



**MASTER PLAN REPORT • CITY OF COTE ST-LUC, P.Q.**

**PREPARED BY DAVID K. LINDEN INC.**

**TOWN PLANNING CONSULTANTS, MONTREAL**

His Worship the Mayor and,  
Members of the Council,  
City of Cote Saint Luc,  
5490 Westminster Avenue,  
Cote Saint Luc, P.Q.

Gentlemen,

We have the honour to submit a proposed Master Plan for the City of Cote Saint Luc which includes the findings of our research and repeated surveys, making the plan consistent with present and future requirements.

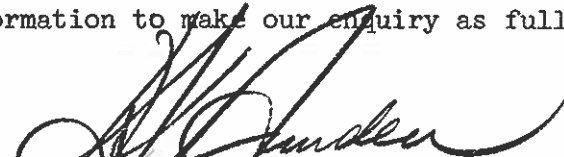
Two areas known as Neighbourhoods Five and Six in the plan are as yet undeveloped and have been planned in detail to form part of our proposed Master Plan. Neighbourhood Seven, presently a Canadian Pacific Railway Property within the boundaries of the City, is included as well, in case the C.P.R. decide to relinquish their ownership of it.

This railway company is considering the reduction of its railway operations, and this may result in the disuse of its lines in Cote Saint Luc. In view of this evident possibility, and at the request of the City Administration, we have studied and planned this area which we have called Neighbourhood Seven, so that proper planning of it and integration within the overall plan will ensue rather than piece-meal development.

Once the plan is operative, we are confident that the Council and the Citizens will take great pride in the resulting City as one of the most modern and highly integrated developed areas in the Province.

We are grateful to the Citizens, the members of the administration and present and past Council Members who were always ready to extend their help and furnish information to make our enquiry as full as possible.

Respectfully submitted by,





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2	..	Block Numbers	..	400
3	..	Stages of development	..	400
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List of Town Planning Reports presented prior to this Report

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Report on a Master Plan (Neighbourhood No. 5)	1963
Report on the amended Master Plan for Neighbourhood No. 5	1964
Report of the proposed Master Plan for Neighbourhood No. 6	1964

## HIGHLIGHTS OF THE REPORT

1. The General change of a dormitory City to a more diversified one within the Metropolitan context.
2. The orderly development of undeveloped areas of the City and its integration with the built up areas.
3. The gradual replacement of older areas forming an integral part of the new zoning plan.
4. The increase of the present population of 17,000 to 41,000 when the present undeveloped areas are built up.
5. When all the re-zoned areas are developed the City's population will reach 80,000.
6. If the land used at present by the C.P.R. becomes free for development it will accommodate an additional 20,000 people. The intensified land use will assure a much more favourable municipal financial picture.
7. There will be a very substantial increase in business, commercial and industrial activities within the City.
8. The new economical structure of the City will permit a greater and better variety of services with lower taxes.
9. The City will ultimately house 63% of its population in apartments.
10. More parks and recreational facilities will be provided for an anticipated population of 100,000.

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I.  
**BACKGROUND**



## INTRODUCTION

In November 1963, we were requested by the Council to take the necessary steps for the preparation of a Master Plan which provides an orderly, efficient and imaginative scheme to fulfill the economics and the aesthetic needs of the growing City. The Plan incorporates as well, our previous recommendations for the two major undeveloped areas in the City known as Neighbourhoods five and six. These plans having been accepted at the end of 1965 by the Council and Planning Committee, have made it possible together with Neighbourhood seven which was reconsidered in detail in 1966 to complete a Master Plan for the City, making it consistent with present and future requirements.

The expansion of Cote Saint Luc can be gauged largely by the number of its new inhabitants who have increased its population by 3,000 during the last three years. The City now has a population of close to 17,000 persons. It is remarkable that this growth of nearly twenty-seven percent took place in the undeveloped pockets of the built-up areas. The form of development was encouraged as it assured the completion of existing sections of the City.

Cote Saint Luc is surrounded by railway lines which have tended to isolate it from adjoining regions. This is now being remedied by the opening of Cote Saint Luc Road and Cavendish Boulevard. In this way the City will function more harmoniously within the broad scope of the metropolitan structure, and as such, every community should relate directly to its surroundings. Only through planning

in a wider sense, can the organic structure of a town's economy, its social needs and its physical development be understood.

The Canadian Pacific Railway has indicated its interest in with-drawing from certain railway operations. If in the future this will include the Cote Saint Luc area it would free 400 acres for development. As such we have prepared a plan of this area which takes this possibility into consideration, to be known as Neighbourhood No. 7.

The Master Plan, in conjunction with its appendant controls, will provide a pattern and the principles in consideration of the development of Cote Saint Luc in the years ahead. It is essential, therefore, that we consider many factors in the formulation of this Plan; factors which govern its life today, and factors which will be operative in the future.

## 1. BACKGROUND

### 1.1 History

The history of Cote Saint Luc is nearly as old as that of Ville Marie and dates back to the latter half of the 17th century. Because of its excellent agricultural land it was developed during the 17th and 18th centuries into a prosperous community and in 1849 the inhabitants built their first chapel. This building has only recently been removed from its original site and the stones are being preserved for possible reconstruction as a visible link with the past. By the middle of the 19th century the community had a population of 250 persons.

The introduction of the railway in 1886 enabled people who were not part of the agricultural community to live here and use the railway as a link with their work in the nearby City of Montreal.

In 1903 the area was incorporated as a Village, but the character of its economy remained primarily agricultural.

Prior to the First World War, the present Town of Hampstead was formed from the surrounding parish, but three small areas - two to the east and one to the north of Hampstead were not accepted. These three areas were annexed by the City of Cote Saint Luc, as three "Colonies" outside the larger area of the City proper.

By the end of World War Two, Montreal was becoming the most important industrial City in Canada. In contrast to Toronto for instance, it was basically a City of apartments and multi-terrace houses. By 1950 this pattern was swept aside by an enormous expansion in single family homes, a policy that was encouraged by the Federal Government through its agent the Central Mortgage and Housing Corporation.

This boom in single family homes rapidly filled all the surrounding vacant areas. Cote Saint Luc was one of these areas and though its expansion was hindered by the railway tracks, by 1951 its population reached 1,083 and it was incorporated as a town. By 1958 Cote Saint Luc was incorporated as a City because of the continuous and rapid population increase.

The Railway yards when originally located in Cote Saint Luc, were not a nuisance because of the distance of Cote Saint Luc and Montreal proper. But with the addition of marshalling yards together with the surge in Montreal's population, after 1945, the railway lines came to form an iron belt around the City which could only be broken by expensive underpasses.

The population of Cote Saint Luc was increased from 303 in 1911 to over 16,000 in 1964, the greatest increase occurring between 1956 and 1964.

Table (1)

<u>Year</u>	<u>Population</u>
1911	303
1921	377
1931	490
1941	776
1951	1,083
1956	5,914
1961	13,266
1964	16,876

Major development in the undeveloped areas was postponed during the last three years because the development of Cavendish Boulevard was being considered and services were not extended into the NU.5 area. In spite of this, the population between 1961 and 1964 increased in the undeveloped pockets of the built up areas by 3,610 persons or 27.2%.



## 1.2 Regional Setting

### General Land Use of the Region

Since Cote Saint Luc is surrounded largely by other established developments, the general land use of these neighbours has to be considered. We included, therefore, a plan showing the land use of the environment - dwg. No. 102.

The adjoining Communities:-

Notre Dame de Grace lies to the south and consists of middle and lower middle income group housing with a fair proportion of low density developments.

They are generally of lower vintage than the housing in Cote Saint Luc, offering good schooling facilities and a good number of parks, some of which have not yet been developed.

There is a strip of commercial establishments on the east-west streets of Fielding Avenue between Mayfair and Mackley Avenues, also along Somerled Avenue between Montclair and Kensington Avenues. But the dominant shopping street is Cote Saint Luc Road which is considerably strengthened by the Shopping Centre within the City of Cote Saint Luc.

To the southwest we find the Town of Montreal West whose housing mainly consists of single family homes. North of the railway the housing is similar to that in the City of Cote Saint Luc. The community is older and the layout of the streets is on a grid-iron pattern. It has a small commercial strip on Westminster Avenue just north of Sherbrooke Street. To the west is Ville St. Pierre a town of some 7,000 inhabitants who are mainly employed in the larger industrial area of the Town, or in the two railway yards. The housing is generally of a poorer

quality and the apartment buildings are predominantly cold flats. In a north and north-westerly direction are railway yards of the C.P.R. and a second ring formed by the C.N.R., which is considered to provide the most modern servicing on the Continent, handling some 6,000 cars a day.

The Town of Hampstead is on the east of Cote Saint Luc originally developed on a plan prepared some fifty years ago. New development is proceeding along the lines of a more recent plan. The Town is considered to be one of the most desirable residential areas on the Island of Montreal.

The older section displays good planning and architectural unity, but an over abundance of styles and over-size in dwellings, in proportion to the available land in the new section mars the customary beauty of Hampstead. Increased land, building and material costs have caused this as well as an overwhelming surge of development on a limited area. The undeveloped westerly area of Hampstead bordering Cote Saint Luc is expected to be built up shortly and with a higher density than originally planned.

McDonald Avenue is surrounded by a predominantly medium density residential area with a commercial strip situated along Queen Mary Road and Decarie Boulevard. The other outlying "Colony" of the City, near the railroad track is situated in a mixed industrial - residential area.

### Traffic Context

The explosive urban development of the Metropolitan area and the great increase of vehicular traffic in the past two decades have created numerous traffic problems to and from the centre of Montreal. Extensive road building programmes undertaken to solve this traffic have temporarily

## Traffic Context (Continued)

intensified the congestion (drg. No. 101).

The western section of the island is served by Upper Lachine Road, Cote de Liesse Road, Metropolitan Boulevard and Trans-Canada Highway, providing an outlet in a West North-westerly direction. When the present construction programmes are completed, these roads will be able to channel inter-provincial traffic either originating in, destined for, or flowing through Montreal. The same is true for the Mercier Bridge and the Laurentian autoroute, which serves the area towards the south and north respectively.

Sherbrooke Street and to a lesser extent Cote Saint Luc Road are among the main east-west arteries of the Island. With the improvement of these roads the western section of the island will be well served in an east-west direction.

The same is not true for north-south traffic, because the above mentioned arteries are not connected with roads which could efficiently carry the load between them. The situation will be eased, but not completely solved by the construction of the Decarie Expressway. In the Metropolitan Corporation report its role is described thus:

" Decarie Expressway will also be carrying a very heavy load mainly between Queen Mary Road and Metropolitan Boulevard. The number of vehicles desiring to travel over this road far exceeds the capacity than can possibly be given to that expressway. Part of this traffic will travel over Cavendish Boulevard. "

The continuation of Cavendish Boulevard to Cote de Liesse Road seems to be therefore imperative. It is hoped that the public works already carried out by the City of Cote Saint Luc will encourage the other municipalities to carry

out their share of the work.

As for the roads connecting the City with her neighbours, Cote Saint Luc Road still carries the major traffic. In the Metropolitan survey in 1958 it carried some 1,400 vehicles in a weekday hour. As compared with 1961 when the daily traffic distribution was some 3,000 vehicles per hour on the east part of Cote Saint Luc Road and 2,000 on the west part.

Westminster Avenue has been the main and only feeder road for the northern section of the City and the link with Montreal West, and Ville St. Pierre, but the completion of Cavendish Underpass in 1965 made movement safer and less time consuming.

Fleet Avenue is the only link from within Hampstead to our City. This relieves the east-westerly traffic carried by Cote Saint Luc Road.

The extension of Cote Saint Luc Road in a westerly direction to Highway No. 2 will also assist the westerly traffic of our City as well as that of Montreal West.

### 1.3 Trends and Plans

for the adjacent areas:-

Hampstead is steadily being developed - the existing golf course area is expected to be built up during the next five years. Higher density residential development which is replacing the old existing homes is noticeable on McDonald Avenue and on adjoining Queen Mary Road. This general trend to high buildings together with the influence of the proposed crossing above the Decarie Expressway may intensify the use of this area and the concentration of commercial establishments from their present location on Decarie Boulevard to Queen Mary Road.

### 1.3 Trends and Plans (Continued)

The second colony, (along the Blue Bonnet Race Course), bordering Decarie Boulevard and bounded by Hampstead and the railway line will change its character from an industrial area to a high density residential and commercial block.

It is anticipated that more apartment buildings will be erected on Cote Saint Luc Road, in Hampstead and Montreal, but the hinterland of N.D.G. and Montreal West will remain largely the same. Additional commercial amenities, however, will be provided by Cote Saint Luc when NU.5 is developed.

The proposed plan follows current trends in the surrounding areas, so that there will be a certain harmony on either side of the boundary lines, and also existing services or resources. For example, in NU.5, in the north-east an industrial development is envisaged since it adjoins present railway lines, while the south westerly part adjoining Hampstead will remain residential, thus simply extending the residential pattern currently used in Hampstead. Similarly, on the south Cote Saint Luc Road has been zoned mainly for apartment buildings to match the zoning on the Montreal side of the Road; and toward the west, the existing development of single and semi-detached family homes match those of adjoining Montreal West.

Finally, predominantly single family home development will extend to the western boundary of the City.

In these ways proposed zoning along the periphery of the City will ensure the harmonious development with its neighbours.

### 1.4 Geology and Physical Features

The geology of an area is studied to ascertain if the soil is suitable for suggested development. For example, it would be erroneous to suggest high rise apartment buildings and heavy industry if the carrying capacity of the soil were too low, thereby necessitating costly piling or rafting. In many cases the cost of such operations would make such a development uneconomical. For these reasons an overall soil appraisal was carried out in the undeveloped areas of the City and the findings can be described as follows:

The typical soil in the undeveloped areas of the City consists of gray clay over a dense ground moraine which itself overlays the flat predominantly limestone bedrock. In some areas clay is absent and the soil profile consists of moraine over bedrock which occurs at 15 - 30 ft. depth. For building, bedrock is most suitable but moraine is usually adequate even for heavy structures. Clay and silt soil do not offer sufficient bearing for heavier structures. Moraine with bedrock at 10 - 15 ft. occurs on the north and west portion of the land and would serve well the proposed industrial belt. South and south-east from Cavendish in the middle of the area are clay and silt soil which would not be suitable for high rise apartment buildings, but would be suitable for the type of zoning earmarked for these areas. The two high rise areas on the west side of Cavendish Boulevard are situated primarily on the clay silt section where bedrock is at approximately 15 ft., while on the east side of Cavendish although bedrock occurs at 20 to 30 feet, under the layer of clay, there is moraine which usually provides adequate bearing. Generally, the soil conditions can be described as good.

## 1.5 Topography

The Topography of Cote Saint Luc can be described as a gentle slope running from north-east to south westerly direction. This is reflected in the name of the City as "Cote" which means a slope.

Over a distance of some 18,000 ft. the slope is some 40 ft in a north southerly direction thus the slope can be described as negligible.

The existing treed areas are on the north and north westerly boundaries of the City. The indications are that it was originally a well treed area but when farming started, the land was cleared gradually and no new planting was made. However, sporadic clumps of trees can be found forming the boundaries of the original farms. The Master Plan preserves these as much as possible. This preservation is particularly dependent on the placing of the building proper. Since the wind direction is generally from the south west, the north eastern section of the City will be developed for industrial purposes so that smoke will not blow across the residential areas. Thus they will be kept relatively free from pollution.



## II. THE PRESENT



## 2. THE PRESENT

### 2.1 A Physical Base

For planning purposes and for easier references the City has been divided into seven neighbourhood units (see Drg. No. 112).

Neighbourhood No. 1 is located in the southeastern section of the City whose boundaries on the north and east are formed by the C.P.R. railway line. In the south by Westover Road and in the west by Westluc Avenue.

The area of this neighbourhood is 131.2 acres and this forms 7.5% of the total area of the City.

The area is a distinct unit mainly because of its very definite boundaries. Its major eastwesterly road is Cote Saint Luc and the north-southerly Westminster Avenue.

This neighbourhood is only partially developed and undeveloped areas are primarily in its centre. It is also noted that the southern boundary along Westover Road is ill conceived since its natural boundary should be the C.P.R. Railway line. It is therefore suggested that either the boundaries of the City be adjusted or the development of the remaining land in the City of Montreal or in the Town of Montreal West be carried out in close conformity with our own plans.

Neighbourhood No. 2 is bounded on the northwest by the C.P.R. Railway lines, on the east by Pinedale Avenue and on the south by Cote Saint Luc Road. The area of this neighbourhood is 183.1 acres and this area is 10.6% of the whole City. The major north south road is King George Avenue better known as Cavendish Boulevard, while on its southern boundary its major east west road is Cote Saint Luc Road, and

in the north, Fleet Road which is connected to Bailey Road linking it with the Town of Hampstead. This neighbourhood is primarily built up with high density residential as well as commercial areas.

Neighbourhood No. 1 and 2 can be described as a lower City, being situated south of the first C.P.R. line. This section of the City is connected to the upper section of the Town by two underpasses, at Westminster and Cavendish Boulevard.

Neighbourhood No. 3 forms the largest block of some 418.6 acres that is 24.1% of the City as a whole, and is situated north of the C.P.R. line which forms its southern boundary; a second C.P.R. line forms its northern boundary. On the east it is bounded by Frontenac Avenue and on the west by Blossom Avenue.

Its major roads are Westminster Avenue in the north southerly direction and Mackle, Kildare and Guelph Roads in an east-westerly direction. This neighbourhood is substantially built up, but certain renewal suggestions have been made so as to improve its neighbourhood character and eliminate some of the grid iron pattern of its streets. The improvements also will ensure a better and safer neighbourhood character.

Neighbourhood No. 4 - three areas have been included in this neighbourhood. These areas are situated east of Cote Saint Luc proper to form islands within other communities. They can therefore be described as "Colonies" of the City proper. The first is situated in the Blue Bonnet race track area and forms part of its activities. The second is a rectangular strip of land of 40.2 acres bounded on the north and west by the C.P.R. Railway line, on the south by Vezina and on the east by Westbury Avenue. Hampstead forms its west and south west boundaries, while Montreal City the rest of its boundaries.

## 2.1 A Physical Base (Continued)

This area was utilized recently exclusively for industry. The latest intentions are to develop it as a highrise residential and commercial complex. It would be very beneficial to the city if this area west of Decarie Boulevard could be developed comprehensively.

The third and last area within Neighbourhood No. 4 is a strip of land forming the westerly side of McDonald Avenue bounded on the north by Dupuis Avenue and on the south it nearly reaches Snowden Avenue. This section is developed at the present primarily for residential use and since its surrounding area shows a gradually changing picture from low density to high residential density. It is suggested that this strip should develop in conformity with the rest of the area. The total area of Neighbourhood No. 4 is 76 acres or 0.43% of the total area of Cote Saint Luc. The remaining three neighbourhoods No. 5, 6 and No. 7 are the major undeveloped areas of the City and they are situated on three sides of neighbourhood No. 3.

Neighbourhood No. 5 is bounded on the south and on the north by Canadian Pacific Railway lines and to the east by Loyola College and Hampstead.

The loop of the railway line and Frontenac Avenue complete its boundaries. Cavendish Boulevard will carry the major traffic in this neighbourhood and Guelph, Kildare and Mackle Roads in the north westerly and east westerly directions, respectively. Eventually these roads will connect to Neighbourhoods three and six.

In this neighbourhood will be the Civic and administrative centre of the City as well as its most important commercial and high density residential area. It will also have the advantage of being the first of the undeveloped areas to be built according to a well thought out plan, and as such, will augment many necessities of the City as a whole.

The area of Neighbourhood No. 5 is 418.4 acres or 24.1% of the total area of the City making neighbourhoods three and five nearly identical in size.

Neighbourhood No. 6. This area lies on the eastern extremity of the City and is surrounded on the north, west and south by a railway loop and towards the east by Blossom Avenue. This area can be reached only by Guelph and Mackle Road, the major east-west roads. It was suggested that a new railway crossing be requested to join this neighbourhood together with the extension of Cote Saint Luc Road to avoid using the Westminster Underpass. The development of this neighbourhood will follow the development of neighbourhood five as it is at present being used as a golf course and belongs to the Canadian Pacific Railway Club. The area of this neighbourhood within the City of Cote Saint Luc is 90.68 acres, and this area is 5.26% of the whole City. There are some 11 acres of land which are in the City of Lachine, which, due to the position of the railway lines make it unreachable from a westerly direction without considerable expenditure. This area was included in the planning of this neighbourhood since it forms a natural part of it.

The Street pattern and its width were designed to suit the zoning which it serves and the weight of anticipated traffic. In this way local traffic can be kept separate from the major local roads to ensure better safety.

Neighbourhood No. 7. This area is in the North west of the City and at present owned by the Canadian Pacific Railways. The area is 426 acres or 24.55% of the City.

Table No.2

## 1964 LAND USE FIGURES BY NEIGHBOURHOOD UNITS (N.U.) - READ WITH DWGS. NO. 108 - 110

LAND USE	Neighbourhood No. 1			Neighbourhood No. 2		
	SQUARE FEET	ACRES	%	SQUARE FEET	ACRES	%
Housing (detached and semi)	1,028,983	23.6	17.9	3,567,552	82.0	44.8
Duplexes and Fourplexes	411,211	9.5	7.2	204,223	4.7	2.6
Apartments	508,044	11.7	8.8	319,827	7.4	4.0
Commerce	145,496	3.3	2.5	479,956	11.0	6.0
Industry	-	-	-	-	-	-
Schools	321,634	7.4	5.6	267,160	6.1	3.4
Churches	-	-	-	29,040	0.7	0.4
Government Bldgs.	23,503	0.5	0.4	76,956	1.8	1.0
Parks	79,113	1.8	1.4	69,416	1.6	0.9
Vacant Land	783,005	18.0	13.6	292,226	6.7	3.7
Homologated Land	146,335	3.4	7.6	296,478	6.8	3.7
Waste Land	593,208	13.6	10.3	77,430	1.8	1.0
Lanes etc.	33,407	0.8	0.6	-	-	-
Other Uses	193,425	4.4	3.4	-	-	-
Roads	1,439,400	33.2	25.7	2,286,200	52.5	28.5
Total:	5,706,764	131.2	100%	7,966,434	183.1	100%

Table No. 3

1964 LAND USE FIGURES BY NEIGHBOURHOOD UNITS (N.U.) READ WITH dwgs. No. 108 -110

LAND USE	Neighbourhood No. 3			Neighbourhood No. 4		
	SQUARE FEET	ACRES	%	SQUARE FEET	ACRES	%
Housing (detached & semi)	7,049,494	162.2	38.5	81,600	1.9	2.5
Duplex and Fourplex	1,301,876	29.5	7.1	24,000	0.6	0.7
Apartments	86,706	2.0	0.5	182,400	4.2	5.5
Commerce	178,443	4.1	1.0	-	-	-
Industry	106,368	2.4	0.6	2,190,893	50.4	66.3
Schools	786,456	18.1	4.3	-	-	-
Churches	88,750	2.2	0.5	-	-	-
Government Bldgs.	298,363	6.9	1.6	-	-	-
Parks	848,321	19.5	4.6	-	-	-
Vacant Land	1,511,867	34.7	8.6	-	-	-
Homologated Land	290,830	6.6	1.6	-	-	-
Waste Land	-	-	-	-	-	-
Lanes etc.	209,089	4.8	1.2	-	-	-
Other Uses	467,588	10.7	2.5	633,770	14.5	19.2
Roads	4,994,400	114.9	27.4	192,000	4.4	5.8
Total:	18,218,551	418.6	100%	3,304,663	76.0	100%

## 2.2 Road and Traffic

The speedy development of the central western section of the Island has made the existing road pattern inadequate. In the past the traffic entering the Island of Montreal from the west did not have to be dispersed at the outskirts because the built-up areas only commenced towards the centre of the Island. Recent developments changed these requirements and now traffic requires more north south routes to be dispersed before entering Montreal proper. The City of Cote Saint Luc is situated in a location requiring such arteries and it has to contribute towards the general traffic circulation for the sake of its own citizens and for Montreal as a whole. (See drg. 1, 1A and 101).

Local traffic has not created too serious a problem because of constant efforts to remedy major bottle-necks. At first the Westminster Underpass was built, and then the Cavendish Underpass, giving the citizens a second north south route. The major carriageways are Cote Saint Luc Road and Westminster Avenue and newly extended Fleet and Kildare Roads, as well as Cavendish Boulevard. As local traffic increases, crossing over the railway lines which encircle and traverse the City will become a problem.

By the end of 1964 the City had 29.2 miles of road base of which 28.6 miles were paved, and 50.5 miles of sidewalks. The extensive road building programme undertaken by the City will considerably add to these figures.

## 2.3 Road Pattern of the Neighbourhoods

### Neighbourhood No. 1

Westminster Avenue and Cote Saint Luc Road are the main arteries and their junction is the busiest in the City. The dormitory character of the City makes for heavy traffic flows in the morning and the afternoon, with medium traffic during the greater part of the day. Before the Cavendish Underpass was opened the Westminster Underpass had to serve

all the traffic north of the railway. Now that this heavy concentration has been removed, it would be desirable also to improve the intersection at Cote Saint Luc Road and Westminster because of its present shortcomings and thereby facilitate the anticipated additional traffic when Cote Saint Luc Road is extended to the west.

### Neighbourhood No. 2

Neighbourhood No. 2 is presently a quiet backwater of high-quality homes with all local roads leading onto either Cote Saint Luc or Fleet Roads. The traffic is of a grid pattern which is blocked in the north by the railway tracks and on the east by the Town of Hampstead, to which it is joined only by Fleet Road. The opening of Cavendish Boulevard and Fleet Road has altered the circulation pattern of neighbourhood two, as these two major roads allow the traffic of this area to travel in many directions rather than limiting it to Cote Saint Luc Road.

### Neighbourhood No. 3

The only approach to this area was through the underpass at Westminster Avenue from which the traffic was distributed in the main feeder roads of Guelph, Kildare and Mackle Avenues.

With <sup>the</sup> opening <sup>of</sup> Cavendish Boulevard, the approaches and traffic distribution have changed considerably although Westminster Avenue still serves the south west area.

### Neighbourhood No. 4

As this neighbourhood is in the area outside Cote Saint Luc proper it relies on the City of Montreal and the Town of Hampstead for circulation.



## 2.3 Road Pattern of the Neighbourhoods (Continued)

### Neighbourhood No. 5, 6 and 7

These three Neighbourhoods are still undeveloped.

#### Traffic Count

A traffic count was carried out at the intersection of Cote Saint Luc Road and Westminster Avenue on October 30th and November 1st, 1962 between 7 - 9 p.m. and 4 - 6 p.m.

The findings were tabulated for these two days and the average hourly traffic calculated. Direction and volume of cars, trucks, and other vehicular traffic were charted. The following facts emerge from the survey:-

- a) Total number of vehicles per hour  
in the morning .. .. . 1,225  
86.8% cars, 9% trucks, 4.2% others.
- b) Total number of vehicles per hour  
in the afternoon .. .. . 1,232  
84.3% cars, 11.6% trucks, 4.1% others.

As was expected the heaviest flow of traffic at this intersection was:-

- a) The turning traffic from Westminster Avenue north proceeding east along Cote Saint Luc Road, and
- b) The turning traffic along Cote Saint Luc Road travelling north along Westminster Avenue.

There is no doubt that this intersection requires improvement. It is suggested that a similar traffic count be undertaken at the intersections of:-

- a) Westminster and Cote Saint Luc Road.
- b) Cavendish Boulevard and Fleet Road.

to ascertain new traffic patterns. This pattern will change when Cavendish continues north and Cote Saint Luc Road west. Traffic accidents have been studied and can be seen on Map No. 8; they are tabulated as follows:-

#### Local Traffic - Table No. 4

<u>Accidents</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>
Total number of accidents.	235	352	444	485
Increase in %		40	26	10
Persons injured	23	42	50	58

Our surveys show three main accident areas:-

- 1) Within the parking areas of the shopping centre
- 2) Cote Saint Luc Road and Westminster Avenue
- 3) Cote Saint Luc Road and Rosedale Avenue.

Secondary danger points:-

- 1) C.P.R. Underpass on Westminster Avenue.
- 2) Westminster Avenue and Guelph Avenue.
- 3) Westminster Avenue and Kildare Avenue.

There are some 4,163 cars in the City, or 4.06 persons per car. This means more cars proportionately than in Montreal; however, most of these cars are used to transport their owners to and from work, thus considerably reducing local traffic during the day. Comparing the national figures with those in Quebec, it can be noted that cars are presently increasing more rapidly.

## 2.3 Road Patterns of the Neighbourhoods (Continued)

### Local Traffic (Continued)

In Canada 9.17% of all households own their own cars, with a 2% increase per annum of the car population. The provision of adequate parking facilities is essential, to meet this constant increase. In Cote Saint Luc new By-laws have been proposed to meet the problem but only 70% of the houses have garages. The strip commercial developments are inadequate at peak shopping hours; and in apartments where tenant parking is both provided and used, no space is planned for visitors. All efforts have to be made to ensure that those who need parking provide it for themselves.

	<u>1959</u>	<u>1961</u>	<u>1963</u>
Canada - persons/vehicle	3.5	3.2	3.1
Quebec - persons/vehicle	4.9	4.4	3.9

### 2.4 Police and Fire

The police force is one of the most efficient on the Island and crime is kept to a minimum by their vigilance, foresight and because there is constant radio contact between the station and cruisers. These are located in each area and are NOT affected by rail crossings. Often the apprehended are not residents of the City but this is not unusual in a Metropolitan area. Juvenile delinquency is one of the major causes of petty offences which could be further curbed by channelling the energies of bored and restless teenagers to organized and useful activities. Better lit parks at night and supervised meeting places should form a part of this programme.

More thefts seem to occur in the east end of the City because of the high-income group homes, as well as the existing open land which adjoins the City boundaries. This may be partially rectified by patrolling beyond the City's boundaries on newly opened Fleet Road. The number of cases reported to the Police during 1960 have been 1,048 and during 1964

by 28% theft has increased by 31%. This is consistent with the growing crime rate in all major cities. It is considered good practice to have one policeman per 500 population. Therefore, the City should have a police strength of 34 members. It should be noted that the Police and Fire Department now employ a combined staff of 37 persons.

There have been very few serious fires in the City and these are dealt with from a central fire station on Cote Saint Luc Road. The number of incidents reported in 1964 can be grouped as follows:-

Fires in residences (cooking, rubbish, faulty wiring)  
Fires in motor vehicles  
Fires in buildings under construction

There were 51 incidents in 1960, and 135 in 1964. The record shows that serious fires could develop due to delays caused by railway passes and also because of the distance between the fire station and place of fire. A close co-operation is now being established between our fire services and those of our neighbouring cities and towns, which will assure the finest protection. It is suggested that a second fire station be located north of the railway in Neighbourhood No. 3. A suggested central location for this is shown on the Master Plan (see Master Plan)

### 2.5 Drainage, Sewers and Water

As mentioned in chapter 1.1 of this report, all the developed parts of the City are adequately serviced by sewers. The total length of sewers in use in 1964 was as follows:-

Table No. 5

	<u>Domestic</u>	<u>Sewers Storm (In Miles )</u>	<u>Combined</u>	<u>Total</u>
Lateral	18.4	16.9	4.1	39.4
Trunk	2.6	2.9	2.1	7.6
Total	21.0	19.8	6.2	47.0

## 2.5 Drainage, Sewers and Water (Continued)

The completed Mackle Avenue sewer is designed to serve the undeveloped area in NU.5. The work which has now been completed on Cavendish Boulevard, Kildare, Guelph and Mackle will make it possible to develop this neighbourhood and thereby double the population of the City.

The water is supplied and the watermains laid and maintained by the City of Montreal. In 1964 there were 21.6 miles of 8" mains, and 4.62 miles of 12" mains, providing an adequate service for the community.

## 2.6 The Sociological Base

### 1. The Population

Since planning would have no meaning were it not directed to serve human needs, it is evident that consideration of trends in population growth within a given area is of utmost importance in the formulation of a Master Plan.

In the 17th and 18th century Cote Saint Luc had numerically an impressive population and by 1818 the village of Cote Saint Luc housed some 209 inhabitants. However, between this period and 1940 the population only increased by 540 people. The real growth of the City commenced in the year 1954, as shown by the following table:-

Table No. 6 - Population growth 1954 - 1964

<u>Year</u>	<u>Population</u>	<u>Yearly Rate of Increase</u>
1954	3,500	-
1955	5,000	43.0%
1956	6,000	20.0%
1957	8,000	33.0%
1958	10,000	25.0%
1959	12,000	20.0%
1960	12,200	1.3%
1961	13,373	11.8%
1962	15,050	12.5%
1963	16,193	7.4%
1964	16,878	4.3%

The population increase in the last ten years has been 13,378 or 382%.

Generally speaking, the population of the City is well-to-do upper middle class; with a high proportion of professional or self-employed people. The majority of the residents are home-owners or live in luxury apartments.

According to the 1961 Dominion Bureau of Statistics' Census, there were only 85 families in the City not maintaining their own dwellings. The average number of children per family was 1.7; there were a total of 5,268 children under 19 in the City. The number of widowed or divorced people in the City was comparatively low - only 93 widowed family heads and six divorced family heads.

## 2.6 The Sociological Base (Continued)

### 1. The Population (Continued)

The average number of persons per home was 3.8 and the average number of persons per family 3.7. These two figures show that there is a comparatively small number of unattached people living in the City. The figures also show a favourable family composition.

The age group distribution of the City is well balanced and compared with Montreal the younger population is more numerous.

Table No. 7 - Population by age groups and sex

Age	Male %	Female %
0 - 4	6.37	5.81
5 - 9	6.12	5.19
10 - 14	5.35	4.85
15 - 19	3.51	3.54
20 - 24	1.81	3.26
25 - 35	6.68	8.72
35 - 44	8.69	8.42
45 - 54	6.54	6.50
55 - 64	2.35	2.31
65 - over	1.43	2.25
	<u>48.85</u>	<u>51.15</u>
or	6,481	or 6,785

Source - D.B.S. 1961

Table No. 8 - Population By Age Groups

	Cote Saint Luc	Metropolitan Montreal
0 - 19	41.1% of population	38.4%
20 - 44	37.6% "	37.3%
45 - 70	21.3% "	24.3%

The Religious denominations can be classed as follows:  
(See drawing No. 6).

Table No. 9 - The Religious Denominations

	% of Total Population City Census	Federal ' 61 Census	% of Population under 16 years of age
Hebrew	68.7%	62.7%	76.2%
Protestant	19.6%	19.1%	12.1%
Catholic	10.6%	16.4%	10.6%
Other	1.1%	1.8%	1.1%

From the above it can be seen that there is a higher proportion of children in the Hebrew population than in any other denomination. This group forms the young families who are in a growing stage, while the other denominations comprise the older families living in the City.

The Protestant population count also includes the Old People's Home which is partly responsible for the greater proportion of older people.

## 2.6 The Sociological Base (Continued)

### 1. The Population (Continued)

Table No. 10 - Schooling of Population (D.B.S. 1961)

	TOTAL		ELEMENTARY		HIGH		UNIVERSITY		NONE OR UNDER SCHOOL AGE	
	Total Number of Persons	%	Number of Persons	%	Number of Persons	%	Number of Persons	%	Number of Persons	%
Present Students	3,064	23.39	2,274	17.24	586	4.51	205	1.64	-	-
Past Students	9,931	75.17	1,493	11.35	4,882	36.90	1,684	12.79	1,862	14.13
Total Population				29.59		41.41		14.43		16.13

The high percentage of persons with better than secondary education becomes even more meaningful if we contrast it with comparative figures for the Metropolitan area (7.5%) and Montreal proper (6.4%). The high level of education is reflected in the comparatively high scale of wages earned.

Table No. 11 - Wage Earner Families By Yearly Income

	Income of Head of Family	Income of Total Family
Under \$2,000	4%	3%
\$2,000 - \$2,999	4%	3%
\$3,000 - \$3,999	9%	7%
\$4,000 - \$4,999	10%	9%
\$5,000 - \$5,999	12%	11%
\$6,000 - \$6,999	12%	12%
\$7,000 - \$9,999	24.5%	26%
\$10,000 and over	24.5%	29%
<hr/>		
Average yearly income per head of family	\$7,199.00	
Average yearly income per family	\$7,968.88	
Average yearly income per wage earner	\$6,477.00	

Note: No data available for self-employed and professional people.

Source: D.B.S.



## 2.6 The Sociological Base (Continued)

### 1. The Population (Continued)

These figures again can be contrasted to the Metropolitan and Montreal City areas, where the average yearly income per wage earner was recorded to be \$3,972.00 and \$4,599.00 respectively.

### 2.7 Housing Types and Densities

The latest survey of housing types completed in 1965 shows:

Table No. 12 - Existing Number of Buildings (C.S.L. Rep.65)

Homes (detached and Semi Detached)	2,659
Duplexes and Fourplexes	474
Apartment Buildings	55

(See series of land use maps for their location - drgs. 108 - 111 and 201 )

The above clearly indicates that homes predominate. There is certainly room for more higher density-type dwellings for investment purposes. Change in trends of housing types is usually dictated by the public and then satisfied by the developers. However, land cost will play an increasing role in forcing the developer towards high density housing.

During the past few years duplexes have been waning in popularity but a recurring interest in them is now seen. Terraced housing has been built but this was officially discouraged. These, as well as triplexes and other types of terraced housing and apartment combinations may be favourably received at a future date.

Table No. 13 - Densities - Based on 1963 Studies

	Total Area Acres	Housing Area Net	(Persons per Acre)		
			Persons 1964	Net	Gross
Neighbourhood 1	131.2	44.8	2,601	58.1	19.8
Neighbourhood 2	183.1	94.1	4,032	42.8	22.0
Neighbourhood 3	418.6	193.7	8,400	43.4	20.1
Neighbourhood 4	76.0	6.7	1,160	173.1	15.3
City of Cote Saint Luc	1,735.11	339.3	16,193	47.7	9.3

### Neighbourhood No. 1 Housing

The development of this area started in 1910 and a belt of older dwellings can still be found west of Westminster Avenue, north and south of Cote Saint Luc Road. The extreme westerly portion was built during 1954/56 and is of a uniform character consisting only of houses. The easterly section consists of more recent housing started since 1957, and building is still in process. The type of structures vary considerably from semi-detached homes, duplexes to high rise apartments.

Although, presently, there are less than 600 apartment dwellers, the number will increase as remaining areas zoned for apartments are developed. The density in this neighbourhood is net, 58.1 persons per acre and gross 19.8 persons per acre.

2.7 Housing Types and Densities (Continued)

Neighbourhood No. 2

This neighbourhood contains the most varied mixture of housing standards, both high and low, in the City. The streets adjoining Hampstead and Cavendish Road are of a very high residential quality. While the low apartment blocks along Cote Saint Luc Road built under C.M.H.C. loans are badly sited and their low standard causes serious concern. It is hoped that they may be shortly re-built, although their age may not warrant this presently. The age of buildings in this neighbourhood varies considerably with older houses built in 1910 on Randall Avenue although the majority of houses have been built between 1954/56 (see drg. No. 3). There is little vacant land left for development, but some re-development is necessary to conform to current high standards desired.

Table No. 14 - Neighbourhood No. 2 Densities - 1961

Type	Apartments	Duplexes and Fourplexes	Single Homes semi Detached	Totals
Number of units	449	60	619	1,119
Number of Persons	1,326	105	2,601	4,032
Square Feet	430,796	184,153	614,949	4,424,680

Net density is 42.8 persons per acre and gross is 22.0 persons per acre, the highest in the City.

Neighbourhood No. 3 - Housing

Single and semi-detached homes predominate in this area, but there are also some duplexes and fourplexes especially in the north. Apartments are very few; two on Westminster Avenue and three on Emerald Avenue: most of the housing has been built since 1954 and in the northern section since 1960. Older homes are mainly located on the south part of Hudson and Wolseley Avenues.

Table No. 15 - Neighbourhood No. 3 Densities - 1961

	Institution	Apartments	Duplexes & Homes & Fourplexes	Semi Det.	Total
Number of Units		148	418	1,371	1,937
Number of Persons	130	309	747	5,226	6,412
Square Feet	32,500	763,564	793,464	10,201,772	11,058,800

Population Densities

There are 43.4 persons per net acre and 20.1 per acre gross population in this neighbourhood.

## 2.7 Housing Types and Densities (Continued)

### Neighbourhood No. 4 - General Picture of Housing

Residential use can be found in only one of the 'colonies' that is, on the west side of McDonald Avenue. Housing here is of a mixed character, however, it is quite clear that high rise apartments are emerging in this sector as the dominant type.

The other two areas of Neighbourhood No. 4., i.e. a part of the Blue Bonnet Race Course and an industrial sector off Decarie Boulevard adjoining the railway are not at present used for residential purposes.

Table No. 16 - Neighbourhood No. 4 Densities 1961

	Apartments	Duplexes & Fourplexes	Single Homes & Semi Det.	Total
Number of Units	402	10	16	428
Number of People	855	18	44	917
Square Feet	172,800	24,000	72,000	268,000

The population density in this neighbourhood is:

Net - 173.1

Gross - 15.3

This is the highest net density neighbourhood in the City.

### Development Patterns

The development pattern can be clearly seen on drawing No. 104. This shows in which year the buildings were erected and how

development came about. A further indication of the development trend can be traced on the drawing prepared of the staging of services. This map has been prepared by the City's Engineering Department and shows street by street the yearly extension of services.

Drawing No. 3 shows the expansion of the City's limits and its changing boundaries. The last annexation which incorporated a portion of the Parish of Saint Laurent took place in March of 1954. This area forms now the north-west section of the City of Cote Saint Luc.

Cote Saint Luc Road was the first road leading from Montreal into this area and naturally formed the original basis for development. From this road, streets followed in a north and south direction. Wolseley and Hudson Avenues were among the first to be developed. The Westminster Avenue rail crossing now an underpass, also played an important role in furthering development.

The density pattern also forms part of the development pattern and this has been shown on drawing No. 105, Cote Saint Luc Road once again predominates as the road on which the highest densities have formed.

The rapid development of the City, particularly after 1954, is seen in the population growth which has increased at a rate in excess of more than 1% annually until 1963. (with the exception of 1960). With the opening of neighbourhood five it is estimated that the City will repeat its record of impressive growth pattern. This may be hindered temporarily by an international or local recession.

### Schools

The total number of school age children is 3,931, most of whom attend schools within the City.

## 2.7 Housing Types and Densities (Continued)

### Schools (Continued)

The new high school accommodates 1,303 pupils and a further extension is planned. The Catholic School Board has been amalgamated with the Greater Montreal Board and is now undergoing a re-organization programme.

The Greater Montreal Board looks after some 212,000 children however, some 52,000 still attend private school and it is interesting to note that in the City of Cote Saint Luc more than half of the high school children attend private schools. Fifty-three children attend Kindergarten, 338 Elementary and 245 High School. There are two schools in the City of Cote Saint Luc, St. Richards and Marymount Annex, previously Cote Saint Luc School. (Catholic Schools)

Table No. 17 - 1965/66 School Attendance

	Kindergarten		Secondary		High		Total	Grade 12	Univ.	Bus.Coll.
	Protestant	Jewish	Protestant	Jewish	Protestant	Jewish				
Protestant School Board	39	216	165	1,519	70	1,233				
	255		1,684		1,303		3,243		163	14
Catholic	46		English 121	French 257	144		468	85 pupils attending outside Cote Saint Luc.		
Jewish Perez day School		35*		190			290			

\* in the nursery (four year old) they have additional 65 pupils.

The total pupils attending in the Protestant schools vary from Kindergarten to University stage and number 3,243, out of which 2,968 or 91% are Jewish. It is interesting to note that at the first graduation class of the Wagar High School out of 213 participants 177 passed and all of these continued with further education. 166 or 92% attended grade 12 or University while 14 went onto business college. This bears out the earlier census figures which show that a far larger section of the population has attended university in the City of Cote Saint Luc, than in Montreal, or many other communities. (1889 persons i.e. 14.2% as against Montreal's 5.94%).

## 2.7 Housing Types and Densities(Continued)

### Schools (Continued)

Table No. 18 - Pupils normally under Protestant School Board attending outside schools.

	<u>Protestant</u>	<u>Jewish</u>
Protestant Schools outside Cote Saint Luc	110	286
Independent Schools	21	578
University	13	150

### Table No. 19 Places of Worship

The religious denominations of Cote Saint Luc can be broken down the following way:

Jewish	% of total	68.7
Protestant		19.9
Catholic		10.6
Other		1.1

If development follows the existing pattern, additional places of worship for the Jewish population will become necessary. A new Synagogue site has therefore been planned in Neighbourhood No. 5 and sites are reserved for places of worship in Neighbourhoods 6 and 7.

### Places of Worship and their Other Activities

The new Saint Richard Catholic Church has accommodation for 800 worshippers. A Protestant Church site is planned in Neighbourhood No. 5 on the east side of Cavendish Boulevard and in Neighbourhood No. 6 to accommodate the need of a future population.

The Jewish community of east Cote Saint Luc and Hampstead on Bailey Road has a membership of 250 active families from within the City and another 100 families from outside areas.

When the Synagogue is expanded the membership will be able to increase by 300 families bringing the total of 1,000 persons. The afternoon school has an enrolment of some 300 students and the increased school facilities will allow for 250/300 pupils. It is thought that another parochial school will be required in the future. This has been planned for in Neighbourhood No. 5.

Beth Zion Synagogue on Hudson Avenue will shortly expand its present facilities to accommodate an expanded family membership from 850 to 1,700. It also has some 200 pupils in its afternoon school which it hopes to convert to a day school after the expansion programme is completed. This programme is most urgent in the light of the growing Jewish population.

## 2.8 Parks and Recreation

Recreation, sports and fresh air in beautiful and well planned parks is essential to create healthy citizens. Every effort should be made to provide these facilities in the built-up areas of the City when re-development takes place. Although land values make this somewhat costly, citizens are entitled to these facilities for the sake of the present and future generations.

There are, at present, twelve public open spaces in the City used or earmarked for recreation. (See drawings 9 - 12). The total area of these parks comes to 20.41 acres, a very small proportion of the residential area. A conservative estimate would indicate that the present population should have at least 46 acres. The present available open space is only 44% of what it should be.

## 2.8 Parks and Recreation (Continued)

The distribution, of some of the existing open spaces, has not been considered in the light of the age-groups using them. Many areas have physical barriers making it unsafe for children to reach them without adequate supervision. Pedestrian lanes should be introduced when re-development takes place so as to assure safe pathways for the old and young.

### Westlake Park

A triangular park of 11,400 square feet wedged in between the railway and Cote Saint Luc Road on the extreme west of Neighbourhood One. The siting and accessibility of this part leaves much to be desired.

### McDowell Park ~

In Neighbourhood Two between Randall and Alpine Avenues. The park is small of only 24,000 square feet - it has a wading pool.

### Silverson Park

Also in Neighbourhood Two at the junction of Silverson Avenue and Bailey Road is another small (2,400 square feet) park wedged in at the extreme west-end of this neighbourhood and the railway line. Accessibility is therefore limited and siting is poor. This may become more dangerous when Fleet Avenue is fully operative and feeding Bailey Road. It is suitable for 'tot' activity.

### Westbourne Park

A small triangular site which is too exposed in its present location. The master plan suggests changes to this area area which will increase its usefulness.

### Beland Park

In Neighbourhood Two are only 3,600 square feet, due to the adjacent high density low cost housing. It should be much larger. The existing population of the apartment blocks should be studied so that this park could provide a suitable place of recreation for the people living there.

### Bailey Road Park

Two small parks in Neighbourhood Two's northern limits which because of their position and size can be utilized only as restful decorative areas as they are not suitable for active recreation.

### Merton Park

This park is comprised of 108,000 square feet facilitating summer sports in Neighbourhood Two and augmenting Robinson Park which is lost to the Cavendish Boulevard overpass.

### Wentworth Park

Situated in Neighbourhood Three between Blossom and Wentworth Avenues, it comprises of some 300,000 square feet and is the largest open space. It is used for a number of active sports but the range of activities can be even further widened. Provision of flood lights allows for greater use of this park. It is not easily accessible to all the inhabitants because of its position on the extreme west of the neighbourhood. This park is approximately five times as long as it is wide. It is not ideal for proper development and changes are suggested accordingly in the Master Plan. (See Master Plan)



## 2.8 Parks and Recreation (Continued)

### Westminster Park

This park has 97,200 square feet and is situated in Neighbourhood Three between Westminster and Hudson Avenues. Its narrow width of under 200' limits its use to those who do not feel the need for active games and sports. It is in a well-populated area, drawing good attendance. However, because it faces onto busy Westminster Avenue it holds some danger for the young approaching it from the east side of Westminster. It is proposed to integrate the Synagogue with this park and close part of Hudson Avenue. Some land exchange between the synagogue and the park will widen one section of the park, permitting some active game.

### Fyon Park

In Neighbourhood Three adjoining Neighbourhood Five, is a quiet local park of some 33,000 square feet. It is located on the extreme east of neighbourhood three and there are no parks to the west or south to augment this area.

### Parkhaven Park

This park is Neighbourhood Three, has a quarter million square feet and is being developed for a variety of activities including a swimming pool. Again, as in many previous recreational areas it is on the boundary of the neighbourhood next to the railway line.

Table No. 20 - Recreation area - its present and future use

Neighbourhood	Name	Area in Sq. ft.	Present Use	Proposed additional amenities
1	Westluke	11,400	Parkette	Small playground wading pool, future shelter and toilet facilities, sodded.
2	Merton	108,000	Active	Junior Basket Ball
	McDowel	24,000	Not active sport	Has wading pool and shelter
	Westbourne		Parkette	
	Silverson	2,400	Parkette 'tot' activity	To be 'tot' lot - slides
	Beland	3,600	Parkette	
	(2 Parks) Bailey Rd.		Parkette	Will be discontinued
3	Westminster	97,200	Formal Park	Formal
	Fyon	33,000	Slow Activity	Tot - swing - adult
	Parkhaven	250,000	Active Sport	Swimming Pool
	Wentworth very busy	300,000	Too narrow for some active sport	Now to be redeveloped plans for Basket ball and Tennis, Volley Ball, football and Floodlight, club house Tot lot, new swing,

## 2.9 The Economic Base

### Industry and Commerce

Industry, as a function of the City, must be well integrated within an overall plan. The industrial establishments in the City now number thirty-six. Most of these have enjoyed a steady expansion over the years. In the case of a few of the heavier industries their expansion has been inhibited by the lack of adjoining land. The industrial section is predominantly in one of the "detached areas" off Decarie Boulevard, which is quite isolated from the rest of the City.

The Railway lines surrounding Cote Saint Luc make a natural site for industrial development. The area in general judging by the successful industrial developments in the surrounding municipalities, is sought after for industrial use. When Cavendish Boulevard is extended to the Metropolitan Boulevard excellent road as well as rail facilities will be present to serve future industries.

The cost of industrial land is comparable with central locations on the Island of Montreal where land is \$0.75 - \$1.50 a square foot and in the undeveloped areas of Cote Saint Luc gross land \$1.25 - \$1.57 sq. ft. It can be seen that costs are approximately the same, however, for an undeveloped area the price is relatively high.

Preliminary meetings with the Canadian Pacific Railway indicated that if they are able to develop the industrial sections belonging to them (as shown in the preliminary Master Plan), they would consider selling their land at a reasonable price. Unfortunately, their decision to utilize their undeveloped land for industry was reversed and extensive parts of their holdings are still lying fallow. With the general development within the City and surrounding areas this unused land constitutes a serious waste, especially for the City. One of the most effective means of overcoming this would be the realistic evaluation of the railway property followed by its fair taxation.

To ascertain the real value of industrial land for the Community a number of factors must be considered:-

1. What type of industry can be attracted?
  2. How much employment will it offer the Community?
  3. What taxes will the Community derive from it?
  4. Can industry be segregated from other land uses?
  5. Will it enjoy good services, road connections and rail facilities?
  6. What proportion of land use shall it form?
- 
- 1) The most desirable industry to attract would be "clean" industry, large and powerful which can withstand business declines, offering steady employment to the Community and expand their operation, thereby contributing to the revenue of the City. With the help of the railways, an active Chamber of Commerce, and with good promotion by developers, these aims can be achieved. The City administration with sound by-laws, and a planning Committee could guide the would-be developers towards well-sited and designed buildings which would generally enhance the area.
  - 2) The inhabitants of the City of Cote Saint Luc are primarily from the upper middle income group, many self-employed and practically all wage earners who commute daily to Montreal. Accordingly it is fair to say that few people presently residing in Cote Saint Luc would be employed by the proposed new industries.
  - 3) The present valuation and income derived from the different land uses can be seen on Drawing No. 106. This clearly indicates that the present industry located in the City does not provide as much revenue for the City as the residential development except the very low density-single dwellings. There are other benefits to be derived from industry by way of a sales tax, but this source of income is at present not large, accurate measurement of it is not possible.

## 2.9 The Economic Base (Continued)

### Industry and Commerce (Continued)

Data has been compiled which is extremely useful in comparative evaluation of industrial and residential development in the City of Cote Saint Luc. Analysis of these studies shows the following:

Table No. 21 - Taxes Derived from Different Land Uses

Annual Revenue from one acre of:-	Revenue p.a. \$	Capital Cost \$	Yearly Cost \$
Low density residen- tial	1,500	60,660.00	4,700
Low density and stan- dard apartments	2,300	-	-
Medium density apart- ments (good standard)	6,500	-	-
High density apartment (good standard) **	-	-	-
Commerce	1,355.80	12,000.00	820
Industry	1,555.66	-	-

\*\* Did not exist then

From this it can be ascertained that although the revenue derived from industrial development is approximately the same as that from low density housing, the average capital cost to the municipality is only 20% and 17.4% yearly on average residential (low density plus apartment buildings).

Although this study was made some seven years ago the comparative percentages are still generally applicable. At the time of the study no high rise apartment buildings existed in Cote Saint Luc which would have a bearing on present day evaluations. The desirability of high density housing from a tax point of view is indisputable. Let us therefore encourage those land uses which would contribute substantially to the City's budget and so free - to a great extent - the tax burden from the individual home-owner.

It is a generally accepted theory that 50% of a City's income should be derived from industrial development - although it is rarely achieved. Cote Saint Luc does not qualify for this in any case because it's a dormitory Town within the larger metropolitan area. Toronto as a whole derives some 40% of its taxes from industry and the Town of Mount Royal estimates the income from industrial taxation at approximately 35%.

- 4) Industry should be grouped together and separated from the residential areas. The Master Plan, particularly in the undeveloped areas, provides the necessary green belts and also the recreational facilities for the employees of Industry and the citizens as a whole.
- 5) The industrial area will be adequately serviced when existing services are extended. New roads which are concentrated exclusively in the industrial area will keep through, local and industrial traffic separated. As is well known, rail facilities are already available and with this added asset the area zoned for industry will develop successfully.
- 6) In a complex urban area a metropolitan planning commission should direct overall planning in such a way as to zone each area in the category into which it is best suited. In the case of Cote Saint Luc it is difficult to determine the ratio of total land which should be used for industry because the general population explosion and expansion of Greater Montreal.

## 2.9 The Economic Base (Continued)

### Industry and Commerce (Continued)

Table No. 22 - Comparison of Industrial Usage in Metropolitan Toronto Communities comparable to Cote Saint Luc

	Cote Saint Luc	York	Leaside	East York	Met. Toronto
Residential	416	3,227	716	2,394	80,880
Commerce	33	174	99	81	5,065
Open Space	20	148	215	671	18,615
Different	304	1,017	141	296	15,690
Industry (area)	59	584	391	310	17,550
%	7	11.8	24.3	8.25	12.8
Total (in acres)	832	5,150	1,562	3,752	137,800

For further comparison Scarborough has 12.5% , North York 8.9%, and Etobicoke 15.5% of industrial land.

### Commercial

The first commercial establishment of any size to locate in Cote Saint Luc Road was the restaurant at the Corner of Cote Saint Luc Road and Westminster Avenue - it still exists.

By 1956, the main shopping centre was built and its development augmented until to-day it contains some thirty shops and enjoys a considerable success. It is built on the boundary of the City and so serves a large population south of Cote Saint Luc Road as well as the residents of the City proper. Two small shopping centres were added between 1958 and 1962 to provide a local service. Both are on Westminster Avenue, one north of the underpass; the other south of Cote Saint Luc Road.

Further shopping developed at the intersection of Cote Saint Luc Road and Westminster and on the north-west intersection of Kildare and Mackle Roads. This most recent one supplies the immediate needs of the population north-east of Westminster Avenue. The role of these facilities will be reduced when the Cavendish Shopping Centre is completed.

### Property Values

The evaluation is the same as before and the replacement value of buildings at 80% true value of lot based on sales of previous 2 1/2 years.

Depth factor of lot considered	100' depth	100%
	110' "	94%
	80' "	130%



# III. THE FUTURE



### 3. THE FUTURE

#### Introduction

The rapid growth of our urban centres in Canada has favoured the Montreal region in the last century making it the largest City in the country. The City of Cote Saint Luc should reflect this growth of Greater Montreal, the steady depopulation of rural areas and the natural increase of the population. The metropolitan area of Montreal compares favourably with other Cities on the continent by becoming a source of much opportunity. It is therefore most probable that as a City within it Cote Saint Luc can anticipate not only a rapid growth population-wise, but also a reputation for being a most progressive and civic-minded community.

Let us now consider in detail how the proposed Master Plan will effect the existing citizens as well as those who will choose this as their City in the future.

#### 3.1. Principles and Objectives of the Master Plan

After completing studies of the existing area, it was felt that the role of Cote Saint Luc as a dormitory City had ended. The phenomenal overall development of the metropolitan area, the rapid advancement of transportation, and better road systems have brought Cote Saint Luc nearer to the heart of the Island of Montreal.

The City of Cote Saint Luc, like all other Cities is expanding due to the over-population crisis. To meet this expansion, a general overall plan must be established which will meet the needs, both present and future of the complexities of a modern City geared to encompass all aspects of City life, industrial, residential, commercial and recreational. All of these divisions blend, and at the same time are distinct in a City like Cote Saint Luc which although it has room for expansion must nonetheless conform to its boundaries. It is

far better for Cote Saint Luc to plan and build ahead so that it will not be forced to match the development, residential or commercial whatever the case may be, of the encroaching cities around it.

A diverse, varied and sensitive plan was evolved to meet the requirements of the varied urban population. It is anticipated that while the undeveloped areas will accommodate the brunt of development, the older areas requiring redevelopment will be tackled in an equally imaginative fashion. For that reason detailed drawings were prepared to show that such a development could take place in Neighbourhood One and Three (See drawing Nos. 208. and 209)

#### 3.2 Land Use Characteristics

The following changes are anticipated in the general character of land usage.

1. Higher residential densities, with higher building standards.
2. With the further extension north of Cavendish Boulevard the industrial lands of Saint Laurent, etc., Cote Saint Luc's population will likely comprise of a larger percentage of executive and clerical (male and female) workers requiring rented accommodation. Because of the ever increasing cost of housing and land, a larger percentage of families will not be able to acquire new homes and will thus require rented quarters.
3. The increasing cost of house ownership and the higher property taxes will tend to generate a demand for less expensive quarters on more restricted lots, i.e. semi-detached - row-housing.
4. The trend of larger and more expensive homes will continue but the medium priced single homes on individual lots will diminish.

### 3. The Future (Continued)

#### 3.3 Commercial Uses

1. The opening of Cavendish Boulevard is of vital importance both to the new and the old part of the City. It has opened up the area for commerce. The suggested road pattern will offer good circulation to reach the commercial zone with full accessibility from local and main roads. The centering of the commercial zone on a main artery will act as an attraction to the passing shoppers and to those from outside areas.
2. It is necessary to introduce some limited local shopping into the heart of some neighbourhood units as has been suggested in Neighbourhood No. 6. Linear or strip shopping should not be encouraged since there is no clear division between pedestrian and vehicular traffic. Due to the increase of vehicles parking must be studied in detail in connection with all shopping facilities. This is also why parking regulations were drawn up for all commercial developments to assure good parking facilities.

#### Town Centre

The town centre has been sited as close as possible to the geographical centre of the City. Some public buildings have been built to suit earlier developments. Future public buildings should be accommodated in this centre as they are required.

As the City develops, more social services will be required by the increasing population due to higher living standards. Neighbourhood No. 3 displays room for increased facilities for the entire City, which at present could be established as parks later to be converted into more complex community services.

#### 3.4 Schools and Parks

The present proposed school sites are sufficient for the population. However, this is always subject to changes in the school system and the shifts in the population.

The final use of the open areas indicated can be determined when the entire plan is put into effect.

Table No.23 - Parks

Neighbourhood.	Existing		Proposed		Change
	Sq. ft.	Acres	Sq. ft.	Acres	Sq. ft.
1	79,113	1.8	203,600	4.7	+124,487
2	69,416	1.6	255,300	5.8	+185,884
3	848,321	19.5	787,700	18.1	- 60,621
4	-	-	165,000	3.8	-
5	-	-	1,327,000	30.6	-
6	-	-	360,750	8.28	-
7	-	-	1,148,075	26.35	-

#### Industry

It would serve the City and the Canadian Pacific Railway well if a land-locked area at present forming the eastern boundary of the City be incorporated within the boundaries of Cote Saint Luc. It is proposed that this section be used for a modern industrial park as long as the railway operations remain.

New manufacturing, warehousing and wholesaling facilities should be grouped in separate zones located off Cavendish Boulevard, with separation of its traffic from other road uses. This location has the following advantages:-

### 3. The Future (Continued)

#### Industry (Continued)

1. It can be easily serviced.
2. The terrain is well suited to heavy construction.
3. It permits the optimum utilization of Cavendish Boulevard and rail facilities.
4. Industries would not be obnoxious to housing and to other land uses.

The industrial area which is proposed in the Master Plan together with those areas not within the City's boundary but forming a natural part of this zone, could make an excellent industrial Park with joint facilities of a canteen club and a sports' field which could be further used by the citizens when not required by industrial use.

The Industrial Park visualized would offer up to date facilities in a prime location on the Island of Montreal. (See table on Page     for existing and future industry.)

#### Conclusion

Cote Saint Luc is no longer considered outside the City limits but rather an integral part of Greater Montreal - closer to the centre of the island every year. Past patterns show a steady population increase - 10% per annum. There is every reason to expect this incline to continue.

Unless the City of Cote Saint Luc is prudently aware of its future as an entity, it will remain solely a residential hub - a suburb of Greater Montreal. To develop as a City in the full sense, it must definitely consider the industrial and commercial aspect and not merely the wishes of those landowners who want to sell lots and build houses. A Master Plan must be consulted, followed and remain a point of reference in all matters wherein the City of Cote Saint Luc is to expand.

Most of these aims will be reached with the help of the zoning and building by-laws, but some only by directives and careful guidance. Proper development is good development serving the community as well as the developer.

The Master Plan provides for adequate public open spaces, parks and sports grounds. A health clinic for preventive medicine and the necessary buildings to provide for the social cultural and artistic requirements of the citizens.

#### The Population

The major population increase will occur substantially in the undeveloped areas of the City; namely, in Neighbourhood 4, 5, 6 and 7. The following table No. 28 shows the estimated population in each neighbourhood. From this it can be noted that when all neighbourhoods are developed as per the Master Plan, the anticipated population could reach 100,000 people.

#### Future Population Characteristics

Those who profess the Hebrew denomination form 67.7 per cent of the total population (In 1961 it was 62.7) - a further increase is anticipated.

In the case of the Protestant population, it is possible that a decrease may continue to appear.



### 3.5 Traffic, Road and Services

The aim of the Master Plan, from a road circulation point of view, was to reduce the existing road area per capita of population and, at the same time assure accident free road circulation. (See drg. No. 202).

First it was essential to consider the regional frame work and then the role of all local roads. From these studies a system was evolved allowing each road to perform its own duties.

The four classifications are as follows:-

- |                   |                     |
|-------------------|---------------------|
| 1) Arterial Road  | 3) Distributor Road |
| 2) Collector Road | 4) Local Road       |
- 
- 1) Arterial Roads are Cavendish Boulevard and Cote Saint Luc Road serving not only the City, but the region in general.
  - 2) Collector Roads which are Wavell, Blossom, Mackle and Westminster Roads and part of Kildare and Einstein Road.
  - 3) Distributor Roads collect the traffic in individual neighbourhood units and feeds it into the collector roads. Just to mention two - Kildare and Guelph are the most important of these Roads.
  - 4) The residue are the Local Roads which only serve residential traffic. These are designed so as to discourage non-residents from using them, resulting in a quieter and safer neighbourhood.

In the undeveloped areas street patterns were designed following closely the road system in the existing built up areas as detailed above, however, certain improvements have been suggested particularly in neighbourhood three where the existing is of a grid iron type. The grid iron pattern does not allow a differentiation between local and distributor roads and therefore minor amendments have been suggested (See drawing Nos. 208 and 209).

It is very important that these road improvement schemes be considered as existing development and this be carried out by arranging these roads in such a manner to effect the least number of homes. The loss of these homes will be somewhat compensated by new sites created, but the safety which will be achieved will compensate the citizens of these areas many-fold.

There are two older developments both west of Westminster. One north and the other south of the underpass. We have studied these areas in detail and therefore prepared an amended road pattern in the existing area (See drg. No. 208 and 209) This will serve the proposed new zoning far more efficiently than the present one.

It can be seen from Drawing No. 202 that three additional underpasses are suggested:-

- 1) For the extension of Cavendish Boulevard to the North.
- 2) Extension of Cote Saint Luc Road to the west.
- 3) It is also suggested that if Neighbourhood No. 7 is developed another crossing at the bottom of Blossom or just west of it should be seriously considered.

#### Traffic

Vehicular traffic is increasing very rapidly, but we can also anticipate that traffic in the form of helicopters or hovercrafts will become a far more accepted form of transportation in the future. Present statistics show that worldwide aviation is developing five times as fast as motor transportation. To prepare for the needs of helicopters we have included in our plan a heliport which is situated in Neighbourhood No. 7 adjoining the C.N.R. Railways. The Railway lines would act as a guide and approach area for the helicopters. Under present aeronautical rules an area adjoining the railway lines could easily certify as a heliport.

The bus transportation of the City will increase with the population. The transport commission keeps a watchful eye on all areas which require their services and it is therefore anticipated that the newly developed areas will receive good public transportation.

## Traffic, Road and Services (Continued)

### Traffic (Continued)

The Montreal Metro whose first line will be opened in 1966 has existing plans for a westerly line, however, it is not anticipated that a line will reach Cote Saint Luc for quite some years.

### Services

City services such as sewers, water electricity, gas, telephone and special ones such as garbage collection, street cleaning, lighting, policing and fire service have always been of a high standard which should be maintained. It would be advisable to locate all electrical distribution underground which has been the practice in the case of sewers and water services and lately by the telephone company.

To assure better driving conditions during the winter months, snow removal services will have to be intensified to be able to deal with the ever increasing volume of traffic. In this respect preparation must be made for future snow melting facilities and the siting of municipal yards as centrally as possible. It will be increasingly difficult to dump snow within the City, or for that matter on the Island of Montreal as the City develops.

A second fire station in the north central section of the City is also suggested to assure instantaneous action for the citizens living in this area. It is generally hoped that the existing negotiations with adjacent cities Police and Fire services will lead to a system of mutual help which will assure a better distribution of districts. This will not necessarily be based on the boundary line of the municipality but rather on the actual distance from the nearest fire station to the incidents.

To assure that existing traffic problems are eliminated the following has to be improved:

1. Traffic has to be better organized on the existing Cote Saint Luc shopping centre and the owners encouraged to build well planted islands, breaking up the large parking area and efficiently channelling the traffic from the entrance to the parking areas and from there to the exits.

### 3. The Future (Continued)

#### 3.5 Traffic, Road and Services (Continued)

2. One of the busiest intersections of the City is that of Cote Saint Luc Road and Westminster Avenue, adding to the problem, large concentrations of office workers leave the commercial buildings at the same time usually between 4.40 and 5.00 p.m. This intersection may be commercially on its yet unused corners. The intersection is not at right angles and as such consequently it does not afford good vision for turning traffic. This area requires some corrective planning. (Drawing No. 208, shows the proposed road changes on the South east of the underpass which will eliminate many of the existing problems.

#### Parking - The By-law Proposes

- a. To provide 2-car garages in dwellings over 1,600 square feet and in certain special types of housing two car garages must be provided if there are three bedrooms in the unit.
- b. In all apartment zones, 300 square feet of parking space will be provided per apartment and only 20% of this may be exterior parking.
- c. Special areas must be reserved in all apartment buildings for the benefit of the visitors (5%).

The by-laws also stipulate the area required in each type of occupancy, starting with auditoriums and finishing with shopping centres. Care was also exercised in the location of parking areas, their position of boundaries etc., and the surface finish. The by-law went as far as any such by-law can go in proposing guides for safe parking. Consideration is therefore left to the good-will and business sense of the developer to see that planting and beautification of all these outside parking areas will be properly undertaken.

The Planner and the Planning Committee can help towards a satisfactory solution.

#### Fire

The northern section of Cote Saint Luc is joined by the two underpasses to the south and therefore, consideration was given in the Master Plan, to locate a sub-station on Mackle Road. (See Master Plan ). If a station is established here, it will assure that citizens living north of the track will have a station at approximately equal distance from their homes assuring better fire protection for their families and property.

By introducing two fire stations and improving the circulation within Cote Saint Luc, the citizens will enjoy a very efficient service in all sectors of the City. Co-operation between neighbouring fire services on a reciprocal basis would be most welcome, to provide equal protection. Preliminary discussions of this matter have commenced and it is hoped that these talks will lead to the best possible regional fire service.

#### Sewer and Water Services

The proposed development plan for Neighbourhood No. 5 (see Drawing No. 15A) has taken into due consideration the services available and also the possibilities, within financial bounds, of servicing each development section as the plan is being carried out. Further studies of all the services will have to be made if major amendments are made to the development plan, to suit requirements in the years to come.

In the future further consideration of all City sewers may have to be undertaken from time to time, to coincide with the development plan and any amendments necessary to it.

### 3. The Future (Continued)

#### 3.6 Schools and Churches

Great changes are taking place today in the world of education. New educational systems and requirements are being evolved by the Provincial Government. When all these norms are established it will be possible to readjust the proposals which this Master Plan makes; however, the existing plans have been prepared with a view to serving the schooling needs of the City within its own boundaries. It is conceivable, that due to certain population trends adjustments will have to be made to this proposed school structure. It will be noted in areas such as Neighbourhood 5 where not all the school sites were purchased prior to the preparation of the Master Plan, that they are planned to form a group each side of a park, utilizing the recreational facilities of the City jointly and thus permitting greater flexibility and a more intense use of the park and recreational area. It is hoped that this spirit of sharing the facilities between the schools and those who do not attend school will prevail.

The school system at present provides for children at the kindergarten level - a year before Grade I. It is thought however, that if the educational system is not widened to take in nursery (pre-kindergarten) schools, it will be important for the community to organize such schools which have been found so necessary. It is therefore suggested that nursery schools should be encouraged and permitted with certain limitations in residential areas of the City and not limited by the zoning by-laws.

As Cote Saint Luc becomes more populous and central within the metropolitan area, it will have to provide specialized schools for higher learning within its own territory. Such schools can be accommodated in the built up areas which require renewal and will then be integrated into the general educational pattern of the City.

#### Places of Worship

The increase in the population as well as denominations guided the planning of places of Worship. The locating of these institutions is based on the neighbourhood structure so that they will be at focal points in the community and so be a credit to its spiritual life.

#### 3.7 Re-development plan for Neighbourhoods 1 to 4

Following our studies and our planning aims, the following changes are suggested for Neighbourhood No. 1.

Presently this area has a strong nucleus of high density housing because Cote Saint Luc Road and Westminster Avenue are clustered around it. It is suggested that the undeveloped pockets follow the existing trend of development. An area west of Westminster Avenue, including the present quarters that the City Hall occupies would also form an apartment area. It can be stated generally that this Neighbourhood will be completed with high density residential areas and with a small addition to its present commercial area.

#### Neighbourhood No. 2

Neighbourhood No. 2 is primarily developed at the moment with high density residential units along Cote Saint Luc Road, while the residue of the area is the single family home. There is also a major commercial block on its extreme west point. The aims in this Neighbourhood have been to bow to the new use of Cavendish Boulevard and therefore a higher density development is suggested along it. The same applies to the pockets which exist along Cote Saint Luc Road. Some improvement in its existing park areas and a more orderly arrangement of the zones have been included in the proposed Master Plan.



3. The Future (Continued)

3.7 Re-development plan for Neighbourhoods 1 to 4 (Continued)

Neighbourhood No. 3

Neighbourhood No. 3 which is the largest of the existing built up neighbourhoods requires a number of changes. These changes are necessitated by the opening of Kildare, Gueiph and Mackle Roads which will provide major east-western circulation. The primary changes, therefore, in zoning have been along Westminster Avenue and Kildare Road. Considerable changes are also suggested in this neighbourhood in the road pattern which was on an old grid iron pattern not emphasizing the weight of traffic in any direction, and it was most unsatisfactory from a safety point of view. Detailed plans have been drawn up showing how these improvements can be carried out. (See drawing No. 209).

The new street pattern will provide the separation of purely residential streets from the major eastwestern roads. Wavell and Mackle are the major feeders into Neighbourhood No. 6 and therefore it is necessary to lighten the weight of the traffic from these major roads while the same number of intersections as before are kept on Kildare Road. Some changes are suggested in the areas adjoining Westminster Boulevard and also along Kildare Road since these, particularly in the latter case, lead to larger green areas which the City will provide for its citizens. Also it is felt that these major roads can accommodate a higher density in the population.

Neighbourhood No. 4

Neighbourhood No. 4 being three colonies of the City has only one sector in McDonald Avenue which consists of housing areas, at present mainly apartment buildings. However, it is anticipated that future construction will follow the familiar pattern of replacing small buildings with high rise apartments.

The second colony adjoining the Canadian Pacific Railway

Railway and Decarie Boulevard was zoned completely for industry. However, with the changing prospect of Decarie Boulevard and with the current plans to create a high density apartment dwelling area thereon, it would seem that should present plans be realized, this section of Cote Saint Luc should be rezoned correspondingly to become one of the new and comprehensive sections of the City.

The third area within the Blue Bonnet Racing Track will remain unchanged as it seems that the company operating it intends to continue with their recently improved facilities for quite some time ahead.

Industry

The 1963 industrial area in the City was:

Neighbourhood No. 3	2.4	acres
Neighbourhood No. 4	50.4	acres under demolition
Total:	52.8	acres = or 3.0% of the total area of the City.

The industrial area as per the 1966 Master Plan is:

Neighbourhood No. 4	7.4	acres
Neighbourhood No. 5	67.6	acres
Neighbourhood No. 7	95.6	acres
Total:	170.6	acres or 9.8% of the total City area.

### 3. The Future (Continued)

#### Industry (Continued)

At the extreme eastern boundary of the City proper we find an area of land between the City boundary and the railway lines at present belonging to the C.P.R. Railway.

It is hoped that since this area forms a natural part of the City of Cote Saint Luc and cannot be approached by Montreal or Hampstead due to the existing railway lines that it will be incorporated with the City of Cote Saint Luc. When this takes place perhaps it will become a part of the industrial area of the City.

This section would add approximately 100 acres to the City's industrial land.

### 3.8 By-laws Controlling and Enforcing the Town Planning Aims

The existing legal machinery permits the preparation of a zoning plan and accompanying by-laws, with the help of which the administration can regulate the use of land and buildings upon it. The existing by-law No. 180 during the last ten years has been amended many times and has become a rather complicated tool for the developers or administrator. A new by-law No. 842 has accordingly been prepared which at the present time controls Neighbourhood Nos. 5 and 6, that is, the undeveloped areas of the City. Should the proposed Master Plan be adopted by the Council, these by-laws can be widened in scope to include the zoning of the whole City.

It is not intended to cite the City by-laws herein but we would like to call attention to the major highlights and controls which were found necessary to encourage the best and most valuable use of the land for the benefit of the citizens.

#### The By-laws

The by-laws describe the type of building and occupancy and use in each zone and the type of size of the structure which can be built. It further gives dimensions as to position of the buildings to the boundary of the site, thus regulating the relationship of buildings to each other. It also makes certain that the standard of building, from the point of view of building materials; safety of the inhabitants; a high standard of sanitary facilities, as well as provisions for parking of cars, are fully met to assure the high standards which the City wishes.

To avert overcrowding in the apartment areas, the following controls were introduced:

1. F.S.I. (Floor Space Index) which gives the ratio between gross floor area within a building to the total area of the lot.
2. The land coverage which allows the building to cover a certain percentage of the total lot.

### 3. The Future (Continued)

#### 3.8 By-laws Controlling and Enforcing the Town Planning Aims (Contd.)

3. The land coverage which allows the building to cover a certain percentage of the total lot.

4. Height of Building: The number of floors as well as maximum feet from the ground.

These controls govern the volume and position of a building. These buildings contain apartments which in turn are controlled as to sizes of rooms and sanitary facilities. The structure of the building is governed by separate "building by-laws".

The above described controls make it possible to govern to a great extent the density of the population in a given area. This makes it possible in turn to calculate all the necessary facilities and amenities which, in our time, a complicated community requires.

#### Cities and Towns Act

Under section 430 of the Cities and Towns Act, a municipal corporation has the right to homologate land for the use of their community at large. Since the municipal corporation has unlimited life span, it can homologate land for roads, parks, playgrounds, municipal buildings, etc., in perpetuity. However no provision is made by the law when a comprehensive plan for an area is prepared where an existing plan has already been registered.

The present homologation in Neighbourhood Five has been in effect for 50 years without it being carried out thus interfering with any overall proposed Master Plan for development of the entire City of Cote Saint Luc. This should be overcome by either expropriation or a land exchange programme.

No machinery presently exists for the latter course under the present laws. Nonetheless a voluntary land-exchange programme has commenced between the landowners and the City which will make it possible for development to commence in the future.

#### 3.9 Neighbourhoods No. 5 and 6

The plans for these neighbourhoods with accompanying report were completed and submitted to Council in October, 1964. On June 21st, 1965, By-law 482 was passed which adopted the plan for Neighbourhood Number five which now forms a part of the Master Plan. The plan since then has undergone some minor changes and some additional adjustments are contemplated in the light of development needs and the land exchange programme between owners. The plan provides an adequate base for future developments.

Neighbourhood number five, bounded on the north and south by the Canadian Pacific Railway and the east by Loyola College and Town of Hampstead, will be the most important commercial and high density area in the City. It will comprise the new Town Centre - which will be the administrative area, and apartment settlement of this neighbourhood; in accordance with the Master Plan as accepted by the Council in 1964 is expected to double the present population of the City.

Cavendish Boulevard, the main arterial road passes through the heart of this neighbourhood; a large shopping centre complex will be built and apartment buildings on the east side of Cavendish comprising high density units as well as single family homes spread throughout both sides. Guelph, Kildare and Mackle Roads will connect with Neighbourhoods three and six. Collector Roads throughout will touch the town centre and commercial centre leaving the residential areas undisturbed. Because of the proposed system of roads, Wavell Road will most likely carry more traffic as can be seen from the Road System Map.

### 3. The Future (Continued)

#### 3.9 Neighbourhoods No. 5 and 6 (Continued)

In addition to Loyola High School, four elementary schools are proposed with adjoining beautiful parks, social and cultural centres such as the Y.M.H.A. to make this neighbourhood unified as all the other large neighbourhoods.

Part of the north-west section of Neighbourhood No. 5 shall constitute light industry, separated by a small green belt from the rest of the community.

Neighbourhood No. 6 is on the south west of the south side of the City abutting neighbourhoods three and seven. Proposals for the development of this area from a golf course to a residential neighbourhood have been submitted and accepted by the City Council. As outlined, Neighbourhood six will be comprised of single houses, some duplexes on the easterly side adjacent to Lachine, a few apartments, one church and a large park at its heart. The area will provide quiet pleasant living with two large distribution or collection roads, such as Blossom Avenue and Mackel Road accumulating rather than transversing the inner parts.

Local roads will be picked up by the distributor roads leaving the environmental area undisturbed, so that traffic will touch a neighbourhood without entering it limiting internal traffic except for those who wish to enter.

Commercial facilities will be provided in this area but on a smaller scale and with a more local character than that planned for Neighbourhood No. 5.

To prepare Wavell Road for this major role, the bridge over the underpass will be widened and Wavell consequently straightened.

#### 3.10 Neighbourhood No. 7

The Greater part of the north west section of the City has been termed Neighbourhood No. 7. These areas consist of railway lines and marshalling yards of the Canadian Pacific Railways. Lately it has been indicated that this Company may be withdrawing from railway operations which would automatically release this land for re-development. It would be to the City's advantage to assure orderly development at this stage, which could only be achieved if the necessary zoning plans are in existence when this takes place.

The planning proposals include an area for industrial development which would ensure employment for future citizens. By giving inhabitants this opportunity it would not be necessary to travel to the centre of Montreal for employment. Another large area is reserved for housing, apartment buildings with adequate open space and recreational facilities.

Future transportation in the form of a heliport is suggested next to the industrial area. Experts believe that this form of transportation will grow substantially in the coming years and as we have learned in the past, airports require most careful planning, otherwise they can create serious inconvenience to the inhabitants. Usually the noise factor causes one of the major problems and to overcome this, the sports centre will act as a buffer between the residential area and the proposed heliport.

The residential area will accommodate light, medium and high density sectors with the necessary schools and local shopping.

The open spaces have been placed as a continuous belt throughout the neighbourhood acting as a lung and forming a link with existing recreational areas. This arrangement will assure that all Citizens in this neighbourhood will be in a position to reach recreation and the outdoors within minutes from their homes.



### 3. The Future (Continued)

#### Neighbourhood No. 7 (Continued)

The road system (see drawing No.202) assures that the local roads are separated from the collector roads which then lead the traffic into the arterial roads. This is a natural safety measure in the fast growing traffic of our times. The industrial area is directly linked with the arterial road so as to assure its segregation from the residential traffic, this is arranged, so that the heavy industrial trucks will not inconvenience the residential areas. Although there is provision to link the inhabitants wishing to go to the industrial road, however, on this no industrial traffic will be permitted. A road will be provided for those travelling to the industrial area which will be exclusive for this purpose and free from industrial traffic.

The Master Plan of the City was designed to exclude Neighbourhood No. 7 but latest developments necessitate the consideration of integrating this area with the City. Whilst it is difficult to foretell whether or not it will materialize, an alternative neighbourhood plan has been prepared (see Drawing No. 207) which would assure a good neighbourhood pattern and will include this area. On drawing No. 207 we see that neighbourhood No. 7 is broken up and part of it included in other neighbourhoods, while an area to the east is becoming an industrial area incorporating an heliport transportcentre serving the City as a whole and excluded from any particular neighbourhood area.

We find therefore, that neighbourhood No. 6 has been enlarged by neighbourhood No. 7 and Neighbourhood No. 3 into two sub-neighbourhoods 3 and 3A, forming service units on both sides of a collector road.

Neighbourhood No. 5 has been divided into four sub-neighbourhood units and the industrial area previously in this neighbourhood is becoming a part of a large industrial area to the north. The breaking up of Neighbourhood No. 5 into A,B,C, areas is dictated by a collector road system, but safeguarding and respecting the existing areas.

From the planning work outlined previously, the Council will be in a position to meet changes when the Canadian Pacific Railway decides to vacate their land for other use.

Table No. 27 - Land Use Table for Neighbourhood No. 7

	<u>Square Feet</u>	<u>Acres</u>	<u>%</u>
Single & Semi Dt. Homes (Bung. 2,159,275 (Cott. 2,868,550	5,028,275	115.43	27.06
Duplexes	492,000	11.29	2.64
Apartments	1,979,000	45.43	10.65
Parks	1,148,075	26.35	6.17
Heliport	1,315,000	30.19	7.07
Industry	4,164,475	95.60	22.41
School	130,200	2.99	00.70
Sport Centre	1,575,000	36.15	8.47
Commercial	97,500	2.24	0.52
Roads	2,651,200	60.86	14.26
TOTAL:	<u>18,580,725</u>	<u>426.55</u>	<u>99.95</u>

#### Density:

Homes	115.5	x	27	=	3,118.5
Duplex	11.5	x	50	=	575
Apartm.	45.5	x	350	=	15,925
					<u>19,618.5</u>

Neighbourhood Number Seven will house 20,000 persons

LAND USE FIGURES BY NEIGHBOURHOOD UNITS

TABLE No. 24

	Neighbourhood No. 1				Neighbourhood No. 2			
	Existing Land Use		Future Land Use		Existing Land Use		Future Land Use	
	Acres	%	Acres	%	Acres	%	Acres	%
Housing -(Detached & Semi)	23.6	18.0	30.8	23.5	82.0	44.8	69.1	37.7
Duplex and Fourplex	9.5	7.2	9.4	7.2	4.7	2.6	7.8	4.2
Apartments	11.7	8.9	28.2	21.5	7.4	4.0	30.5	16.6
Commerce	3.3	2.5	3.2	2.4	11.0	6.0	11.7	6.4
Industry	-	-	-	-	-	-	-	-
Schools	7.4	5.6	4.8	3.6	6.1	3.4	6.1	3.4
Place of Worship	-	-	-	-	0.7	0.4	0.7	0.4
Government Buildings	0.5	0.4	-	-	1.8	1.0	1.8	1.0
Parks	1.8	1.4	4.7	3.6	1.6	0.9	5.8	3.2
Vacant Land	18.0	13.7	-	-	6.7	3.7	-	-
Homologated Land	3.4	2.6	-	-	6.8	3.7	-	-
Lanes	0.8	0.6	-	-	-	-	-	-
Other Uses	4.4*	3.4	4.4	3.4	-	-	-	-
Roads	33.2	25.3	32.1	24.4	52.5	28.5	49.6	27.1
Waste Land	13.6	10.4	13.6	10.4	1.8	1.0	-	-
Race Track	-	-	-	-	-	-	-	-
Total:	131.2	100	131.2	100	183.1	100	183.1	100

\* Utility Land and Pump Station.

LAND USE FIGURES BY NEIGHBOURHOOD UNITS

TABLE NO.25

Neighbourhood No. 3

Neighbourhood No. 4

	Existing Land Use		Future Land Use		Existing Land Use		Future Land Use	
	Acres	%	Acres	%	Acres	%	Acres	%
Housing (Det. & Semi)	162.2	38.5	136.3	32.6	1.9	2.5	-	-
Duplex and Fourplex	29.5	7.1	62.7	15.0	0.6	0.8	-	-
Apartments	2.0	0.5	38.8	9.2	4.2	5.5	35.0	46.1
Commerce	4.1	1.0	3.5	0.8	-	-	7.4	9.7
Industry	2.4	0.6	-	-	50.4**	66.3	7.4	9.7
Schools	18.1	4.3	28.8	6.9	-	-	-	-
Place of Worship	2.2	0.5	3.0	0.7	-	-	-	-
Government Buildings	6.9	1.6	7.2	1.7	-	-	-	-
Parks	19.5	4.6	18.1	4.4	-	-	-	-
Vacant Land	34.7	8.6	-	-	-	-	-	-
Homologated Land	6.6	1.6	-	-	-	-	-	-
Lanes	4.8	1.2	-	-	-	-	-	-
Other Uses	10.7*	2.5	10.7	2.5	-	-	-	-
Roads	114.9	27.4	109.5	26.2	4.4	5.8	4.4	5.8
Waste Land	-	-	-	-	-	-	3.5***	4.6
Race Track	-	-	-	-	14.5	19.1	14.5	19.1
total:	418.6	100.0	418.6	100	76.0	100	76.0	100

\* Hospital,  
Home for Aged,  
Community Swim-  
ming pool

\*\* Industrial Land

\*\*\* Remains as  
Railway Property

LAND USE FIGURES BY NEIGHBOURHOOD UNITS (NU), UNDEVELOPED AT PRESENT

TABLE NO. 26

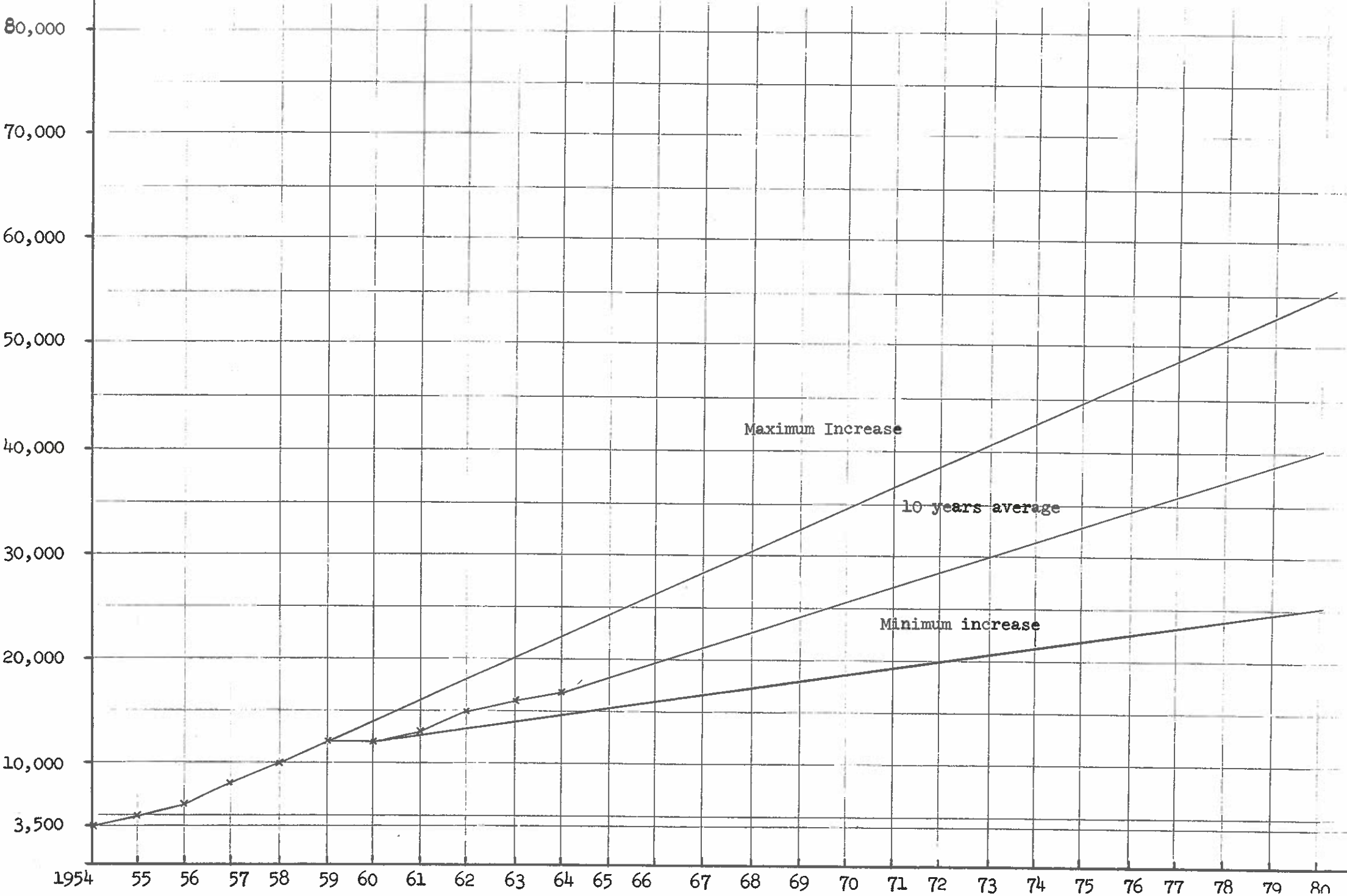
Land Use	Neighbourhood No. 5				Neighbourhood 6		Neighbourhood 7		
	If NU.7 is not developed Acres	%	Drawings 1966 Acres	Future %	Future Acres	%	Future Acres	%	
Housing (Det. & Semi)	52.5	12.5	52.5	12.8	33.0	36.4	115.5	27.1	* In Nu. 5, 54.4 acres of industrial land includes railway industry.
Duplex and Fourplex	42.6	10.2	42.6	10.4	20.2	22.3	11.3	2.6	
Apartments	51.2	12.2	51.2	12.5	6.1	6.7	45.4	10.6	
Commerce	22.1	5.3	22.1	5.4	0.8	0.9	2.2	0.5	
Special Industry	17.3	4.1	17.3	4.2	-	-	-	-	** As per Drawing 206, if Nu. 7 will be developed it will include about 9.4 acres of industrial land from NU. 5.
Service Industry	5.3	1.3	5.3	1.3	-	-	-	-	
Industry	54.4*	13.0	45.0**	11.0	-	-	95.6	22.4	
Parks	30.6	7.3	30.6	7.5	8.3	9.1	26.3	6.2	
Schools	11.4	2.7	11.4	2.8	-	-	3.0	0.7	*** In Nu. 6, place of worship includes home for aged.
Loyola	11.8	2.9	11.8	3.0	-	-	-	-	
Place of Worship	3.3	0.8	3.3	0.8	1.3***	1.4	-	-	
Town Centre	11.3	2.7	11.3	2.8	-	-	-	-	
Municipal Park	0.5	0.1	0.5	0.1	-	-	-	-	
Other Uses Y.M.H.A.	1.1	0.3	1.1	0.3	-	-	-	-	
Roads	75.1	18.0	75.1	18.4	21.0	23.1	60.9	14.3	
Helipoint	-	-	-	-	-	-	30.2	7.1	
Sport Centre	-	-	-	-	-	-	36.1	8.5	
Utilities	27.7	6.6	27.7	6.7	-	-	-	-	
Total:	418.4	100	409.0	100	90.7	100	426.5	100	



Existing and Future Population and Population  
Densities

Table No. 28

Neighbourhoods	Area Gross Acre	Area Net Acre	Population		Projected Density (Gross)	Projected Density (Net)
			1963	Projected		
1	131.2	68.4	2,601	11,190	85.2	173.0
2	183.1	107.4	4,042	12,725	69.4	118.4
3	418.6	237.8	8,400	19,740	47.1	83.0
4	76	35.0	1,160	13,330	175.3	380.0
5	409.0	146.3	-	20,240	49.4	138.3
6	90.7	59.3	-	3,730	41.1	62.9
7	426.5	172.2	-	17,325	40.6	100.6
City of Cote Saint Luc	1,735.1	826.4	16,193	98,280	56.6	118.9



### 3.11 Landscaping - Parks - and Streets

#### Parks

The park areas have been mentioned in detail in Section 2.8 of this report outlining their size and present activities. We have found that there are insufficient parks and recreational areas in the City and therefore we have attempted to rectify this situation in the Master Plan.

The proposed park areas have been discussed in Section 3.2 with regard to location and future use. It is very important to bear in mind that a considerable amount of planning and care must be exercised if these recreational areas are to serve the Cote Saint Luc Citizens well. The landscaping must be carefully considered and a comprehensive scheme carried out. This scheme does not necessarily seek immediate results but in some cases, due to slow growing trees, may give a complete development and thus offer a fine recreational area in 10 to 15 years. When a new plan is prepared interested associations should be familiarized with the scheme and the anticipated time of realization.

In drawing No. 204 these park areas are shown, they now require experts to design them in detail. A careful programme of planting and maintenance should be drawn up by the City administration so that part of the planting, which would require a number of years to mature would be started prior to the general work. This method will give a completed recreation area within fewer years.

The development plan stages the proposed development of the City. A similar plan could be drawn up with regard to the landscaping so that this will run parallel and will serve the areas as they become developed.

A budget should be established for landscaping of all large recreational areas allowing a certain amount of the funds for the up-keep and improvement of existing parks.

Parks which are designed for younger children should contain not only the general see-saw, sand pit, turnwheel etc., but also new forms of intertainment, like mazes, usable sculptures, some of which can even give a musical tone.

Water should also be introduced in more imaginative ways i.e. using it for a wading pool, as well as a decorative fountain using the same equipment.

The above suggestions would help to introduce a personality to the individual recreational areas of which the citizens in the immediate surroundings would be justly proud.

#### Street Landscaping

A much larger proportion of the population is going to make more use of the streets than the parks. Today, however, more people enjoy the streets from a fast moving motor car rather than walking. It is therefore essential that the design of these should bear in mind this very important factor. It is true that our constantly widening streets with more and more mechanical vehicles on them are being made into unhuman jungles. This can be partly remedied by the City introducing proper street planting and by-laws which would assure that the private gardens adjoining the City property will have a certain amount of uniform treatment.

Plan No. 204 outlines a scheme for street planting and it suggests three different types of planting methods:-

1. Linear Street planting which we find on the major Arterial and Collector Roads.
2. We utilize clump tree planting on the Distributor roads.
3. A clump tree planting programme on a similar scale for all local roads.

This drawing only shows these proposals schematically and the actual programme will have to be worked out in detail by a qualified person.

### 3.1.1 Landscaping - Parks - and Streets

#### Street Landscaping (Continued)

A yearly budget programme for all street planting should be established to assure steady planting as well as the proper up-keep of trees throughout the City.

It is suggested that the same species of trees should be used for a street, or if the street is long, a change can be introduced at 1 1/2 mile intervals.

A good example of successful street furnishing are the new street signs already in operation. These are an asset to the street and are most effective since they can be easily read during day or night.

The previously described landscaping if considered together with the street furniture will create well designed streets.

#### Street Furniture

In the previous paragraph we discussed what nature can do for our streets. There is another important element that can influence our streets aesthetically and that is street furniture.

It is therefore important that care should be exercised in introducing the following:-

- Street Lighting Standards,
- Street Name Signs,
- Street Planting Boxes,
- Bus Stops and,
- Newspaper and Ticket Vending Machines.



## RESUME

The development of Cote Saint Luc will provide an example of modern planning for good living which may never have taken place if Cote Saint Luc were not isolated by Railway lines surrounding it.

At the outset a small agrarian community, Cote Saint Luc has developed in spite of itself. Its enclosure and isolation by railway lines proved to be a blessing in disguise. Cut-off as it was, it remained one of the few areas on the Island of Montreal close to its centre that never matured parallel to the rest of Greater Montreal.

It was inevitable, with the tremendous increase in population and the recent return trend from outlying suburbia to the centre of the Island of Montreal. As Cote Saint Luc was the only area that remained undeveloped as a block, it is now ripe for major planning incorporating the most recent and modern features of Town Planning practice.

The late expansion of Cote Saint Luc has proved an advantage in so far that if it had been developed beforehand it would most likely have followed the usual piece-meal "grid-iron" pattern on the lines on which some of the older sections of the City have been developed. This pattern where it exists has proven very restrictive in our development plans.

In the Master Plan recently approved by the City of Cote Saint Luc Council, certain features of the expansion programme for the undeveloped areas and for the re-planning and re-joining of already established areas stand out, such as "collector roads", which filter traffic around neighbourhood units, keeping traffic within each neighbourhood to a minimum.

Parks, social and cultural centres dot the City which is divided into seven neighbourhoods, each distinct as to traffic division, access to each other and to metropolitan Montreal and offering a balanced community as a whole without the feeling of suburbia.

Industrial areas are set off and the Master Plan provides for greatly increased commercial and business areas in the proposed new development.

To conform to the general plan already built-up areas will be changed, providing an appreciable addition to high-density apartment dwellings, better park facilities and the most up-to-date in community services.

When complete, Cote Saint Luc will be one of the most attractive and gratifying living areas on the Island from every point of view, providing all features of a self-contained City, it will nonetheless keep space with the general development of the island, and at the same time form the most modern of planned communities for convenient and gracious living in the Province of Quebec.

