

CITY OF CÔTE SAINT-LUC



PLANNING PROGRAMME

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JUNE 1990

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COTE SAINT-LUC PLANNING PROGRAMME

Foreword:

The Cote Saint-Luc Planning Programme is being prepared in response to the requirements of the "Act respecting Land Use and Planning Development". In its objective, this programme endeavours to comply with the Development Plan of the Montreal Urban Community (M.U.C.), the aim of which is to "improve the quality of life on the Island of Montreal by fostering a more balanced urbanization".

The Planning Programme will provide a vision allowing the efforts of the City and the Community to focus on the long term goals and provide a framework for development. It is subject to review in 5 years.

Introduction:

The Act respecting Land Use and Planning Development adopted by the Government of Quebec in 1979, makes it mandatory for all municipalities within the M.U.C. territory to adopt a planning programme complying with the M.U.C. Development Plan not later than December 31, 1989.

In 1965, Cote Saint-Luc, in response to the great demand for development, adopted a new Master Plan establishing guidelines for growth in accordance with the general principles and aims supported by Council. This Master Plan has been revised many times since 1965 to respond to new challenges and opportunities, yet it has always retained its principal aims of land development

policy to create a City of a predominantly residential character where people can enjoy living. The Planning Programme is an updating of the existing Cote Saint Luc Master Plan with a vision shaped by the acknowledgement of Cote Saint-Luc's role today, its role within the M.U.C. and the M.U.C.'s Development Plan which came into force on December 31, 1987.

The objectives of the Cote Saint-Luc Planning Programme are designed to achieve the following:

- a) enhance the quality of life,
- b) preserve the mainly residential character of the City,
- c) reinforce the distinct visual identity of the City,
- d) ensure that the above will be achieved through the:
 - i) strengthening of the tax base,
 - ii) development of assets,
 - iii) improvement of infrastructures with neighboring municipalities and the M.U.C.

Phases of the Planning Programme

The Planning Programme consists of the following two phases:

- 1) The present situation;
 - i) overview and compilation of the inventory of the City today,
 - ii) analysis of the information and identification of the issues.
- 2) The future;
 - i) Development Policy,
 - ii) Planning By-Laws.

One of the 29 municipalities in the M.U.C. today, Cote Saint-Luc forms approximately 1.6% of the population and 1.4% of the land within the M.U.C. Under the auspices of the M.U.C. Development Plan (1986), Cote Saint-Luc and the neighboring municipalities will ensure optimal development through the implementation of their Planning Programmes and the Planning By-Laws. In Cote Saint-Luc, further development potential exists with the approximately 31 hectares of vacant land, presently occupied by the Wentworth Golf Course. The directives of the Planning Programme will ensure the continuation of the residential character of the City.

PART ICONTEXT**1.0 HISTORY**

The history of Cote Saint-Luc dates back to the end of the seventeenth century. Until 1700, Cote Saint-Luc was forested and considered a good hunting area where game was plentiful. However, the fertile land was soon cleared for agriculture and it remained as farmland until the late 1940's. In 1818, Cote Saint-Luc had 200 inhabitants and in 1849 the community built its own chapel. In 1886, the introduction of the railway enabled people who were not employed in agriculture to live in Cote Saint-Luc and commute by train to jobs in Montreal.

In 1903 the municipality of Cote Saint-Luc was incorporated into a village. It included parts of Notre-Dame-de-Grace south of Cote Saint-Luc Road and all of the present Town of Hampstead up to MacDonald Avenue in the east. In 1912 the City of Montreal annexed the territory south of Cote Saint-Luc Road which was located east of the railroad line. In 1914 Hampstead separated to form a new Town and Cote Saint-Luc remained with its main territory divided from its easternmost section east of Dufferin Road. A further annexation by the Town of Hampstead in 1926 appropriated the remaining territory at the east end except for the west side of MacDonald Avenue between Aumont and Longhorne and two areas east and south of the Blue Bonnets Race track. The two latter areas were taken over by the City of Montreal in 1982. The northwest limit of the City was adjusted when a land exchange took place with the

City of Saint Laurent.

Cote Saint-Luc remained a farm community until after World War II, when the pressure of population and the desire of people to own their own homes resulted in the urbanization of all the vacant land surrounding the City of Montreal. This trend was greatly encouraged by the policies of the Federal Government through its agent, the Central Mortgage and Housing Corporation.

In December 1951, with a population of 1,083, Cote Saint-Luc was incorporated as a Town. The first Town Hall was at 8100 Cote Saint-Luc Road in the former home of Mr. Pierre Lemieux, who was mayor of the Town from 1905 to 1909 and from 1912 to 1938.

The first Master Plan and Zoning Plan were completed by the end of 1954 and covered the entire Town between the southern limit and Mackle Road. This Master Plan was based on a rigid grid iron street pattern with long residential blocks following the north-south direction of the farm lines. An area on Cote Saint-Luc Road between Elgin and Westbourne was planned for the city centre and the Post Office and Police and Fire Station buildings were built here.

In 1958, with a population of almost 10,000, Cote Saint-Luc was incorporated as a City. While the growth of population remained very slow between 1903 and 1951, it increased rapidly after this date and especially after 1956. By 1964 the population had reached 16,876 people.

Originally, the railroad marshalling yards

and railway lines surrounding the area did not pose a problem for the agricultural community but with the urbanization of the territory they emerged as an iron belt necessitating the construction of costly underpasses. In December 1960, the Westminster underpass was opened. Development continued at a rapid pace but was postponed at the north-east end of the City until the opening of the Cavendish Boulevard underpass in June 1965. The Cote Saint-Luc Road underpass was opened in 1967.

In 1965, a new master plan prepared by the firm of David K. Linden, Town Planning Consultants, was adopted. While this Master Plan included recommendations for the entire City, it dealt primarily with a street and land use pattern for Neighbourhoods 5 and 6 at the north-east and at the west end of the City respectively, where no development had yet taken place. This plan drastically changed the urban pattern of the vacant land and established the framework for a dynamic and modern residential community.

The 1965 Master Plan provided for a large increase in apartment housing and anticipated a maximum population for the City of 98,280 people, of which 20,240 people would live in Neighbourhood 5, and 3,700 people in Neighbourhood 6. It included an Industrial Park area north of Collins and Louis Pasteur Roads.

Since then, the aspirations of the City have changed due mainly to the great shortage of prime residential land close to the centre of Montreal and also due to the desire of the citizens to improve their quality of

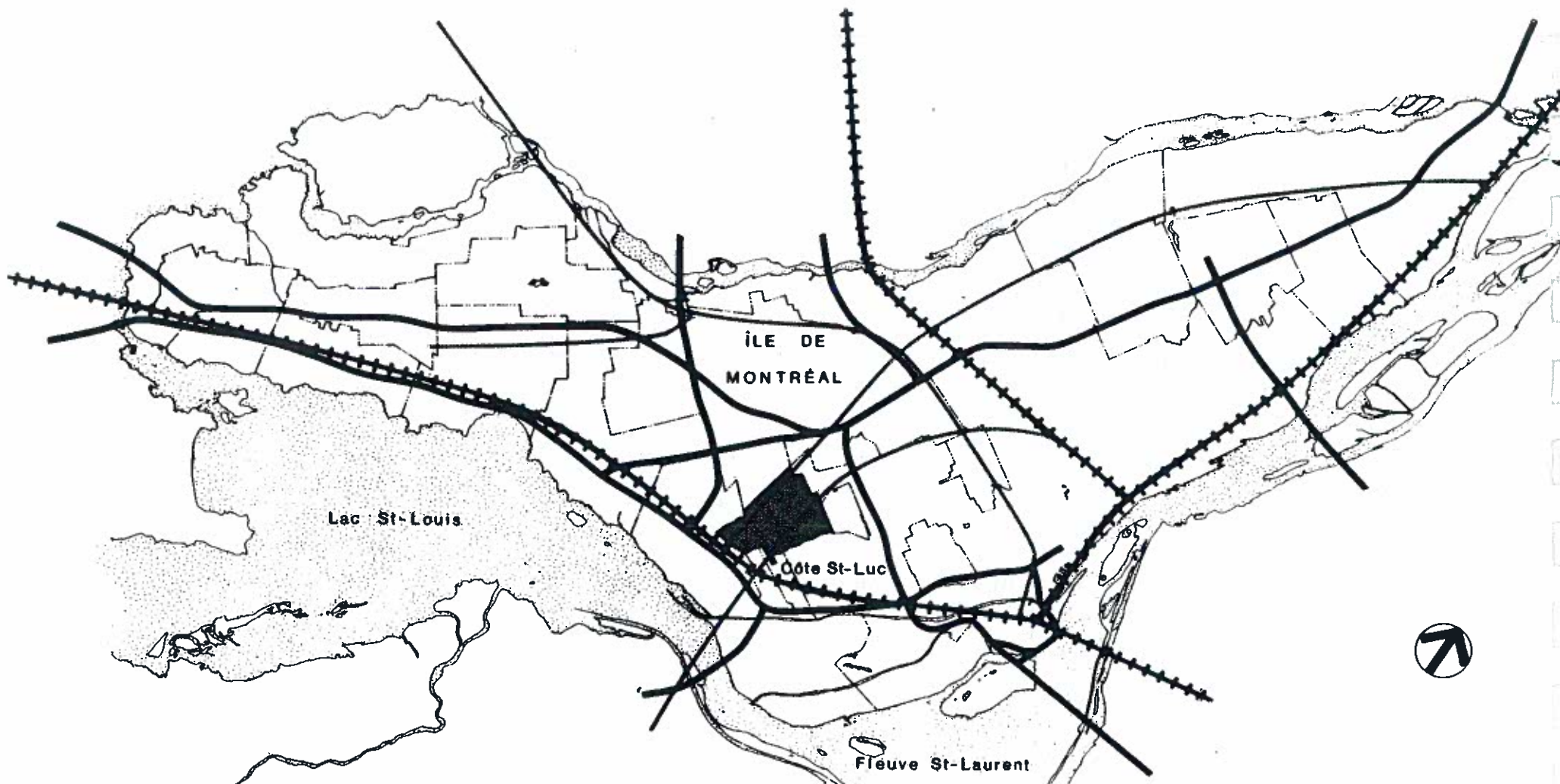
life. The most important consideration has been to maintain a serene environment without congestion, traffic and noise pollution. The 1965 Master Plan has been revised to reduce the density of population. The 1989 Planning Programme anticipates a maximum population of 32,000 people, of which 13,000 will live in Neighbourhood 5 and 1,000 in Neighbourhood 6. The Industrial Park was eliminated, and the continuation of Cavendish Boulevard to Cote de Liesse was abandoned as being too disruptive to the residential environment of the City due to problems involving pollution, safety and quality of life, arising from a radical increase in traffic volumes.

In 1982, the City of Montreal annexed the territory of the City of Cote Saint-Luc in the Vezina Street, Decarie Boulevard and Blue Bonnets area and, in return, undertook to extend Kildare Road to Jean-Talon Street and build the required grade separation to provide a much needed additional east-west artery linking the City of Cote Saint-Luc to points to the east. Construction of this project was to have begun in 1986 but nothing has been done to date.

2.0 REGIONAL SETTING

Located in the West Central Sector of the Montreal Urban Community, the City of Cote Saint-Luc is a residential community located 10.5 kilometers from downtown Montreal. Cote Saint-Luc has an area of 7.21 square kilometers (721 hectares) and is bound by the City of Montreal, Town of Hampstead, Town of Montreal West, Ville St-Pierre, City of Lachine and City of Saint-Laurent. The west and north boundaries of the City are defined by railway lines and important railway marshalling yards of the C.P.R. and a second ring formed by the C.N.R. These railway lines restrict accessibility to many of Cote Saint-Luc's neighbouring cities. At the west end of the City, the C.P.R. owns the Wentworth Golf Course which is designated as Neighbourhood 6. Immediately adjacent to Cote Saint-Luc are the well-established residential communities of Hampstead, Montreal West, and Notre-Dame de Grace.

The Towns of Montreal West and Hampstead consist mainly of single-family houses. The older section of Montreal West, south of the railway, was built with substantial looking large brick houses of a certain ambience while the section north of the railway was built with housing similar to that of the City of Cote Saint-Luc. The Town of Hampstead consists of middle and upper income housing of good quality.



CÔTE SAINT-LUC • PLAN D'URBANISME

CONTEXTE RÉGIONAL

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URBANISTE - CONSEIL

AOÛT 1989

ÉCHELLE
KILOMÈTRES

A scale bar with markings for 0, 1, 2, 3, 4, 5, and 6 kilometers.

Notre-Dame-de-Grace, part of the City of Montreal, consists of middle and lower income group housing in the form of single-family detached or row housing, of duplexes and of mainly low-rise apartment buildings. Although Notre-Dame-de-Grace has its own neighbourhood shopping facilities, it contributes to the retail market of the City of Cote Saint-Luc.

The Cities of St-Pierre, Lachine and Saint-Laurent have large industrial areas next to the boundaries of the City of Cote Saint-Luc but, being separated by the C.P.R. lines, they are not physically linked to it. However, there is a section of Ville St-Pierre, at the west end, south of Cote Saint-Luc Road, which presently forms part of the Wentworth Golf Course and which is planned for development by Marathon Realities, the real estate division of the C.P.R. The density of this development will have a bearing on the volume of traffic on Cote Saint-Luc Road, as the latter is the principal access route to this parcel of land.

Surrounded by railway lines, the City of Cote Saint-Luc has direct vehicular access only to the south and east through railway underpasses. Its arteries leading to the south are Westminster Avenue and Cavendish Boulevard and, leading to the east, Cote Saint-Luc Road, Fleet Road and eventually Kildare Road. Cote Saint-Luc has access through adjoining municipalities to the Decarie Autoroute and to Highway 2 and 20, major north-south and east-west arteries of the M.U.C. respectively.

PART II

EXISTING INVENTORY

3.0 PHYSICAL BASE

Cote Saint-Luc is situated on very gently sloping land, with the east end approximately 12 meters higher than the west end, hence the name "Cote". Over the length of the City, this change in elevation is not a significant feature.

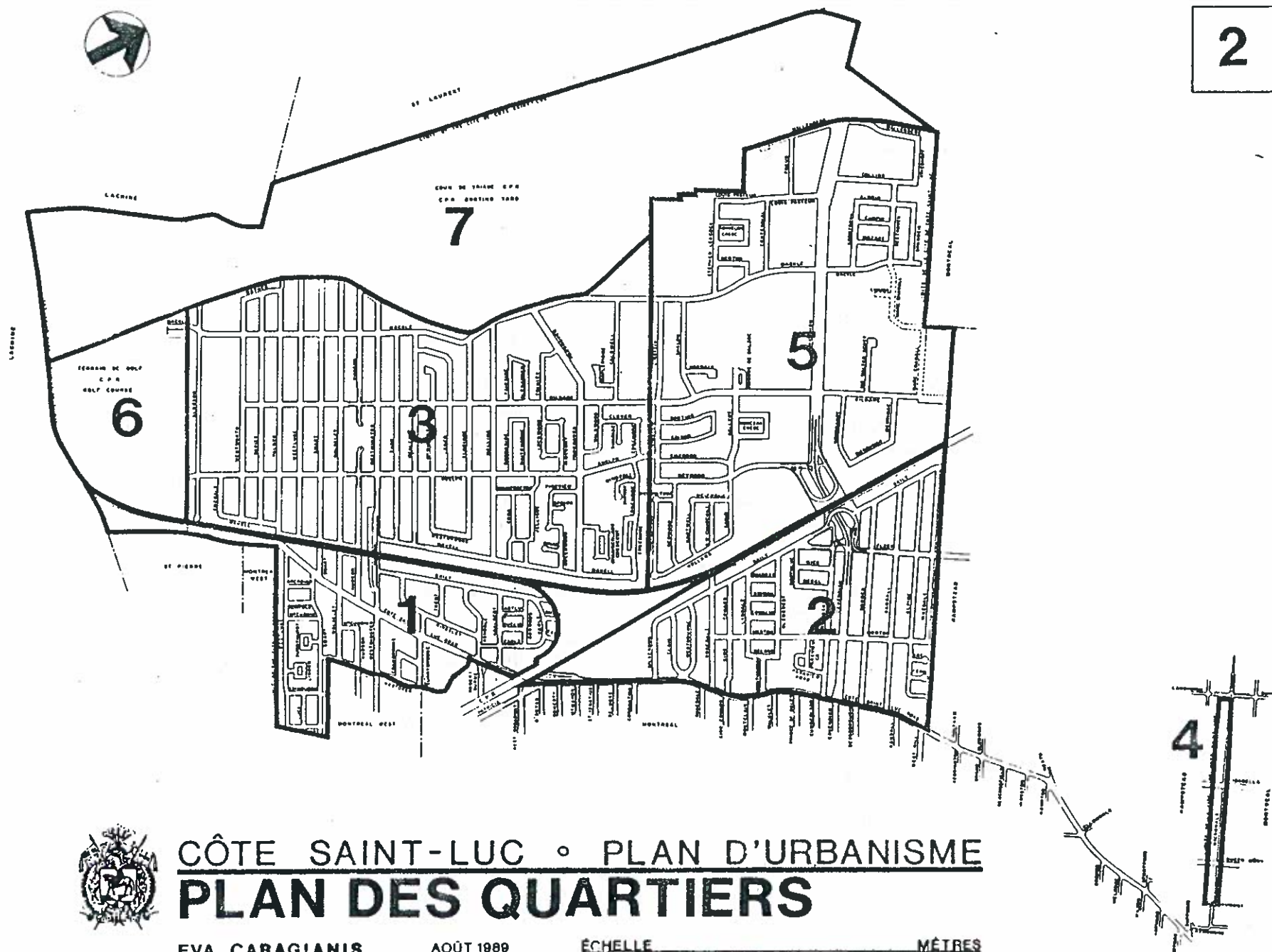
As most of the land was first cleared for farming and then for development, very few wooded areas remain. These are located at the north-east end of the City and in order to preserve them, the City has allocated there two major parks, Collins Park and Centennial Park. Some treed areas at the west end are located within the Wentworth Golf Course. For easy reference, seven neighbourhoods have been identified within the City.

Neighbourhood 1:

Located in the southwest section of the City, Neighbourhood 1 is bound on the north and east by the C.P.R. railway line, on the south by Westover Road and on the west by Westluke Avenue.

Neighbourhood 1, occupying 52.8 hectares or 7.3% of the total area of the City, is a distinct unit mainly because of its clearly defined boundaries. It is traversed by two arteries: Cote Saint-Luc Road, in an east-west direction, and Westminster Avenue, in a north-south direction.

Neighbourhood 1 is almost entirely



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PLAN DES QUARTIERS

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developed. It includes low, medium and high density residential as well as commercial development. The residential areas occupy about one-half of the territory, 21% of which consists of single-family dwellings. Many of the buildings were built in the late 50's and early 60's. The high-rise apartment buildings vary in height, from 5 to 14 storeys, and are mainly concentrated in the area between Westminster and Ashdale Avenues.

The existing commercial areas along Westminster Avenue can be improved. To allow proper commercial development, a land assembly shall be encouraged south of the I.G.A. shopping centre. The additional population expected in the neighbouring areas will strengthen the market for retail services. Approximately 40% of the territory of Neighbourhood 1 is occupied by streets and railroad lines.

Neighbourhood 2:

Bound on the north and west by the C.P.R. Railway lines, on the east by Pinedale Avenue and on the south by Cote Saint-Luc Road, Neighbourhood 2 has an area of 74 hectares or 10.2% of the whole City.

The major north-south road is Cavendish Boulevard while, on its southern boundary, its major east-west road is Cote Saint-Luc Road and, further north, Fleet Road. This neighbourhood is primarily built up with single-family dwellings, except for the land fronting on Cote Saint-Luc Road which is built with high-rise apartment buildings. A large neighbourhood shopping centre, the

Cote Saint-Luc Shopping Centre, is located here, on Cote Saint-Luc Road. Approximately 37% of the territory of Neighbourhood 2 is occupied by streets and railroad lines.

Neighbourhoods 1 and 2, linked together by the Cote Saint-Luc Road underpass, can be described as the lower City, being situated south of the first C.P.R. line. This section of the City is connected to the upper section by two underpasses, at Westminster Avenue and Cavendish Boulevard.

Neighbourhood 3:

Forming the largest part of the City with an area of 170 hectares or 23.5% of the whole City, Neighbourhood 3 is bound on the north and south by C.P.R. lines, on the east by Einstein Avenue and on the west by Blossom Avenue.

Its major roads are Westminster Avenue in a north-south direction and Mackle, Kildare and Guelph Roads in an east-west direction.

This neighbourhood is entirely built up and predominantly of single-family houses occupying 43% of its area. There is a section of duplexes at the north-east end and a pocket of medium-density apartments on Emerald Avenue, at the south-west end. Most houses west of Westminster Avenue were built in the 50's. As vacant land is becoming scarce in the City, there is mounting pressure for redevelopment in this area.

Neighbourhood 4:

Neighbourhood 4 refers to the west side of

MacDonald Avenue between Aumont and Langhorne Avenues. It is situated to the east of Cote Saint-Luc proper and forms an island between the Town of Hampstead and the City of Montreal.

The total area of Neighbourhood 4 is 3.2 hectares or 0.4% of the City of Cote Saint-Luc.

Neighbourhood 4 consists exclusively of low and high-rise apartment buildings. The high-rise apartment buildings are both of the rental and condominium type. They are relatively new and are well maintained. The low-rise apartment buildings are old and in need of repair. The City, recognizing the excessively high density of this neighbourhood, had reduced the maximum building height from twenty (20) storeys down to eight (8) storeys; while this change is for the general improvement of the area, it will have the effect of slowing down the redevelopment process of the existing low rise apartment buildings.

Neighbourhood 5:

Neighbourhood 5 is bound on the south and on the north by Canadian Pacific Railway lines, on the east by the Town of Hampstead, and on the west by Einstein Avenue. This neighbourhood developed after 1964 and contains the best quality housing in the City. It is the major contribution of the 1965 Master Plan which created here the new city core and set higher standards for space allocation and design.

In this neighbourhood is the Civic and

Administrative Centre of the City as well as its most important commercial centre, Cavendish Mall; combined they occupy 12% of the territory of the neighbourhood.

The residential development consists of single-family housing, terraced dwellings and low and high-rise apartment buildings.

The area of Neighbourhood 5 is 153 hectares or 21.2% of the total area of the City.

The major roads in Neighbourhood 5 are Cavendish Boulevard in a north-south direction, and Kildare and Mackle Roads in an east-west direction. The extension of Kildare Road eastward to Jean-Talon Street will have an impact on any future development along it.

Neighbourhood 5 is substantially built up, except for the area east of Cavendish Boulevard, between Kildare and Mackle Roads, and some other isolated sites.

Being the most recently developed part of the City, Neighbourhood 5 has the highest percentage of parks, 13% of its territory.

Neighbourhood 6:

On the western extremity of the City, surrounded on the north, west and south by a railway loop and on the east by Blossom Avenue, Neighbourhood 6 can be reached only by Guelph and Mackle Roads, major east-west roads.

The City of Cote Saint-Luc has by resolution number 900204, dated February 5th, 1990

petitioned the Montreal Urban Community and the Provincial and Federal Governments to provide the required financial assistance to acquire, preserve and maintain the Meadowbrook Golf Course (also known as the Wentworth Golf Course) located entirely in this neighbourhood, as a green space. The City of Cote Saint-Luc has also by resolution number 900445 dated April 23, 1990 requested the Montreal Urban Community to place a reserve on this golf course so that it may be preserved as a regional park and is awaiting M.U.C.'s decision in this respect. The possible development of this neighbourhood will occur some time in the future as it is presently being used by the Meadowbrook Golf Course (also known as the Wentworth Golf Course) and is owned by the Marathon Realty Co. The area of this neighbourhood within the City of Cote Saint-Luc is 31 hectares or 4.2% of the total City. In addition, there are approximately 4 hectares of contiguous land which is located in the City of Lachine and which due to the position of the railway lines, is unreachable from a westerly direction without considerable expenditure.

Neighbourhood 6 is designated on the land use plan as low density residential. Presently, there are no services in this area.

Neighbourhood 7:

In the south and west part of the City Neighbourhood 7 is owned by the Canadian Pacific Railways. The area of Neighbourhood 7 is 237 hectares or 32.8% of the City. This area is designated on the land use plan

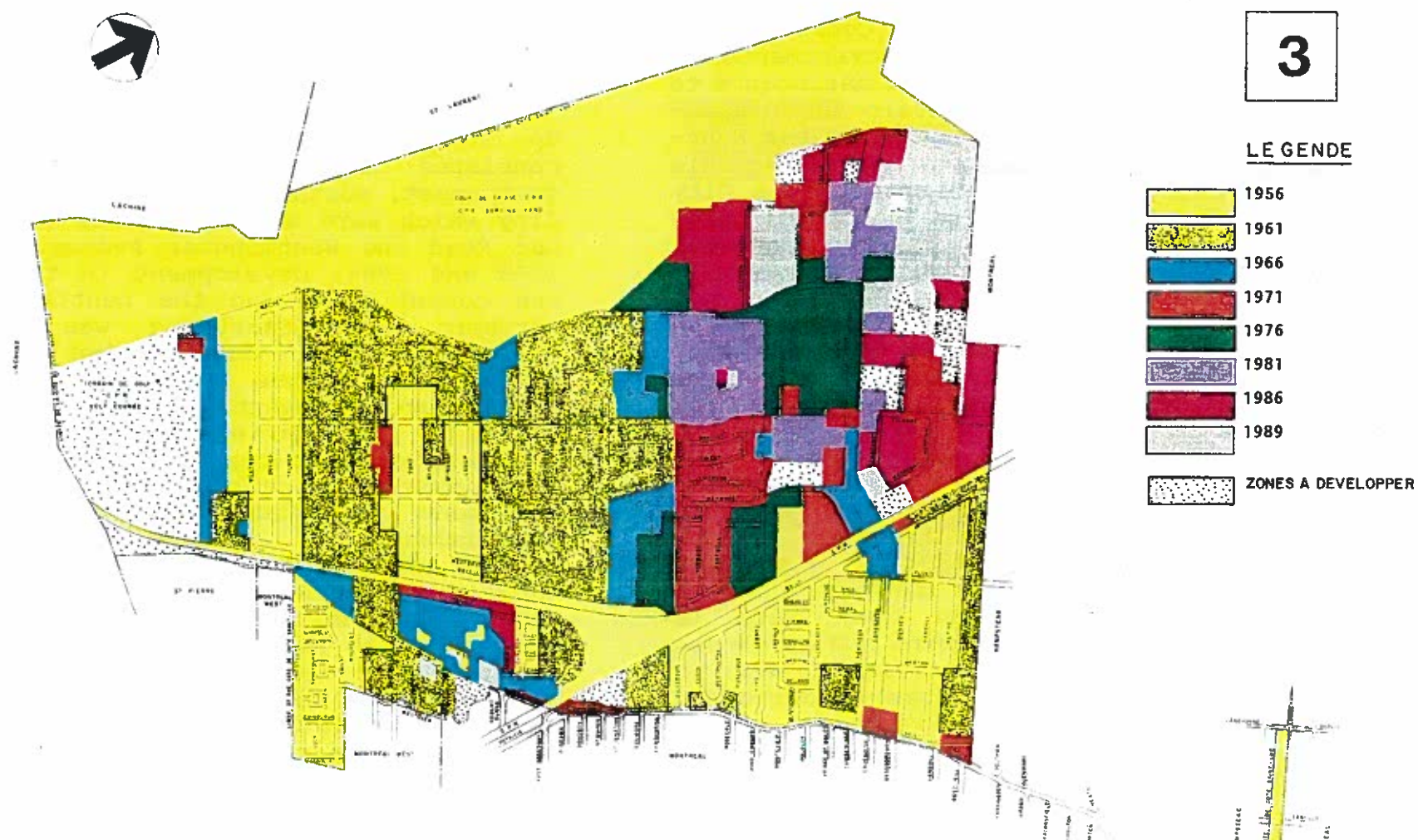
as a major public utility.

3.1 DEVELOPMENT GROWTH

Up to 1956, growth in Cote Saint-Luc consisted of single-family homes in the south-east, south-west and west part of the City which were accessible off Cote Saint-Luc Road and Westminster Avenue. Between 1956 and 1966, development in these areas was consolidated and the central part of northern Cote Saint-Luc was completed following the construction of the Westminster Avenue underpass in 1960. Duplex and apartment dwellings were built and there was a marked tendency towards the building of multi-family housing and high-rise apartment buildings. A high-rise apartment project was completed in Neighbourhood 1, in the "Village area" located east of Westminster Avenue between Cote Saint-Luc Road on the south and the C.P.R. lines on the north. The 1965 Master Plan reflected this trend for high to medium residential development by providing generous areas for apartment housing in the north-east section of town (Neighbourhood 5), which started developing after the opening of the Cavendish Boulevard underpass in 1965.

Between 1966 and 1976, growth continued in Neighbourhood 5 but at a slower pace as it included projects of a larger scale than those of single-family housing.

Between 1976 and 1989, most of Neighbourhood 5 was developed. Less than 50 single-family lots, and only a few sites for town houses and apartment buildings still remain vacant.



CÔTE SAINT-LUC • PLAN D'URBANISME **SÉQUENCES DE DÉVELOPPEMENT**

EVA CARAGIANIS
 URBANISTE - CONSEIL

AOÛT 1989

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The only area where the City can continue to grow is at the west end, in Neighbourhood 6, presently used by the Wentworth golf course.

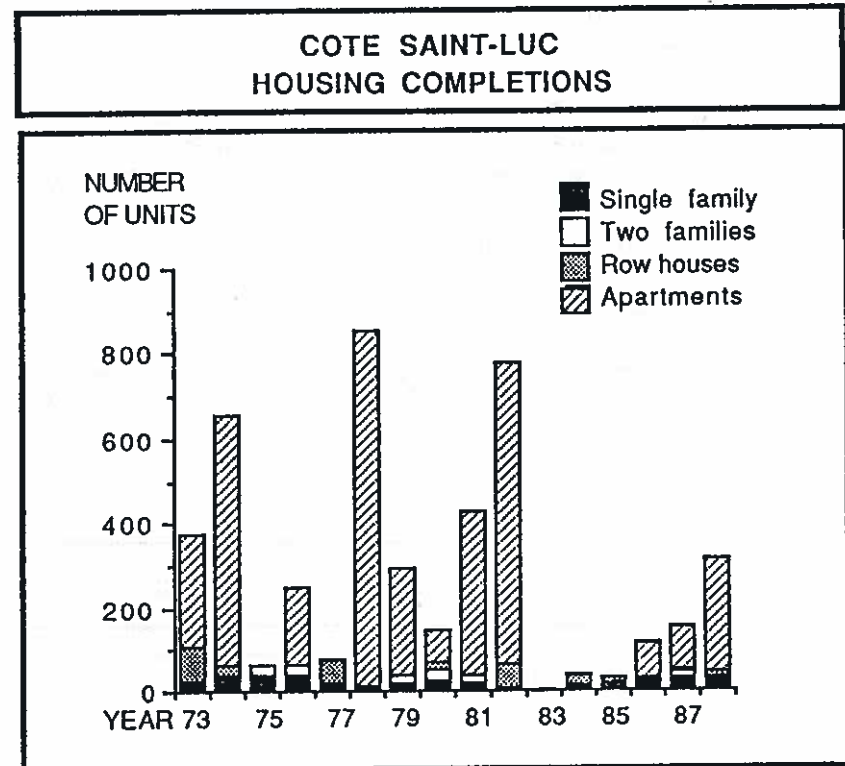
In the 1980's, the tendency towards development has changed to an emphasis on home ownership rather than rental housing. All apartment buildings built since 1981 are of the condominium type where each occupant owns his own unit. As land close to the centre of Montreal is becoming extremely scarce, demand for single-family lots in the City of Cote Saint-Luc is great. With the general affluence, there is a greater awareness of the quality of life and concerns have evolved about the effect of higher densities of population on traffic. It is important, however, to maintain a proper balance of development and a strong tax base, able to support the standard of services expected by the citizens.

The Council of the City of Cote Saint-Luc has nonetheless expressed an interest in affordable housing which will be examined in greater detail at a future date.

a) RESIDENTIAL

Housing has been the dominant development in the City of Cote Saint-Luc. While single-family detached housing occupies the largest area, apartment development is equally significant as 52% of all dwelling units are in apartments.

The following graph illustrates the number of housing completions between 1973 and 1987:



Graph number 1 Canadian Mortgage and Housing Corporation 1988

b) COMMERCIAL

As the residential areas developed, commercial areas in the form of convenience stores and small neighbourhood shopping centers were built. By 1961, the commercial areas along Westminster Avenue were built as well as the Cote Saint-Luc Shopping Centre on Cote Saint-Luc Road and the Caldwell commercial strip was completed by 1965. The Cavendish Mall was completed in 1975, when only a part of Neighbourhood 5 had been developed.

As the City administrative centre and the population centre has shifted from Neighbourhood 1 at the south-west end to Neighbourhood 5 at the north-east end, the commercial development along Westminster Avenue has suffered and needs to be supported by new growth as well as by the redevelopment of the existing areas.

c) VACANT LAND

Except for the 31 hectares of vacant land in Neighbourhood 6, there is very little vacant land in all other neighbourhoods as clearly shown on Table number 1 below.

d) VALUATION AND TAXES

The valuation of the City has grown commensurate to development. Increase in the evaluation will be greater in the future as more luxurious and larger homes appear to be the trend.

COTE SAINT-LUC VACANT LAND IN HECTARES

NEIGHBORHOOD NO.	AREA	SINGLE FAMILY	TERRACE DWELLING	APTS. UP TO 5 STOREYS	APTS. ABOVE 5 STOREYS	COMMER- CIAL	INSTITU- TIONAL	PARKS & STREETS	TOTAL VACANT	NEIGHBOR- HOOD %
1	52.8	0.10		0.07		0.50	1.20		1.87	3.5%
2	74.0	0.08				0.60			0.68	0.9%
3	170.0	0.07							0.07	0.04%
4	3.2			0.04					0.04	1.2%
5	153.0	2.41	4.36		4.56	1.80			13.13	8.5%
6	31.0	18.20				0.60	1.2	11.13	31.0	100%
7	237.0									
TOTAL	721.0	20.86	4.36	0.11	4.56	3.5	2.4	11.13	46.79	
TOT. %	100%	2.8%	0.6%	0.01%	0.63%	0.48%	0.33%	1.5%	6.5%	

Table number 1


The type of land use and resulting development has a great bearing on the evaluation and the taxes derived from it, as clearly indicated by the following table based on 1989 data:

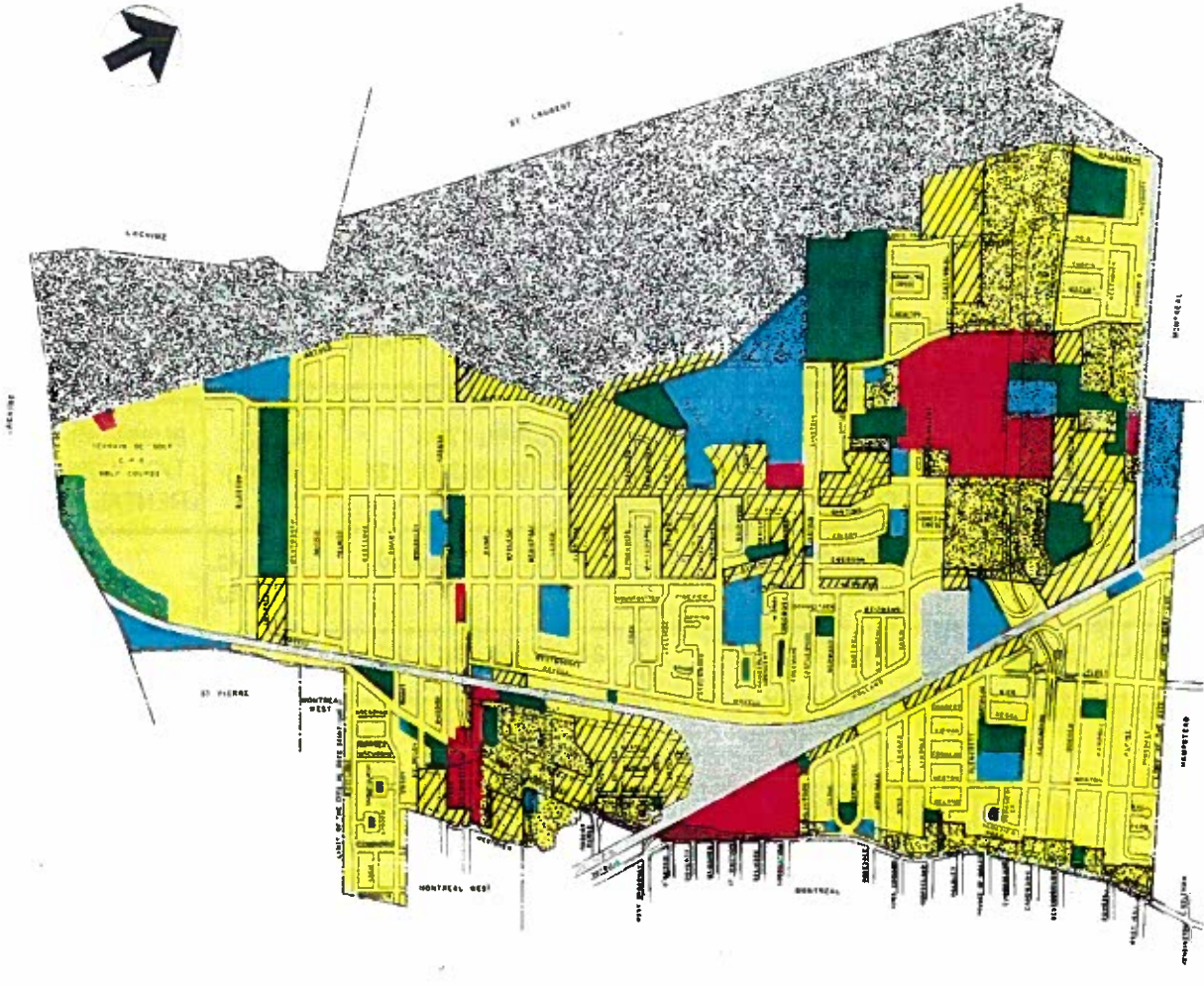
COTE SAINT-LUC TAXES DERIVED FROM 1 HECTARE OF DIFFERENT LAND USE (1989)										
LAND USE	LAND ASSESSMENT (/S.F. \$) (/HECT. \$)		BLDG. AREA (/HECT.)	BLDG. ASSESS. (/HECT.)	RENTAL VALUE	MUNICIPAL TAX LAND (\$) BLDGS. (\$)		WATER TAX (\$)	BUSINESS TAX 8.6% - RENTAL VALUE	TOTAL TAX
Single family	18.15	1,953,607	52,000	3,250,000		28,522	47,450	13 x 60 =780		76,752
Duplex	15.80	1,700,000	52,000	4,680,000		24,829	68,328	26 x 60 =1,560		94,717
Town housing	21.72	2,337,855	60,000	5,400,000		34,132	78,840	30 x 60 =1,800		114,722
Apts. below 5 storeys (good stand.) F.S.I. = 1	12.96	1,394,962	95,400	7,950,000		20,366	116,070	53 x 60 =3,180		139,616
Apts. above 5 storeys (good stand.) F.S.I. = 2.66	14.25	1,533,813	286,000	25,740,000		22,393	375,804	143 x 60 =8,580		406,777
Commercial Development F.S.I. = 1.5	9.65	1,038,687	145,308	7,265,400	2,034,312	15,164	106,074	52,240	174,950	348,428

Table number 2

Côte Saint-Luc 1989

LEGENDE

- | | |
|---|---|
|  | RESIDENTIEL FAIBLE DENSITE
C.O.S. 0.25 A 0.8
(13 A 18 FAMILLES/HECTARE) |
|  | RESIDENTIEL MOYENNE DENSITE
C.O.S. 0.8 A 1.0
(13 A 26.6 FAMILLES/HECTARE) |
|  | RESIDENTIEL FORTE DENSITE
C.O.S. 1.0 A 4.0
(74 A 210 FAMILLES/HECTARE) |
|  | OCCUPATION MIXTE
C.O.S. 1.C A 1.95 |
|  | COMMERCIAL
C.O.S. 0.25 A 1.0 |
|  | INSTITUTIONNEL
C.O.S. 0.5 A 1.5 |
|  | EDIFICES PUBLICS |
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CÔTE SAINT-LUC • PLAN D'URBANISME
GRANDES AFFECTATIONS DU SOL

EVA CARAGIANIS
URBANISTE - CONSEIL

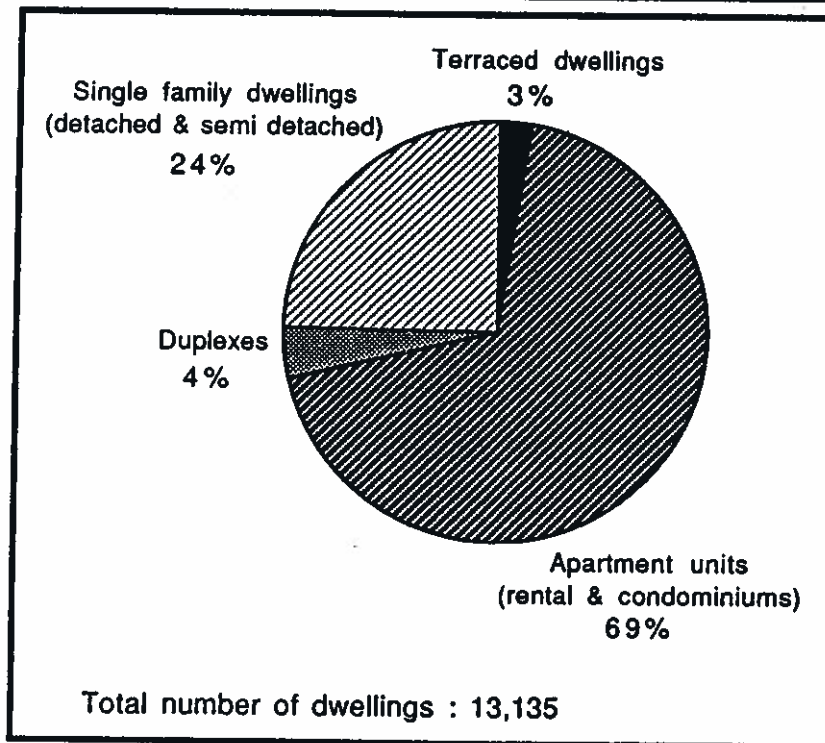
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COTE SAINT-LUC HOUSING STOCK



Graph number 2

Côte Saint-Luc 1989

- Occupancy allowed must represent at least 60% of the area of the designation area.
- Occupancy which may be permitted in an area representing a maximum percentage of the designation area 40%.

1- Maximum floor area above ground, by lot, for a new commercial establishment limited to 12,000 m².

3.2 LAND USE :

The philosophy for defining land use is to ensure a coordinated and symbiotic growth pattern within the City that maximizes the City's facilities. The density of an area is limited by a Floor Space Index (F.S.I.) designation assigned by the Planning By-Laws of the City. The Floor Space Index is defined as the ratio of the total above grade floor area of a building over the area of its lot. Maximum and minimum floor space indices are given for each land use category.

The occupancies allowed within each of the designation areas are identified in the following table entitled "Land occupancies allowed by designation area".

LAND OCCUPANCIES ALLOWED
BY DESIGNATION AREA

Land occupancies allowed Land Designation areas	RESIDENCE	COMMERCE	MAJOR PUBLIC UTILITIES	OTHER PUBLIC UTILITIES	SOCIO-CULTURAL & SPORTS FACILITIES	INDUSTRY 1	MUNICIPAL PARKS
HOUSING	●	○ ₁		○	○		○
MIXED USE	●	○ ₁		○	○		
COMMERCE	○	●		○	○		
SOCIO-CULTURAL AND SPORTS FACILITIES				○	●		○
MUNICIPAL PARKS				○	○		●
MAJOR PUBLIC UTILITIES			●	○		○	

The Master Plan of Cote Saint-Luc has seven categories of land use. Some of these categories are further subdivided to identify differing densities or specific use types within the designated land use type.

The land use categories are as follows:

a) RESIDENTIAL

At the present time, Cote Saint-Luc is predominantly a residential community. Forty-nine percent of the City's land is designated for residential purposes, while 38% is occupied by the railroad properties, by Hydro-Quebec and by major public thoroughfares and underpasses. The Cote Saint-Luc housing stock is illustrated in Graph number 2. The intensity of the

residential land use in Cote Saint-Luc is indicated on the land use map. There are three distinct densities indicated for purely residential occupancy:

- i) Residential Low Density includes single-family detached and semi-detached dwellings. It has an F.S.I. of 0.25 to 0.8 which results in an average of 13 to 18 families per hectare.
- ii) Residential Medium Density includes duplex, terraced dwellings and low-rise apartments. It has an F.S.I. of 0.8 to 1.0 which results in an average of 13 to 26.6 families per hectare.
- iii) Residential High Density includes apartment buildings from 3 to 20

storeys. It has an F.S.I. of 1.0 to 4.0 resulting in an average of 74 to 210 families per hectare.

The siting and installation of mobile homes and trailers is prohibited by the zoning By-Law of the City in all categories of land use.

b) MIXED USE

This land use is designated in an area where the City desires to develop high-rise offices and apartment buildings. It is allocated on the east side of Cavendish on both sides of the City Hall and Library Complex. It has an F.S.I. of 1.0 to 1.95 which, for residential occupancy, results in 104 families/hectare. The residential land use is dominant.

c) COMMERCIAL

The commercial occupancy includes immovables, designed for the purpose of retail sale of products of any type, restaurants, lodging, entertainment, personal and professional services, and public or private offices.

The City of Cote Saint-Luc has two significant commercial areas in the form of minor regional shopping centers, both serving the populations of neighbouring towns as well as that of Cote Saint-Luc. The major and most recent one is Cavendish Mall on Cavendish Boulevard in Neighbourhood 5. It has a department store and 70 smaller stores. The other centre is the Cote Saint-Luc Shopping Centre on Cote Saint-Luc Road,

with 49 stores.

In addition, there are small neighbourhood commercial areas along Westminster Avenue and on Kildare Road east of Caldwell Avenue.

d) SOCIO-CULTURAL AND SPORTS FACILITIES

The socio-cultural and sports facilities occupancy includes immovables designed for educational, cultural, health and sports purposes.

Socio-cultural and sports facilities are divided into the following categories:

Public Buildings

The major public building in the City is the Civic Centre building at 5801 Cavendish Boulevard which includes the City Hall and the Public Library. Additional land has been reserved next to it for a public park and future cultural buildings to reinforce the town centre concept.

The Fire Station at 6815 Cote Saint-Luc Road and the Post Office at 6897 Cote Saint-Luc Road are in the location of the originally planned city centre. The Public Works Department and the Recreation Department share the building at 7001-7005 Mackle Road.

Community Facilities

The first City Hall building at 8100 Cote Saint-Luc Road serves as a social club for senior citizens and as the offices of the Emergency Measures Organization.

There is an indoor hockey arena in

Centennial Park and a public swimming pool in Maimonides Park. In addition, there are 11 park chalet buildings some of which serve as neighbourhood community centres.

Institutional Facilities

The institutional facilities of the City of Cote Saint-Luc reflect the fact that there is a large proportion of senior citizens and that the majority of citizens are of the Jewish faith.

There are six religious buildings, of which one is a Roman Catholic church, and five are synagogues.

There are eight schools, of which three are high schools and four are elementary and one is combined high school and elementary. One high school and one elementary school are public, while all other schools are private.

Other institutional facilities are:

The YMHA building on Kellert Avenue, The Maimonides Hospital on Caldwell Ave, The Mount Sinai Hospital on Heywood Road,

and the following senior citizens residences:

The Caldwell Residence,
on Caldwell Avenue
The Griffith-McConnell,
on Parkhaven Avenue
The Montefiore Building,
on Mackle Road and Cavendish
Boulevard,
The King David, on Trent Avenue,

5

LEGENDE



PARCS



ÉDIFICES PUBLICS



CÔTE SAINT-LUC • PLAN D'URBANISME PARCS ET ÉDIFICES PUBLICS

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The Aristocrat, on Earle Road,
The Saint Patrick's Residence, at
Montgomery Avenue and
Cote Saint-Luc Road.

e) PARKS

The area of existing parks amounts to 32.5 hectares. The Master Plan designates an additional 4.7 hectares for park use to a total of 37.2 hectares. With an anticipated population of 32,000 people, the above results in 1.16 hectares of parkland per 1,000 population. The accepted standard by the M.U.C. is 2 hectares per thousand population. Approximately 5 % of the total area of Cote Saint-Luc is comprised of parks. The parks within Cote Saint-Luc fall into the following two categories:

Large Municipal Parks

Large municipal parks serve the entire municipality by their special features and the facilities they offer.

Cote Saint-Luc's three large municipal parks are: Centennial Park, with an artificial ice arena and major athletic facilities, Kirwan Park with a tennis club and baseball diamonds, and Collins Park, intended to remain as a forested park.

Local Parks

Local parks serve the residential neighbourhoods. They are quiet urban parks with play equipment for young children and facilities for other residents, a large proportion of whom are older than 55 years

of age. Local parks are placed within 1/2 to 3/4 kilometre walking distance of all housing. Cote Saint-Luc has 17 such parks.

f) MAJOR PUBLIC UTILITIES

Major public utilities include immovables occupying large areas designed for public utility purposes. Approximately 237 hectares or 32.8% of the territory of Cote Saint-Luc is occupied by the C.P.R. shunting yards which are all located in Neighbourhood No. 7.

g) PUBLIC UTILITIES

Public utilities include immovables designed for public utility purposes which cover smaller areas than the major public utilities. They include railway tracks and Hydro Quebec power transmission lines.

Cote Saint-Luc has 10.63 hectares occupied by railway tracks (excluding those in the shunting yards) and 6.4 hectares occupied by Hydro Quebec power transmission lines which run along the east and south boundaries of Neighbourhood 5 and through the centre part of the City in a north-south direction. There is a Hydro-Quebec substation in Neighbourhood 5.

COTE SAINT-LUC % LAND USE BY NEIGHBORHOODS - 1989

PERCENTAGE LAND USE BY NEIGHBORHOOD	NEIGHBORHOODS								CITY TOTAL
	AREA (HECTARES)	1	2	3	4	5	6	7	
	% OF THE CITY	7.3	10.3	23.6	0.4	21.2	4.3	32.9	
	TOTAL	100%	100%	100%	100%	100%	100%	100%	
RESIDENTIAL									
Single family		21.0	44.5	43.8		21.3	58.7		23.4
Duplex		7.3	2.1	10.1		1.6			3.5
Terraced dwellings		3.0				9.7			2.3
Apts. up to 5 storeys		3.9	4.1	0.7	45.0	1.1			1.3
Apts. more than 5 storeys		11.9	1.4		40.0	12.9			3.9
MIXED USE						1.4			0.3
COMMERCIAL		3.0	5.5	1.0		8.6	1.9		2.8
INSTITUTIONAL		3.6	2.4	9.2		2.5	3.8		3.5
PUBLIC BUILDINGS		0.3	0.4	0.1		3.8			0.9
PARKS									
Present		4.4	2.3	5.5		12.5			4.5
Proposed		0.7	0.2			0.6	10.8		0.7
TOTAL		5.1	2.5	5.5		13.1	10.8		5.2
MAJOR UTILITIES								100.0	32.9
STREETS & RAILROAD LINES		40.9	37.1	29.6	15.0	24.0	25.9		18.15

Table number 3

Côte Saint-Luc 1989

3.3 ROADS AND TRAFFIC

a) TRAVEL

The residential character of the City generates heavy traffic flows in the morning and in the afternoon with a medium volume of traffic throughout the rest of the day.

As shown by the M.U.C.T.C. 1987 Origin-Destinations survey, more than 30 % of the daily trips originating in the City of Cote Saint-Luc are for the purposes of work. Approximately 83 % of the work force uses the private car with 40 % heading mainly towards the central and central-east area of Montreal, while 16 % go to downtown Montreal and 17 % to the south shore. Approximately 17 % of the work force uses public transportation, of which 40 % are going to downtown Montreal and 34 % to the central and north-east sections of Montreal.

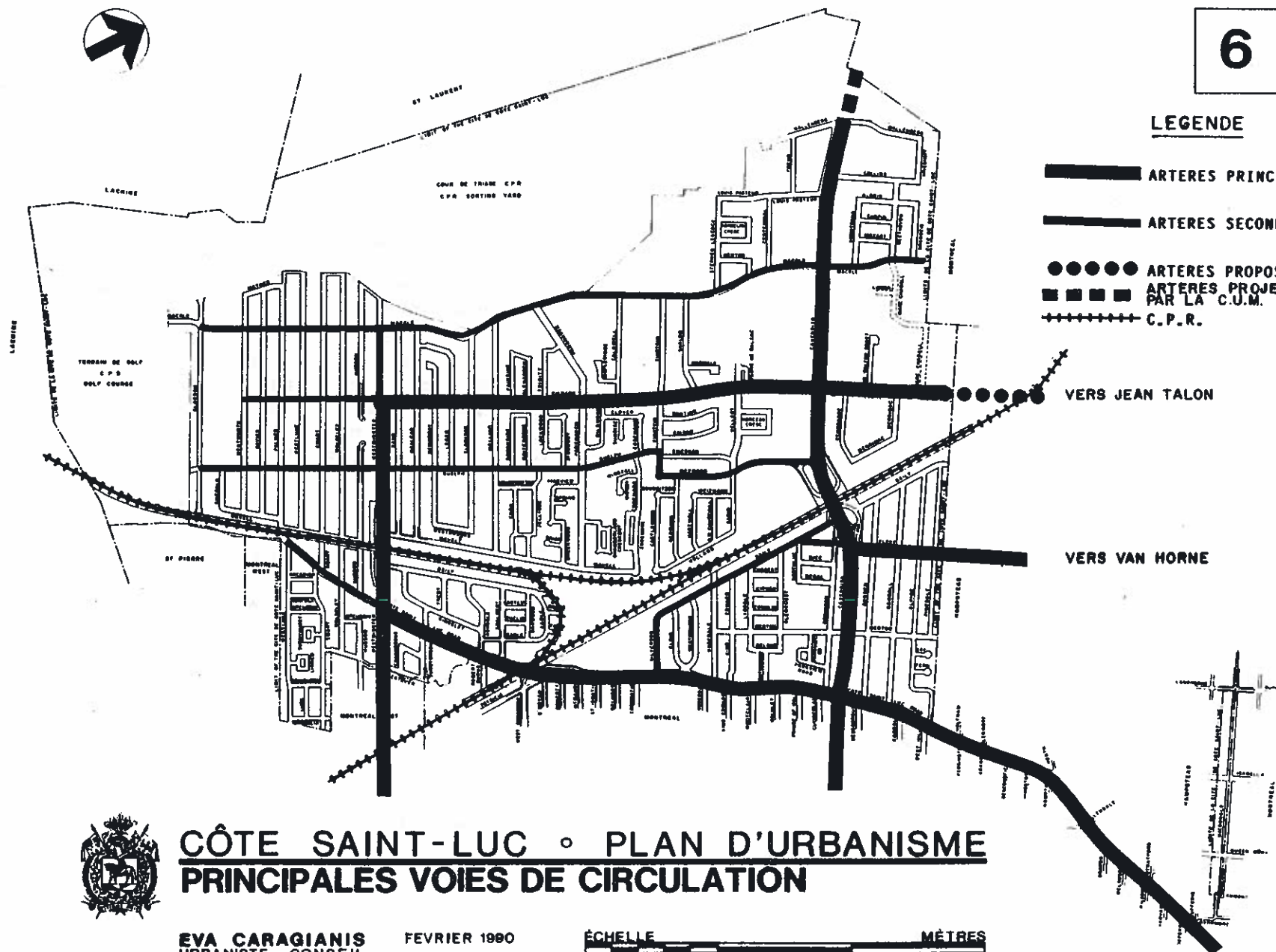
Approximately 20 % of the daily trips are for studies. Fifty two percent of the students use the private car with 52 % heading towards central and north-east Montreal and 37% towards areas within the City of Cote Saint-Luc. The remaining 48 % of the students use public transportation with 50 % going to central and north-east parts of Montreal, 14 % to downtown Montreal and 16 % to areas within the City of Cote Saint-Luc.

Approximately eighteen percent of the daily trips are for shopping. Eighty-two percent of the shoppers use the private car with 58 % having Cote Saint-Luc as their main destination, 18 % the central and north-

6

LEGENDE

- ARTERES PRINCIPALES
- ARTERES SECONDAIRES
- ARTERES PROPOSEE
- ARTERES PROJETEE PAR LA C.U.M.
- C.P.R.



CÔTE SAINT-LUC • PLAN D'URBANISME
PRINCIPALES VOIES DE CIRCULATION

EVA CARAGIANIS
URBANISTE - CONSEIL

FEVRIER 1980

ÉCHELLE MÈTRES

east parts of Montreal, and 4 % downtown Montreal. The remaining 18% of the shoppers use public transportation, with 51 % travelling within Cote Saint-Luc, 23 % going to downtown Montreal and 20 % to the central and north-east part of Montreal.

From the above it is evident that the principal destinations from Cote Saint-Luc for all purposes and for all modes of transportation are a) downtown Montreal and its surrounding areas and b) the central and north-east parts of Montreal.

Travel to downtown by private car is predominantly via Fleet Road or via Cote Saint-Luc Road, and then via the Decarie and Ville-Marie expressways. Travel to the Cote des Neiges area is via Fleet Road and Van Horne Avenue.

b) ROADS AND TRAFFIC

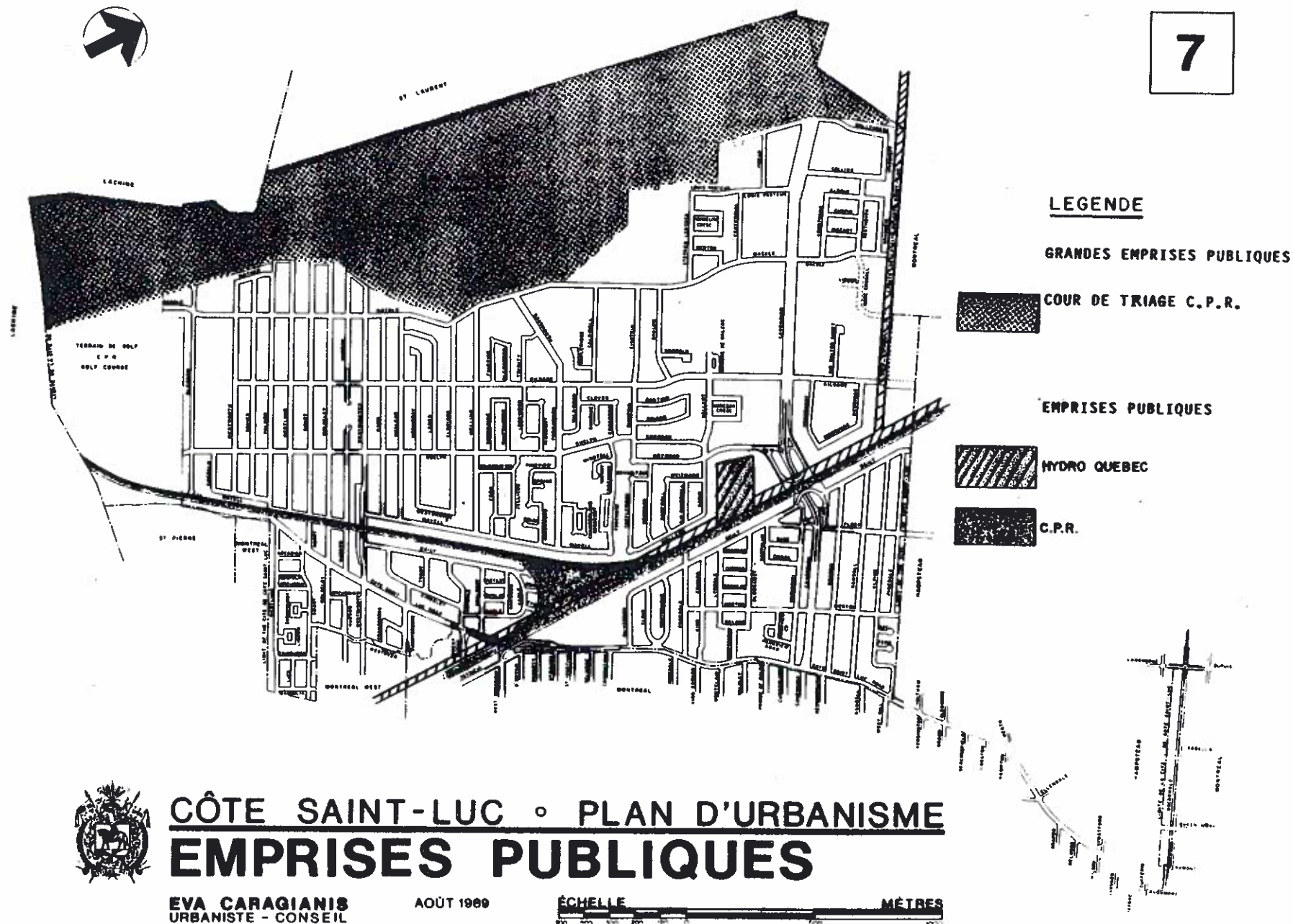
The municipality is served by 63 kilometers of streets. Collector roads, in an east-west direction, are Mackle Road, Kildare Road, Guelph Road, Heywood Road, Fleet Road and Cote Saint-Luc Road and, in a north-south direction, Westminster Avenue and Cavendish Boulevard. All other streets are local, neighbourhood roads.

Cote Saint-Luc is connected to the network of the M.U.C. major expressways via Fleet Road and Cote Saint-Luc Road in an east-west direction and via Cavendish Boulevard and Westminster Avenue in a north-south direction. Being surrounded by railroad lines, the majority of Cote Saint-Luc is virtually an island depending on its three

underpasses, on Cavendish Boulevard, Westminster Avenue and Cote Saint-Luc Road, for its link with the surrounding territory. The northern part of Cote Saint-Luc, is served by two underpasses only, with the greatest volume of traffic using Cavendish Boulevard to Fleet Road and then Fleet Road to Van Horne Avenue and the Decarie expressway.

Movement on Fleet Road is very slow as the street was never designed to accommodate this amount of transient traffic and the citizens demanded the installation of numerous stop signs. To solve this situation, the City of Cote Saint-Luc reached an agreement with the City of Montreal for the construction of one more grade separation and for the extension of Kildare Road to Jean-Talon Street.

While the existence of the railroad lines presents a constraint to the movement of traffic, it is also an advantage because it keeps all transient traffic out of the City.



3.4 PUBLIC TRANSPORTATION SYSTEMS

According to the "1987 Origin-Destination Survey" of the M.U.C.T.C., more than 19% of the residents of Cote Saint-Luc use the public transportation system in their daily travel. The municipality is served by bus routes of the M.U.C.T.C., allowing the residents of the City to reasonably quickly reach the various metro stations.

Bus routes 103 and 162 provide transportation in an eastward direction to the Villa-Maria metro station with a maximum travelling time of 22 and 30 minutes respectively. In the same direction, bus line 161 follows Fleet Road up to Van Horne Avenue and, continuing on Van Horne Avenue, reaches the Outremont, Plamondon and Rosemont metro stations further east; maximum travelling time on this bus route varies from 45 to 50 minutes. Finally, bus line 104, along Cavendish Boulevard, provides transportation to the Place Saint-Henri and Lionel-Groulx metro stations with a travelling time of 30 and 35 minutes respectively.

As the area has a low population density, the M.U.C.T.C. plans do not foresee any development of major equipment, such as a metro station within the limits of the City of Cote Saint-Luc. Only bus routes would be modified, once the extension of Kildare Road to Jean-Talon Street takes place.

3.5 UTILITIES

a) HYDRO

Almost all Hydro lines in Neighbourhoods 1, 2, 3 and 4 are above grade. In Neighbourhood 5, all lines are underground in accordance with the City's policy for new areas being developed. The Hydro-Quebec servitude has aerial power transmission lines and their proximity to residential buildings is currently under study with regards to health issues. Hydro Quebec has a substation located in Neighbourhood 5 adjacent to the railway line between Sabin Street and Cavendish Boulevard.

b) GAS LINES

Part of the City's territory is serviced and supplied by Gaz Metropolitan Inc. upon request.

c) TELECOMMUNICATIONS

Most of the City of Cote Saint-Luc is served by either Videotron or CF Cable T.V. There are no main installations for Broadcasting.

d) WATER

Water is supplied by the City of Montreal. The design and specifications for all water mains is provided by the City of Montreal and is included in the contract for the installation of services called by the City of Cote Saint-Luc. The work is then inspected by the City of Montreal inspectors.

e) **SEWER SYSTEMS**

Originally Cote Saint-Luc had its own sewage treatment plant and had separate storm and sanitary systems. This applied in part of Neighbourhood 1 and in most of Neighbourhoods 2 and 3.

This sewage treatment plant proved inadequate for the City's development growth in the early 1960's and was therefore abandoned. Since then, Cote Saint-Luc has used a combined sanitary and storm sewer system connecting to the Little Saint-Pierre River Collector which is under the jurisdiction of the City of Montreal and empties into the St. Lawrence River.

3.6 POLLUTION

Odours from the industrial areas of the City of Lachine, Ville LaSalle and Ville Saint-Pierre pollute the City air in Neighbourhoods 1, 3, and 6 when the prevailing winds are from the west and south-west.

Cote Saint-Luc has not used any herbicides in the last two years, but uses road salt on the streets in the winter.

The major pollution problem in the City is that of noise caused by the passing trains and, most importantly, by the C.P.R. shunting yards. This noise pollution affects the north-east part of the City, in the area north of Mackle Road between Centennial Park and Krieghoff Avenue and along Brandeis Avenue. In June 1988, the City authorized a study by the Centre for Research in Planning and Development of Laval University in Quebec. They identified the noise pollution as caused by the braking, of the trains at the mound before their disassembly. The intense noise of metal rubbing against metal can reach 128 dB at source. The mound receives 50 to 80 trains per day or about 1,500 to 1,800 wagons. The study recommended the erection of a sound absorbent screen next to the source of the noise which could reduce the dB reading by 20. The M.U.C. Development Policy (1986) identifies 55 dB as the maximum acceptable residential noise level. During the day, the level of noise at the north-east sector reaches 48 dB and certainly higher along Wallenberg.

3.7 EMERGENCY MEASURES NETWORK

In accordance with the coordinating efforts of the Emergency Measures Bureau of the M.U.C., Cote Saint-Luc is in the process of producing an emergency plan for response in the event of a disaster. Should a disaster occur in several municipalities or be of an extreme nature, the Emergency Measures Bureau is set up to co-ordinate the resources available throughout the Community. Priorities of the Emergency Measures Bureau are the establishment of a databank of the major hazards in the territory and the available resources for dealing with them, the tracing of corridors for the transportation of dangerous materials, the communications plan before, during and after a disaster, the elaboration of strategies and scenarios for action, the implementation of a telecommunications system and the organization of an alert mechanism.

In addition to the usual inherent problems (particularly those associated with the natural gas lines, watermains, and hydro power transmission lines), Cote Saint-Luc has special circumstances that could constitute serious problems. These potential problem areas have been identified as follows:

- a) **Underpasses :** Vehicular access to all areas of the City except Neighbourhoods 2 and 4, is presently provided by grade separations, i.e. three underpasses and one overpass. These limited access points have proven to be serious problems in the

event of structural damage to the overpasses (such as earthquake damage) or flooding. There are alternate emergency access routes across the marshalling yards at the west, and 5 crossings over the tracks at the underpasses.

- b) **Railway Yards :** The proximity of the railway poses the greatest day to day potential for an emergency situation. The nature and amount of traffic can constitute a serious emergency and therefore there are plans in place for response in the event of a disaster. These plans are currently being revised.

Furthermore, the City of Cote Saint-Luc has adopted resolution number 900535 requesting that the Minister of Transport of Canada conduct a feasibility study into the relocation of the Saint-Luc freight yards because of the following reasons:

- the railway transports large quantities of extremely toxic, carcinogenic, noxious and poisonous materials as well as compressed flammable gases, liquid petroleum and high explosives to and from its yards (although these products are not destined nor are originating from the area) which poses an inherent danger and constitutes a potential for a serious emergency to the residents of Cote Saint-Luc, especially for those living in the three senior residences immediately adjacent to the yards, as

well as to the residents of other municipalities bordering on said freight yards;

- the noise and air pollution created by the trains is unacceptable, and unattended gates, inadequate fences and insufficient security staff in these yards increase the possibility of a disaster;

- as reported by Federal Transport Committee, some railway workers are operating the trains under the influence of drugs or alcohol;

- the Saint-Luc freight yards retard the development of our community and pose a danger to it by severely limiting the means of egress in case of an emergency.

3.8 INTERMUNICIPAL FACILITIES

Although a separate City, Cote Saint-Luc forms an integral part of the urban fabric of the City of Montreal and benefits from its special facilities for employment, health, higher education, culture, shopping and entertainment.

Agreements exist with neighbouring towns for the sharing of various services.

There is an agreement with the City of Montreal for the supply of water and for the maintenance of certain streets which are shared by the two municipalities such as Cote Saint-Luc Road and MacDonald Avenue.

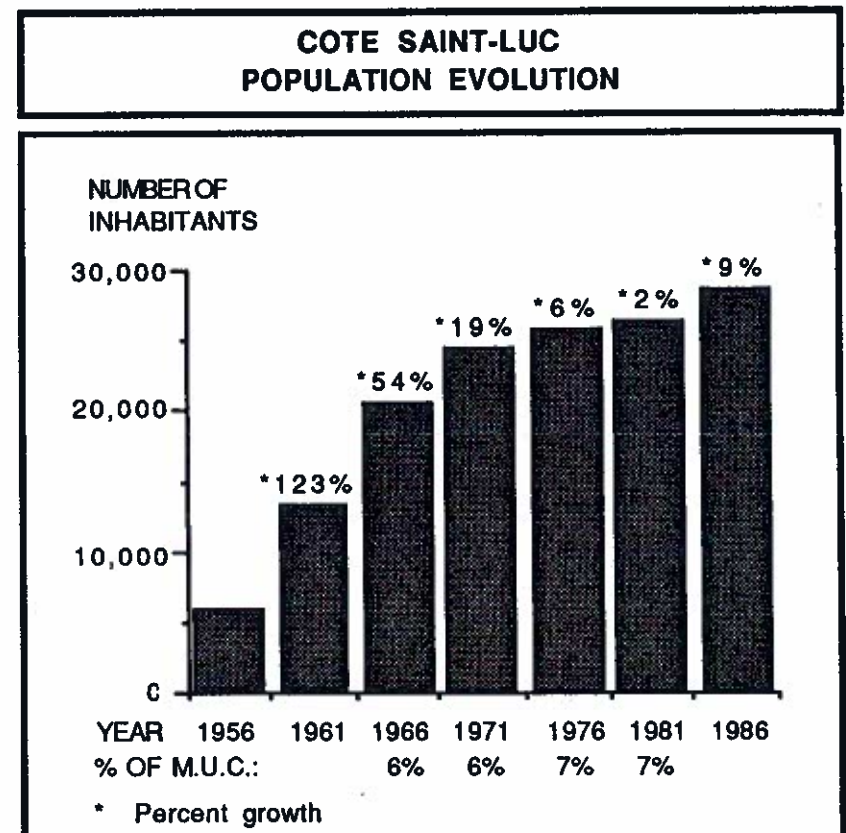
The City of Cote Saint-Luc participates in a mutual aid system which involves Cote Saint-Luc, Saint Laurent, Westmount, Outremont, and the Town of Mount Royal. When necessary, this agreement of cooperation allows the Fire Departments of these neighbouring towns to call on each other for assistance.

The City of Cote Saint-Luc is also a member of the Regie Intercommunale des Dechets.

4.0 SOCIOLOGICAL BASE

a) POPULATION AND POPULATION GROWTH

Although the village of Cote Saint-Luc had about 200 inhabitants as early as 1818, it is only since 1954, with a population of 3,500 residents, that the real population growth started. Due to the residential development in the Western Sector of the Island at the beginning of the 1960's, the population more than tripled within the next six years and reached 12,200 inhabitants.



Graph number 3

Statistics Canada Census 1986

Since then, the population of Cote Saint-Luc has continued to grow at a much slower pace and reached 28,585 inhabitants in 1986 (1986 Canada Census) as illustrated in graph number 3.

With an area of 7.21 square kilometers, Cote Saint-Luc has a density of 3,964.6 persons per square kilometre.

b) AVERAGE NUMBERS PER FAMILY/HOUSEHOLD

The total number of households in Cote Saint-Luc in 1986 was 11,845, 36.1% of which consisted of 2 persons. The average number of persons per household reached 2.3, which is close to the Community average. The decrease in the average size of household is in keeping with the current two trends of urban lifestyle with couples investing in property early in life and waiting much longer before having their first child.

COTE SAINT-LUC MEMBERS PER HOUSEHOLD AND FAMILY PROFILE			
YEAR	NUMBER OF PERSONS PER HOUSEHOLD	NUMBER OF PERSONS PER FAMILY	NUMBER OF CHILDREN PER FAMILY
1961	3.8	3.7	1.7
1966	3.4	3.5	1.5
1971	3.0	3.2	1.3
1976	2.4	3.0	1.1
1981	2.4	2.9	1.0
1986	2.3	2.9	1.0

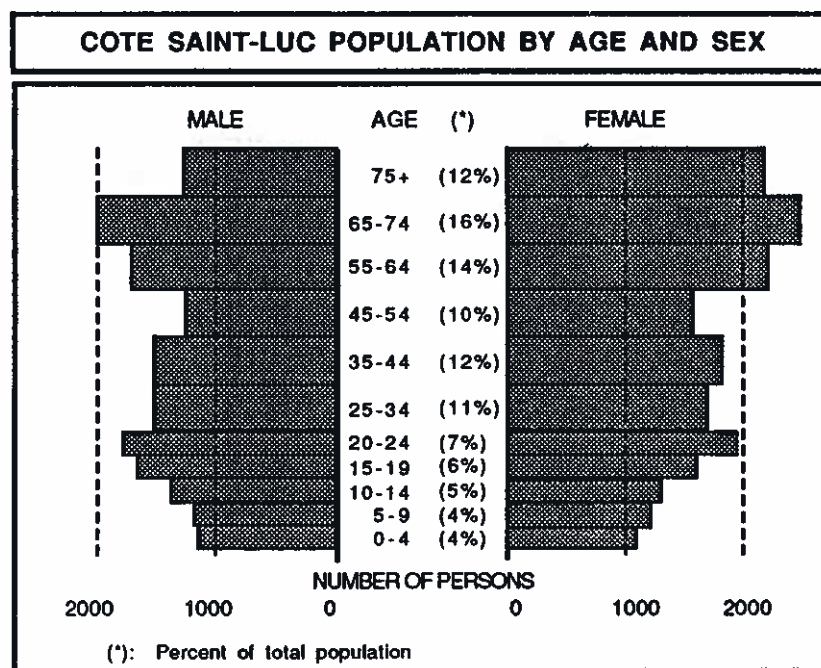
Table number 4

Statistics Canada Census 1986

In 1986, the average family in the municipality consisted of 2.9 persons with an average of 1.0 child per family.

c) AGE AND SEX

In Canada, the number of young people under 15 years of age is decreasing and the number of people over 65 years of age is increasing. Cote Saint-Luc is not exempt from this trend which should be taken into account in the elaboration of development policies, especially concerning the type of services that the municipality intends to offer in the future.



Graph number 4

Statistics Canada Census 1986

Cote Saint-Luc's population consists of 15,695 females and 12,890 males, with the largest proportion of both males and females over the age of 45 years 52 %, and almost 75 % of the population being 25 years and older.

In 1986, the population breakdown was as illustrated in graph number 4.

d) OCCUPATION

The total available labour force 15 years of age and older residing in Cote Saint-Luc is 14,020. Of this available work force, 6,165 are women (215 self-employed) and 7,485 are men (1,050 self-employed).

The most important employment sector in Cote Saint-Luc is other service industries (37.9%), defined by Statistics Canada Census as education, health and welfare services, as well as services offered by religious organizations, services to business management, professional services, food services and others. The secondary employment sector consists of the trade industries who employ 28.6% of the people. The manufacturing industries employ 19.0% of the available work force of the municipality.

The profile of the occupations of the Cote Saint-Luc residents is illustrated in table number 5.

e) INCOME

According to Statistics Canada Census 1986, in the City of Cote Saint-Luc, the average

income for full-time employed males is \$38,927.00, and \$21,238.00 for full-time employed females. The average family income is \$44,522.00

COTE SAINT-LUC RESIDENTS LABOUR FORCE PROFILE		
INDUSTRY DIVISION	POPULATION	(%)
Primary industries	25	0.2
Manufacturing industries	2,590	19.0
Construction industries	315	2.3
Transportation, storage, communication and other utility industries	515	3.8
Trade industries (commercial activities)	3,900	28.6
Finance, insurance and real estate industries	900	6.6
Government service industries	235	1.7
Other service industries	5,165	37.8

Table number 5

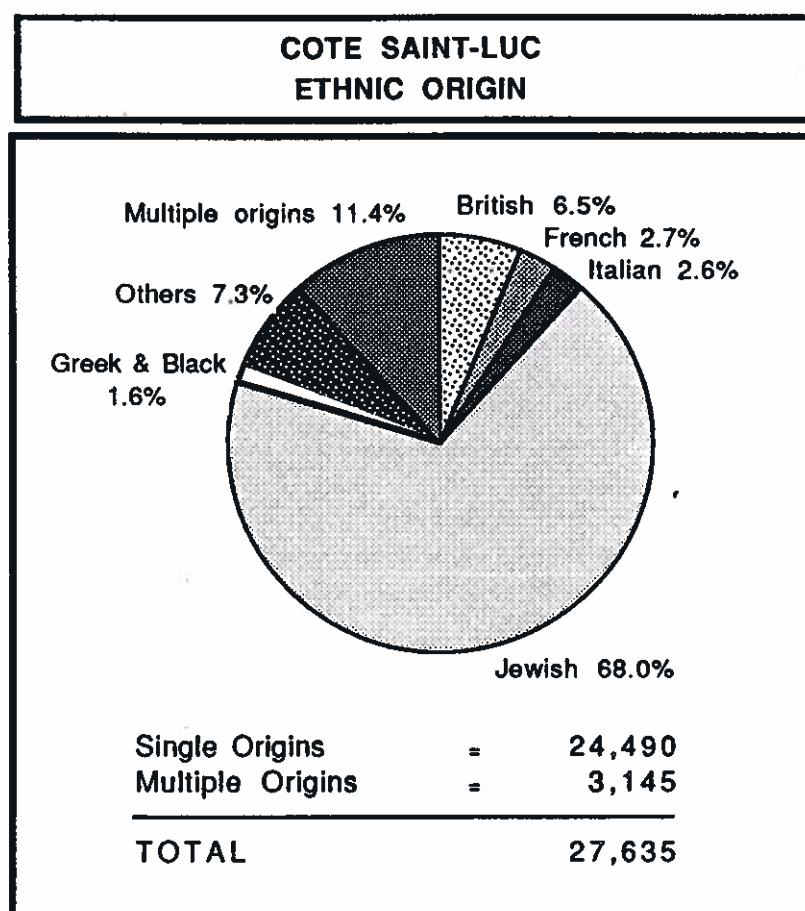
Statistics Canada Census 1986

f) EDUCATION

Cote Saint-Luc has 23,925 residents over 15 years of age, i.e. 83.7% of its total

population; of these, 4,470 men (18.7%) and 4,545 women (19.0%) went to college. Approximately 36% went to university, and 20.6% have a degree. For both sexes, the majority field of study is commerce and business administration.

g) LANGUAGE AND ETHNIC ORIGIN



Graph number 5

Statistics Canada Census 1986

The ethnic origins of the inhabitants of Cote Saint-Luc are shown in Graph number 5.

In the City of Cote Saint-Luc, 15,960 residents (55.8%) speak both English and French as their official languages and 10,765 (37.7%) speak only English (Statistics Canada Census 1986). Approximately 70% use English, 15% use French, and 15% use another non-official language as the spoken language at home.

According to Statistics Canada Census 1986, 37% of the residents are immigrants, with the highest proportion being of European origin (59.6%); immigrants of other origin come from Africa (14.7%) and from Asia (13.2%), which explains the multi-ethnic character of the community. More than 65% of the population is of Jewish origin, 6.2% of British origin, and the remaining, of various ethnic origins (French, Italian, etc.).

h) DWELLING CHARACTERISTICS

COTE SAINT-LUC DWELLING CHARACTERISTICS		
NUMBER OF PRIVATE DWELLINGS	11,845	100%
ACCORDING TO THE TENURE		
Owner occupied	4,990	42%
Rented	6,855	58%
ACCORDING TO THE TYPE OF DWELLING		
Single family	1,780	15%
Apartment of 5 storeys & more	6,160	52%
Others	3,910	33%

Table number 6

Statistics Canada Census 1986

Approximately 52% of the total number of dwelling units in the City are apartments, 15% single-family detached houses and 33% all other types of housing. Approximately 58% of the households are tenants. Table number 6 illustrates the dwelling characteristics of the inhabitants of the City of Cote Saint-Luc.

i) **SUMMARY OF POPULATION CHARACTERISTICS**

The City experienced its most pronounced growth between 1954 and 1960, followed by a continued but slower growth to reach a population of 28,595 inhabitants in 1986. The average number of persons per family is 2.9 with an average of 1.0 child per family. There is a marked decline in the number of children under 15 years of age. Most citizens are over 25 years of age, with 40% of the population older than age 55. The population of 15 years and over is highly educated; more than 36% went to university and almost 21% have a degree, which explains that the largest proportion of the labour force of Cote Saint-Luc is employed mostly in the socio-cultural, commercial and personal service sector and in commerce. The average annual income per household is \$44,522.

Approximately 70% of the population speak English at home and 65% are of Jewish origin. The majority of households live in apartment buildings of 5 and more storeys. Approximately 42 % of the population own their own dwelling unit, while 58% are tenants.

5.0 **AREAS OF INFLUENCE:**

The City of Cote Saint-Luc experiences several influences that have had, and some continue to have a major impact on the City. These influences must be recognised and accommodated in order to facilitate optimal development to maintain and improve the existing quality of the City. The influences are identified as external or internal as follows:

a) **EXTERNAL INFLUENCES**

The City of Cote Saint-Luc being primarily a dormitory residential city is greatly affected by external influences which have a major impact on its development. These influences and their associated effects have been recognized as the following:

Economic Growth of the City of Montreal

A great number of Cote Saint-Luc residents are employed in the service industries and in commercial activities located in the centre of the City of Montreal. The growth in employment opportunities in the tertiary industries and a strong Montreal economy have a major impact on the growth and vitality of the City of Cote Saint-Luc.

The Development of the Wentworth Golf Course Area in Ville Saint-Pierre

The density of the above proposed development will have an effect on the urban fabric of neighbourhood 1, and will increase the traffic on Cote Saint-Luc Road and Westminster Avenue. To this end, the

City has ordered to conduct traffic and environmental studies.

b) LOCAL INFLUENCES

The Focus of the City Centre on Cavendish Boulevard

The City Hall and Library Complex with the civic park and the Cavendish Mall form the nucleus for more intensive future growth in socio-cultural and commercial development.

Development of Neighbourhood 6

At the present time Neighbourhood 6 is the only remaining area where the City can expand. Carefully controlled growth of a desirable quality will have a beneficial impact on Neighbourhoods 1 and 3.

PART III THE DEVELOPMENT POLICY

6.0 AIMS OF THE DEVELOPMENT POLICY

The analysis of the physical and sociological context of the City of Cote Saint-Luc leads to the formation of a Development Policy that is embodied in the 1989 Planning Programme.

The aim of this Development Policy is to maintain the residential fabric of the City, to improve the traffic situation, and maximize the impact of the taxpayer's dollar without sacrificing the quality of life.

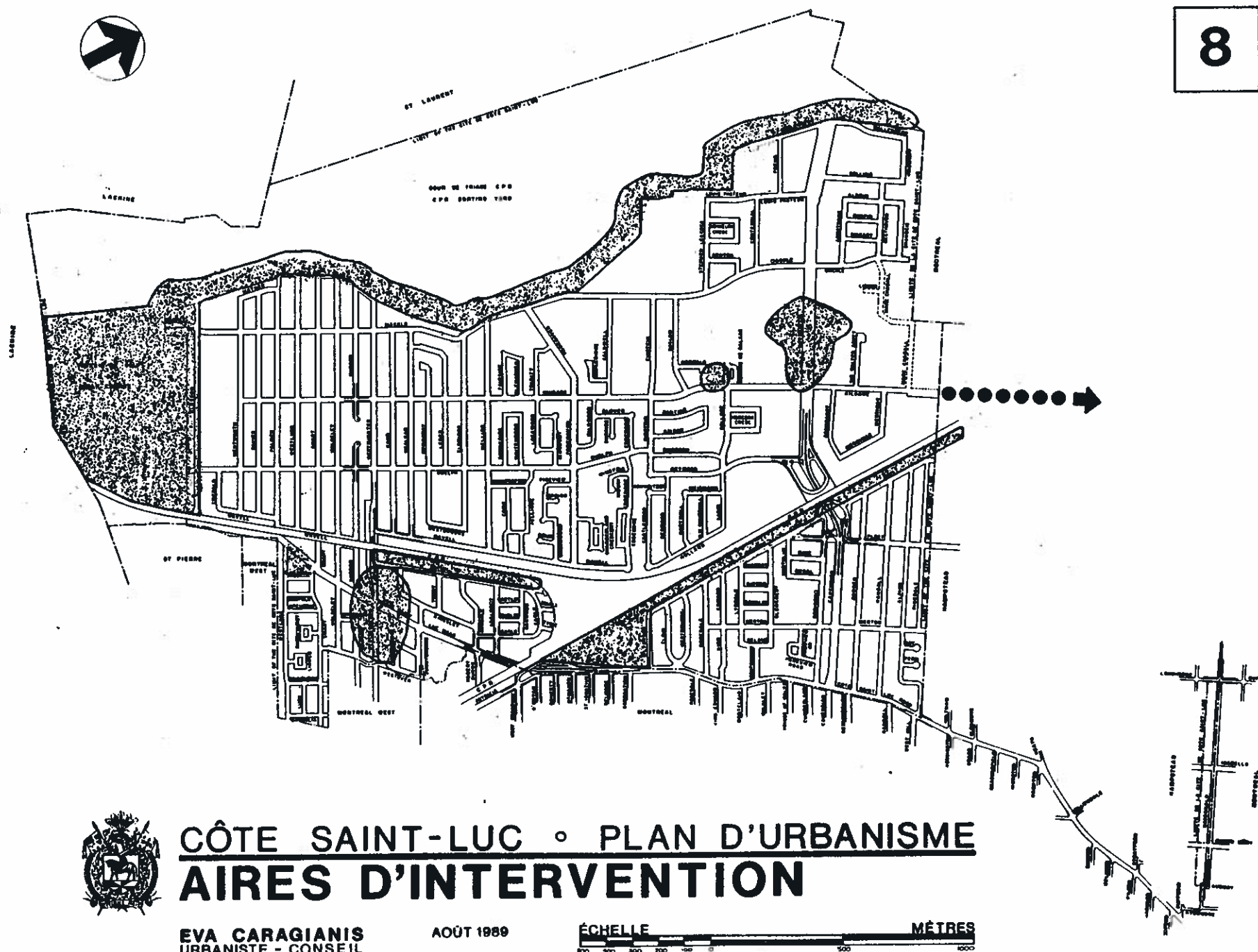
7.0 IDENTIFICATION OF ISSUES AND PROPOSALS

The identification of the issues and of the anticipated issues is established with respect to the context of the general trends and profiles of growth, cost, aesthetic, recreational and environmental concerns within the framework of the aims of the Development Policy. The Development Policy, as specified by the proposals, is formulated to deal with the issues in a manner that results in achieving the aims of the Planning Programme while taking into consideration the expected changes. Due to its orderly growth, the City of Cote Saint-Luc does not currently face major problems other than the need for additional access points to and out of the City. The extension of Kildare Road up to Jean Talon Street will have a major beneficial effect by providing a direct east-west route.

The following is a list of issues and a series of proposals addressing each issue, providing a point of departure from which the City will be able to formulate decisions and implement policies.

a) TRAFFIC

There is a lack of access roads in an east-west direction. The 1986 Development Plan of the Montreal Urban Community provides for the extension of Kildare Road east to Jean Talon Street, and for the extension of Cavendish Boulevard north to Royalmount Avenue and to Cote de Liesse Road.



While the City of Cote Saint-Luc considers the extension of Kildare Road a necessity, it is strongly opposed to the extension of Cavendish north of Wallenberg Road and it does not agree to participate in the cost of its construction.

Once the City made the decision in 1968 to remain a residential community and removed the industrial land use designation from Neighbourhood 5, it no longer required the connection to the industrial areas located north of its limits. The extension of Cavendish would only introduce heavy transit traffic through the community and especially truck traffic from Saint Jacques Street to the industrial parks of the Town of Mount Royal and Ville Saint Laurent.

In a northerly direction, the extension of Cavendish to Cote de Liesse will add immensely to the congestion problems of Fleet Road, Cote Saint-Luc Road, Sherbrooke Street and Saint-Jacques Street as the geometry of these thoroughfares does not provide for additional heavy traffic.

A traffic study prepared by "Trafix Consultants" for the City of Cote Saint-Luc in 1986 showed that less than 5 % of Cote Saint-Luc residents would benefit from the Cavendish extension while 20 % would be exposed to serious traffic related problems along both sides of Cavendish. These problems will involve pollution, safety and quality of life arising from a radical increase in traffic volumes. The cost of such an extension would be enormous both in terms of taxes and in terms of the disruption of the urban fabric of

Neighbourhood 5.

Map 6, Principales Voies de Circulation, shows Cavendish Boulevard extending north of Wallenberg Road as an artery proposed by the Montreal Urban Community, in order to conform with the Development Plan of the latter. The City of Cote Saint-Luc strongly opposes such an extension and is requesting the Community to revise its plan and stop the southern section of Cavendish at Wallenberg Road.

To improve the flow of traffic in Cote Saint-Luc without disturbing its neighbourhoods, the following is proposed:

- i) Terminate Cavendish Boulevard at Wallenberg Road because of the impact of traffic congestion and pollution.
- ii) Assure that the City of Montreal proceeds with the extension of Kildare Road to Jean Talon Street according to existing provincial legislation.
- iii) Improve the intersection at Kildare Road and Cavendish Boulevard.
- iv) Concurrently with the development of Neighbourhood 6, improve the intersection at Westminster Avenue and Cote Saint-Luc Road.

b) PUBLIC TRANSPORTATION

Presently it takes 30 minutes by bus to reach the Villa Maria Metro station. To minimize the required commuting time, the following is proposed:

- i) Request an improvement to the existing service by providing an express service during rush hours.
- ii) Once the Kildare extension is completed, request a bus route along it to connect to the Metro station at Jean Talon and Decarie.

c) POLLUTION

The major type of pollution in the City of Cote Saint-Luc is that of noise caused by the passing trains and by the C.P.R. and C.N.R. shunting yards.

To reduce the noise associated with the rail activities, the following is proposed:

- i) Urge the C.P.R. and the C.N.R. to erect sound absorbing screens in specific areas of the shunting yards to reduce the noise produced by their operation.
- ii) Consider the building of an earth berm and the planting of trees on C.P.R. lands at the rear of the properties on Baily Road and along the shunting yards.

d) UTILITIES

In order to maintain the utilities to effectively serve the City's present needs, the following is proposed:

- i) Repair and upgrade existing services.

e) PARKS

There are still 1.4 hectares of area designated for parks, which are privately owned. One hectare will be received as the 10 % requirement for subdivision approval and through land exchanges, and .4 hectares will have to be acquired through purchase.

To ensure Cote Saint-Luc will provide the much needed parkland, it is proposed to acquire the designated park areas.

f) PUBLIC BUILDINGS

There is a central fire station on Cote Saint-Luc Road which requires renovation and extension.

The Emergency Measures Organization headquarters are presently located at 8100 Cote Saint-Luc Road in the original City Hall building which also houses the senior's social club.

The City is presently planning:

- i) To construct new offices and meeting rooms for the Recreational Department.
- ii) To construct a new Public Works Garage.
- iii) To provide for additional space for the senior's club.

g) CITY CENTRE

The City Hall and Library building serves as

the focal point for the City Centre. This is reinforced by Cavendish Mall across the road and by the office buildings south of City Hall. The land recently designated as park to complement the civic buildings will have to be acquired and improved.

h) WENTWORTH GOLF COURSE AREA

The principal goal of the City of Côte Saint-Luc is that this parcel of land be preserved and designated as a regional park. To this end, the Council of the City of Côte Saint-Luc has by resolution number 900204 dated February 5th, 1990 petitioned the Montreal Urban Community and the Provincial and Federal Governments to provide the required financial assistance to acquire, preserve and maintain this golf course as a green space. The Council has also by resolution number 900445 dated April 23, 1990 requested the Montreal Urban Community to place a reserve on this golf course so that it may be preserved as a regional park and is awaiting M.U.C.'s decision in this respect.

i) NEIGHBOURHOODS 1, 2 AND 3

It is important in the life of a city to encourage the revitalization of older areas. In the residential areas care must be taken to preserve as much of the existing inventory as possible by upgrading instead of destroying the existing buildings, unless these are of a very poor structural and design quality. New dwellings should take into account the general ambience of their street.

In the commercial areas the following is proposed:

- i) To encourage the redevelopment and upgrading of the existing commercial buildings.
- ii) To encourage the regrouping and consolidation of the properties south of Cote Saint-Luc Road on the west side of Westminster Avenue.

j) TAX BASE

The City must be planned with a strong tax base enabling the realization of a prime residential area without major tax burdens on the individual home owners. To strengthen the tax base the following is proposed:

- i) Encourage more intense development of Cavendish Mall.
- ii) Encourage more intense development of the Cote Saint-Luc Shopping Centre.

- iii) Encourage the redevelopment of the commercial area on Westminster and Cote Saint-Luc Roads.

k) CITY AESTHETICS

The success of Cote Saint-Luc is due in great part to its aesthetic of treed roads and well maintained neighbourhoods. To enhance these attributes, the following is proposed:

- i) Maintain the yearly tree planting and maintenance program.
- ii) Require the landscaping of commercial parking areas.
- iii) Coordinate townscape elements such as light standards, street furniture and signage.

8.0 LAND DESIGNATIONS

The City of Cote Saint-Luc is divided into the following major land uses:

COTE SAINT-LUC LAND USE DESIGNATION		
LAND USE	TOTAL AREA (HECTARES)	%
RESIDENTIAL		
Low density	336.05	46.6
Medium density	25.95	3.6
High density	28.38	3.9
MIXED USE	2.16	0.3
COMMERCIAL	20.90	2.9
INSTITUTIONAL	26.67	3.7
PUBLIC BUILDINGS	6.49	0.9
PARKS	37.20	5.2
MAJOR UTILITIES	237.20	32.9
TOTAL	721.00	100.0

Table number 7

Côte Saint-Luc 1989

The land designation and density map reflects the desirable land use and corresponding densities.

On the basis of the above land designations and their associated F.S.I., the projected population of the fully developed City is 32,000 persons, based on an average of 2.9 persons per family. The gross density is 44.38 persons per hectare, or approximately 15.3 families per hectare.

PART IV COSTS AND CONCLUSIONS

9.0 EVALUATION OF THE COSTS OF THE PLANNING PROGRAMME

The following is a table of the estimated cost of the proposals included in the Planning Programme:

1. Parks	sq. m.	cost/ sq. m.	total cost
acquisition	13,122	\$ 195	\$ 2,560,000
improvement			\$ 500,000
2. Kildare/Jean Talon connection between Cavendish and Decarie Boulevards. To be funded entirely by the City of Montreal.			\$26,000,000
3. Renovation and additions to the Fire Station building at 6815 Cote Saint-Luc Road			\$ 1,500,000
4. New building for the Recreation Department.			\$ 1,200,000
5. New Public Works Garage Addition			\$ 5,000,000

10.0 CONCLUSIONS

The projected maximum population of 32,000, has adequate services and facilities provided for in the proposals included in the 1989 Planning Programme.

The City of Cote Saint-Luc will retain its dormitory residential character with most of its population employed in the neighbouring cities and in downtown Montreal.

In order to meet the objectives of the 1989 Planning Programme, the City must formulate policies and prepare a list of priorities for inclusion in each three year capital works program.

All proposals and recommendations have been evaluated for their effectiveness and impact on the orderly development of the City. Their implementation will aid in forming the desired environment of a prime residential community.

