENING

- 1. Lack of large green spaces
- 2. Paved spaces along Saint Charles Boulevard
- 3. Lack of foliage (median strips, business parking lots, public rights-of-way, etc.)
- 4. Presence of heat islands



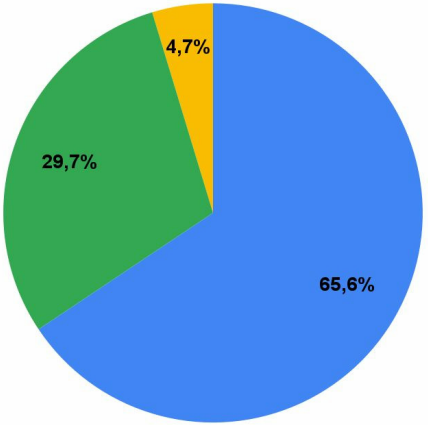
BUILT ENVIRONMENT AND BUILDING VOLUME

- 1. Northwestern area composed of multiple-unit dwellings
- 2. Use integration and harmonization issues
- 3. Vacant buildings and land sites
- 4. Deterioration of certain buildings on Saint Charles Boulevard
- 5. Predominance of one storey single-family dwellings adjacent to the area
- 6. Predominance of one storey commercial buildings located at the back of the lot
- 7. Lacking harmony in building volume



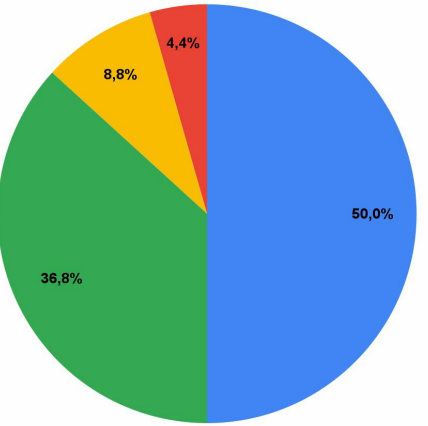
URBAN FUNCTIONS AND COHABITATION

- 1. Commercial mono-functionality on Saint Charles Boulevard
- 2. Cohabitation of certain more difficult uses (commercial uses with nuisances vs. residential)
- 3. Predominance of nearby low-density residential use apart from the intersection with the Pierrefonds Boulevard
- 4. Presence of a religious institution on a huge lot



MOBILITY

- 1. No safe travel alternative for cyclists
- 2. Majority of modal share = automobile
- 3. Vacant buildings and land sites
- 4. Road congestion during peak hours (caused by traffic in transit)
- 5. Unstructured and deficient active network
- 6. Presence of several bus routes



URBAN LANDSCAPE

- 1. General lack of landscaping (both in the public and private domains)
- 2. Large parking lots in the front sections of lots
- 3. Reservoir at the pumping station acts as both a visual nuisance and a visual landmark
- 4. No visual signature on Saint Charles Boulevard
- 5. Proximity to the river and vista clearance should be highlighted

