

PLANNING PROGRAMME
of the
CITY OF CÔTE SAINT-LUC



December 2000

CITY OF CÔTE SAINT-LUC

PLANNING PROGRAMME

December 2000

*In collaboration with
McCarthy Tétrault*



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INTRODUCTION

History of the City and its urban planning history

The history of Côte Saint-Luc dates back to the end of the seventeenth century. Until 1700, Côte 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, Côte 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 Côte Saint-Luc and commute by train to jobs in Montreal.

In 1903 the municipality of Côte Saint-Luc was incorporated into a village. It included parts of Notre-Dame-de-Grace south of Côte 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 Côte Saint-Luc Road which was located east of the railroad line. In 1914 Hampstead separated to form a new Town and Côte 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 the 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.

Côte 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, Côte Saint-Luc was incorporated as a Town. The first Town Hall was at 8100 Côte 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 Côte 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, Côte 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 Côte 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 anticipated 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 Côte 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 Côte Saint-Luc to points to the east.

In 1994, a portion of the territory annexed by the City of Montreal in 1982 (Bill 200) was ceded back to the City of Côte Saint-Luc. This retrocession was claimed by the City following nonperformance by the City of Montreal of its obligations under the private bill of 1982. The retroceded portion (Bill 193) is located south of the railway tracks adjacent to Blue Bonnets, between the Décarie Expressway on the East and the Northern and Western limits of the Town of Hampstead's territory.

The objectives of the Planning Programme

The Planning Programme is the City's most important official planning document. It allows City Council to:

- determine the overall organization it plans to give to the territory; specify the land use and preferred location it envisions for the principal activities in the different parts of the territory, taking into account the potential and development constraints of the natural and built environment, the concerns and expectations expressed by citizens and organizations during public consultations and the existing uses within the territory that the City wishes to preserve;
- define intervention policies in implementation of facilities or infrastructures, taking into account the City's needs and financial position;
- coordinate the interventions and investments of the various municipal departments; this particularly results in programming that must be considered when preparing the triennial capital works program and the annual budget;
- assert its vision of desired development with investors and various public and private development agents and increase public awareness of the development stakes;
- complete and define the plan of the territory contained in the Montreal Urban Community Development Plan;

- announce the basic intentions of the control it may want to institute in the Planning Programme by-laws.

To comply with the provisions of the *Act respecting land use planning and development* (R.S.Q., c. A-19.1) adopted in 1979 by the Government of Quebec, the City of Côte Saint-Luc in 1989 adopted its first Planning Programme, following the coming into force on December 31, 1987 of the Montreal Urban Community's first Development Plan.

Eleven years later, the City of Côte Saint-Luc considers it essential to adopt a new planning tool tailored to the context and realities of the dawn of the 21st century.

The content of the Planning Programme

The first part of the Planning Programme prescribes the various provisions for implementation and interpretation of the Planning Programme.

The second part of the Planning Programme deals with the City's specificity with respect to its development and the composition of its population.

The third part of the plan defines the major planning and development orientations by sector of activity. These orientations express a commitment to action, a statement of policies and general guidelines that contribute to defining an overall vision and determining specific objectives and interventions.

The fourth part of the document presents the spatial organization concept that should guide the City's development.

The fifth part sets forth the major occupancies and land occupation densities illustrated in the land use plan. It translates the City's general development concept and illustrates the places that strongly characterizes the living framework of the City of Côte Saint-Luc. This part also specifies the dominant vocation for each occupancy areas, the complementary uses and the land occupation densities.

Finally, the sixth and last part identifies the special provisions and the implementation tools that will make it possible to guarantee the achievement of the objectives and values transmitted by the Planning Programme: the special urban programs as well as the architectural integration and implementation plans.

1 ADMINISTRATIVE PROVISIONS

1.1 DECLARATORY PROVISIONS

1.1.1 Title of the Annex

This Annex is entitled « Planning Programme of the City of Côte Saint-Luc ».

1.1.2 Subject territory

This Annex applies to the entire territory of the City of Côte Saint-Luc.

1.1.3 Purpose

The purpose of this by-law's provisions is the full achievement of the territory's natural and human potential with a view to its harmonious planning and development. They determine a general framework that should orient the future interventions that shape this territory.

1.1.4 Appended documents

The following documents are an integral part of this Annex and serve for indicative purposes:

- 1° *Plan 1 – Plan of neighbourhoods* dated September 2000;
- 2° *Plan 2 – General land use designation and floor space Index* dated September 2000;
- 3° *Plan 3 – Parks and public buildings* dated September 2000;
- 4° *Plan 4 – Main thoroughfares* dated September 2000;

5^o *Plan 5 – Public utilities* dated September 2000.

1.2 INTERPRETATIVE PROVISIONS

1.2.1 The effect of the coming into force

The coming into force of the Planning Programme by-law does not create any obligation as to the schedule and conditions of implementation of the orientations, interventions, facilities and infrastructures formulated and foreseen.

1.2.2 Occupancy

A dominant use is assigned to each area bounded in *Plan 2 – General land use designation and floor space index*.

Unless otherwise indicated, uses complementary to the dominant use are authorized on condition that they do not occupy a total surface greater than fifty percent (50%) of the area's surface.

In any case, the uses shall conform to and not exceed the provisions contained in the Table entitled « Land occupancies allowed by designation area » (prescribed in the Development Plan), which applies to the entire territory, notably with regard to the maximum percentage authorized for the complementary uses permitted within the City's territory.

1.2.3 Land occupation densities

The land occupation densities are prescribed by a Floor Space Index (F.S.I.) determining a net density.

The land occupation density of an occupancy area is defined as the minimum and maximum ratio between the total net floor area of each floor of a main building and the total area of the land on which it is erected. The Floor Space Index of a « Residential » occupancy area is also defined as a minimum and maximum ratio permitted between the number of families per hectare.

The minimum and maximum density prescribed for any authorized use in a zone subject to the Planning Programme by-law may be less than or exceed the index prescribed for the occupancy area within which this zone is situated at the time that the average Floor Space Index conforms to the minimum and maximum density prescribed in *Plan 2 - General land use designation and floor space index* which repeats the development plan's requirements for the density areas prescribed therein, the territory of which serves to calculate the aforesaid average.

1.2.4 Directions

For the purposes of this by-law, northwest is designated as north, northeast is designated as east, southeast is designated as south, and southwest is designated as west.

2 THE CITY'S DEVELOPMENT PROFILE

2.1 PHYSICAL INVENTORY

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

The City's total area is 678.89 hectares. 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, Nathan Shuster Park and Centennial Park. Some treed areas at the west end are located within the Meadowbrook Golf Course.

For the purposes of this By-law, we have divided the territory of the City into eight (8) neighbourhoods, with the sole objective of making the Planning Programme easier to understand. These neighbourhoods are represented in *Plan no 1 – Plan of neighbourhoods*. They only have an indicative value and do not constitute zones within the meaning of the *Act respecting land use planning and development* nor occupancy areas, which are represented in *Plan 2 – General land use designation and floor space index*.

Neighbourhood 1:

Located in the southwest section of the City, Neighbourhood 1 is bound on the north and east by the C.P. Railway line, on the south by Westover and Magnolia Roads and on the west by Westlake Avenue occupying 58.8 hectares or 9% of the total area of the City. Neighbourhood 1 is a distinct unit mainly because of its clearly defined boundaries.

It is traversed by two arteries: Côte Saint-Luc Road, in an east-west direction, and Westminster Avenue, in a north-south direction.

Neighbourhood 1 is almost entirely developed. It includes low, medium and high density residential as well as commercial development. The residential areas occupy about one-half of the territory, 39.67% of which consists of single-family dwellings. Many of the buildings were built in the late 50's and early 60's. The multifamily dwellings vary in height, from 5 to 14 storeys, and are mainly concentrated in the area between Westminster and Ashdale Avenues.

The existing commercial strip shopping centres along Westminster Avenue should be revitalized. Many of the high-rise buildings within the neighbourhood require substantial renovations due to their age.

Neighbourhood 2:

Bound on the north and west by the C.P. Railway lines, on the east by Town of Hampstead and on the south by Côte Saint-Luc Road, Neighbourhood 2 has an area of 76.24 hectares or 11% of the whole City.

The major north-south road is Cavendish Boulevard while, on its southern boundary, its major east-west road is Côte Saint-Luc Road and, further north, Fleet Road.

This neighbourhood is primarily built up with single-family dwellings, except for the land fronting on Côte Saint-Luc Road which is built with high-rise multifamily dwellings.

A large neighbourhood shopping centre, the Côte Saint-Luc Shopping Centre, is located here, on Côte Saint-Luc Road.

Neighbourhoods 1 and 2, linked together by the Côte Saint-Luc Road underpass, can be described as the lower City, being situated south of the first C.P. Railway 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 172.95 hectares or 25% of the whole City, Neighbourhood 3 is bound on the north by C.P. Railway yards, on the south by C.P. Railway 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 dwellings occupying 63.84% of its area. There is a section of two family dwellings at the north-east end and a pocket of multifamily dwellings of medium-density on Emerald Avenue, at the south-west end. Most houses in the vicinity 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 Côte Saint-Luc proper and forms an island between the Town of Hampstead and the City of Montreal.

The total area of Neighbourhood 4 is 3.63 hectares or 1% of the City of Côte Saint-Luc.

Neighbourhood 4 consists exclusively of low and high-rise multifamily dwellings. The high-rise multifamily dwellings are both of the rental and condominium type. They are relatively new and are well maintained. The low-rise multifamily dwellings 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 multifamily dwellings.

Neighbourhood 5:

Neighbourhood 5 is bound on the south and on the north by C.P. Railway lines, on the east by the Town of Hampstead and the City of Montreal, and on the west by Einstein and Castlewood Avenues.

This neighbourhood developed after 1964 and contains high quality housing. 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.

The residential development consists of detached single family dwellings, row dwellings and low and high-rise multifamily dwellings.

The area of Neighbourhood 5 is 156.6 hectares or 23% 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.

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, 16.54% 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.

This neighbourhood is presently being used by the Meadowbrook Golf Course. The area of this neighbourhood within the City of Côte Saint-Luc is 32.33 hectares or 5% of the total City.

The *Plan 2 - General land use designation and floor space index* indicates residential zoning for this neighbourhood. The zoning by-law will be updated based on the uses in progress in the sector. Among other areas, the Meadowbrook Golf Course shall be zoned according to its current use. It will also have to stipulate that this is a recreational commercial use adapted to the actual use of the land. Currently there are no services in this neighbourhood.

Neighbourhood 7:

This area is located in the north part of the City. The area of Neighbourhood 7 is 161.86 hectares or 24% of the City. This area is designated on *Plan 2 - General land use designation and floor space index* as a major public utility.

Neighbourhood 8:

This neighbourhood is situated in the eastern part of Côte Saint-Luc's territory and forms an almost complete block between the City of Montreal (the CP railway tracks) on the north, the City of Montreal and the Town of Hampstead on the south, the City of Montreal on the east and the Town of Hampstead on the west.

The area of Neighbourhood 8 is 17.2 hectares, or 3% of the City's total area.

This neighbourhood includes low, medium and high-density residential sectors and a major shopping centre, Décarie Square.

The main thoroughfares crossing Neighbourhood 8 are Clanranald Avenue from north to south and David Lewis Street from east to west.

2.2 SOCIOLOGICAL BASE

Although the village of Côte 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. Since then, the population of Côte Saint-Luc has continued to grow at a much slower pace and reached 29 805 inhabitants in 1999 (Decree 636-99, June 9, 1999, 1999 131 G.O. II, 2537 (no 26, June 30, 1999)).

2.3 DEVELOPMENT GROWTH

Up to 1956, growth in Côte Saint-Luc consisted of single-family homes in the south-east, south-west and west part of the City which were accessible off Côte Saint-Luc Road and Westminster Avenue. Between 1956 and 1966, development in these areas was consolidated and the central part of northern Côte 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 Côte Saint-Luc Road on the south and the C.P. Railway 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 15 single-family lots, and only a few sites for town houses and apartment buildings still remain vacant.

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 Côte 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.

Very few vacant lands are available in the entire neighbourhood, their break down are shown in *Table 1 - Vacant land in hectares - 2000*.

3 THE MAJOR PLANNING AND DEVELOPMENT ORIENTATIONS

The identification of the elements related to the City's planning and development and the anticipated results is established in relation to the context profiled by the general growth trends, the cost, and the aesthetic, recreational and environmental concerns. Côte Saint-Luc's orderly growth has avoided serious problems, apart from those caused by the need for additional access routes to enter and leave the City.

The elements and the related proposals, are presented in the following list. These elements are the starting point from which the City will be able to formulate decisions and implement policies.

3.1 ROAD TRAFFIC

The number of east-west access routes is insufficient. The Montreal Urban Community Development Plan supports the project to extend Kildare Road eastward to Jean-Talon Street and extend Cavendish Boulevard northward to Royalmount Avenue and up to Cote de Liesse Road.

While the City considers the Kildare Road extension to be a necessity, it strongly opposes a straight line extension of Cavendish Boulevard northward of Wallenberg Road and refuses to contribute to the construction costs of such a scheme. However, the City proposed an alternate geometry which was acceptable to the Quebec Ministry of Transports.

In 1968, the City decided to remain a residential community and removed the industrial occupancy of Neighbourhood 5. As a result, the connection linking Côte Saint-Luc to the industrial sectors located north of its limits is no longer required. A straight line Cavendish Boulevard extension would result in heavy vehicular traffic through the community.

These problems would include pollution, safety and quality of life, all associated with the radical growth in road traffic. Moreover, the costs associated with such an extension would be enormous in terms of taxes and the breach in the urban fabric of Neighbourhood 5.

Plan 4 – Main thoroughfares, illustrates the section of Cavendish Boulevard extending north of Wallenberg Road as an artery being projected by the Montreal Urban Community, which requires it to conform to its Development Plan, even though the City strongly opposes this extension and is requesting that the Community revise its Development Plan and withdraw the Cavendish Boulevard extension project north of Wallenberg Road.

To improve the traffic situation in Côte Saint-Luc without disturbing the tranquility of its neighbourhoods, the following is proposed:

3.1.1 Objectives

- Improvement of the intersection at the corner of Kildare Road and Cavendish Boulevard;
- Improvement of the intersection of Cavendish Boulevard and Fleet Road;
- Improvement of the traffic flow along Fleet / Van Horne Road.

3.1.2 Orientations, intervention and implementation

ORIENTATIONS

INTERVENTION AND IMPLEMENTATION

Improve the intersection at the corner of Kildare Road and Cavendish Boulevard;

- Analyze and prioritize the studies of such an extension, the impact on the environment and the costs related to implementation of such a project.

Improve the intersection of Cavendish Boulevard and Fleet Road;

- Analyze and prioritize the studies of such an extension, the impact on the environment and the costs related to implementation of such a project.

Improve the traffic flow along Fleet Road;

- Analyze and prioritize the studies of traffic flow, the impact on the environment and the costs related to implementation of such a project.

3.2 PUBLIC TRANSIT

Currently, it takes 30 minutes to get to the Villa-Maria Metro station. The time necessary for this trip must be minimized.

3.2.1 Objectives

- Improvement of public transit service to reach the Villa-Maria Metro station;
- Extension of the subway Westward to Côte Saint-Luc and Notre-Dame-de-Grâce.

3.2.2 Orientations, intervention and implementation

ORIENTATION

INTERVENTION AND IMPLEMENTATION

Improve public transit service to the Villa-Maria Metro station; - Pursue the approaches with the stakeholders concerned to require implementation of an express service during rush hours.

Extend the subway Westward to Côte Saint-Luc and Notre-Dame-de-Grâce; - Pursue the approaches with the stakeholders concerned to require an extension of the subway.

3.3 PUBLIC UTILITIES

The facilities and services must be maintained so that they serve the City's needs efficiently.

3.3.1 Objective (intervention and implementation)

- Repair and improve the existing services.

In this regard, *Plan 5 – Public utilities* shows the situation in the City for information purposes.

3.4 PARKS, GREEN SPACES AND RECREATIONAL FACILITIES

There are still 1.4 hectares of land designated for park purposes that are private property. The City will receive one (1) hectare of land that represents the 10% required for approval of subdivisions and for land exchanges, and 0.4 hectare will have to be acquired instead of exchanged. The standard recommended by the MUC is two (2) hectares per 1000 population, or 60 hectares more or less. Currently, the City does not contain a sufficient number of parks, green spaces and recreational

facilities. For reference purposes, *Plan 3 – Parks and public buildings*, indicates the areas earmarked for park purposes, which can also serve for construction of public buildings.

3.4.1 Objectives

- Improvement of green space resources;
- Improvement of recreational facilities.

3.4.2 Orientations, intervention and implementation

ORIENTATION

INTERVENTION AND IMPLEMENTATION

Improve green space resources;

- Within the context of development projects, benefit from opportunities to require physical development of a park (SPAIP – Site planning and architectural integration programme).

- Acquire areas for park development purposes

Improve recreational facilities;

- Ensure that the Meadowbrook Golf Course zoning conforms to the existing use;
- Ensure development of the local recreational network, taking into account the resources unavailable to residents and that are covered by intermunicipal agreements or deficiencies not covered;

- Ensure development of a local

ORIENTATION**INTERVENTION AND
IMPLEMENTATION**

bicycle path to connect to
intermunicipal network.

3.5 PUBLIC AND INSTITUTIONAL BUILDINGS

The Emergency Medical Services headquarters are currently located at 8100 Côte Saint-Luc Road in the former City Hall, which also accommodates Public Security. The City's population is also served by the presence of a City Hall, a municipal library, a neighbourhood police station and a fire station.

For reference purposes, *Plan 3 – Parks and public buildings* indicates the areas earmarked for park purposes, which can also serve for construction of public buildings. On the institutional level, the City has a church and synagogues, post offices and several elementary and high schools designed to reflect the population's ethnic diversity.

The construction of residences for independent and semi-independent seniors should be encouraged.

3.5.1 Objectives

- Construction of a recreation centre which will incorporate new offices for the Recreation Department;
- Expansion of the garage for the Public Works Department;
- Construction of senior citizens residences;
- Expansion of the library.

3.5.2 Orientations, intervention and implementation

ORIENTATIONS

INTERVENTION AND IMPLEMENTATION

Ensure construction of a new Recreation Centre to facilitate public access and performance of related tasks;

- Study the cost of such an initiative and ensure integration of such a building into an environment more favourable to its construction and in harmony with such use.

Assume responsibility for the expansion of the garage for the Public Works Department;

- Study the cost of such an expansion and ensure its harmonious integration;

Encourage the construction of senior citizens residences;

- Based on the demand and demographic needs, encourage construction of residences for independent and semi-independent seniors.

Assume responsibility for the expansion of the library;

- Study the cost of such an expansion and ensure its harmonious integration.

3.6 ENVIRONMENT

The major pollution problem in the City is that of noise caused by the passing trains and, most importantly, by the C.P. Railway 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 THE CITY CENTRE

The building accommodating the City Hall and the Library serves as a focal point for a city centre. This situation is reinforced by the presence of the Cavendish Mall, located across from the public building.

3.8 NEIGHBOURHOODS 1, 2 AND 3

The City of Côte Saint-Luc is characterized by occupancy largely dominated by the low-density residential function. This use is mainly found in Neighbourhoods 1, 2 and 3 and developed especially between the years 1956 and 1966. It is essential to encourage revitalization of these sectors. Special care must be taken to preserve the existing stock as much as possible, by improving the existing buildings instead of demolishing them, on condition that they are of good structural and architectural quality. The new buildings should consider the general ambience of the street on which they will be constructed.

3.8.1 Objectives

- Development of the housing stock to serve young families;
- Control of the quality of the built environment and integration of new and renovated buildings into existing neighbourhoods;
- Control of aging of the housing stock;
- Revitalization of the sector located on the periphery of the Meadowbrook Golf Course;

3.8.2 Orientations, intervention and implementation

ORIENTATIONS

INTERVENTION AND IMPLEMENTATION

Encourage the development of housing projects ensuring a sufficient supply to satisfy the demand for young families;

- Pursue residential development in the vacant sectors.

Ensure better control of the built environment and the integration of new and renovated buildings into existing neighbourhoods;

- Adopt regulatory planning tools establishing strict architectural frameworks (SPAIP – Site planning and architectural integration programme).

Ensure control of aging of the housing stock through special programs;

- Adopt revitalization tools adapted to specific intervention sectors (SPP – Special Planning Programme).

Encourage revitalization of the residential sector located near the Meadowbrook Golf Course.

- Adapt the Planning Programme by-law to preserve the ideal ecological context resulting from the Meadowbrook Golf Course and encourage revitalization of the Golf Course's peripheral residential sector.

4 SPATIAL ORGANIZATION

4.1 ROAD TRAFFIC

a) Travel

The development, layout, planning and operation of transportation infrastructures and systems represent major concerns for the City of Côte Saint-Luc. To perform its incumbent responsibilities adequately, the City of Côte Saint-Luc must have relevant information that allows evaluation of

its population's travel needs. The origin-destination survey within the territory of the municipality informs us about the mobility of Côte Saint-Luc residents as well as the habits of people who, although they do not reside in Côte Saint-Luc, travel to and from it for work, study or any other reason.

As shown by the Origin-Destination Survey conducted by the Agence métropolitaine de transport in 1998, most trips from or to Côte Saint-Luc involve the downtown Montreal, Notre Dame de Grace and Cote des Neiges sectors. It is important to note that about one third of all trips are internal trips, that is, trips with their origin and destination within the municipality's territorial limits. To make all these trips, 79.6% of people travel by car while 12.7% use public transit.

More precisely, 15.9% of daily trips from Côte Saint-Luc are for « work » reasons with the main destinations being downtown (23.28%), Cote des Neiges (18.22%) and Saint-Laurent (9.05%). The « study » reason represents 9.8% of trips from Côte Saint-Luc with the main destinations being Côte Saint-Luc (27.4%), downtown (15.9%), Notre Dame de Grace (14.4%) and Cote des Neiges (20.8%). The other main reasons for trips from Côte Saint-Luc are « leisure » (12.8%), « shopping » (12.2%) and « returning home » (34.7%).

Regarding travel to Côte Saint-Luc, 8.2% of trips are for « work » reasons with the main origins being Cote des Neiges (11.5%), Notre Dame de Grace (11.5%), Lasalle (7.1%) and Villeray (5.2%). The « study » reason represents 5.4% of trips to Côte Saint-Luc, with the main origins being Côte Saint-Luc (48.9%), Notre Dame de Grace (20.1%) and Cote des Neiges (11.6%). The other main reasons for travel to Côte Saint-Luc are « leisure » (8.6%), « shopping » (12.4%) and « returning home » (55.0%).

Travel to downtown by private car is predominantly via Fleet Road or via Côte 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 and travel to Notre-Dame-de-Grace is via Côte Saint-Luc Road.

Source: Mobilité des personnes dans la région de Montréal)(Mobility of persons in the Montreal region)

1998 Origin-Destination Survey
Enquête Origine-Destination 1998

b) Roads and traffic

The municipality is served by 72 kilometers of streets. Collector roads, in an east-west direction, are Mackle Road, Kildare Road, Guelph Road, Heywood Road, Fleet Road and Côte Saint-Luc Road and, in a north-south direction, Westminster Avenue and Cavendish Boulevard. All other streets are local, neighbourhood roads.

Côte Saint-Luc is connected to the network of the M.U.C. major expressways via Fleet Road and Côte 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 Côte Saint-Luc is virtually an island depending on its three underpasses, on Cavendish Boulevard, Westminster Avenue and Côte Saint-Luc Road, for its link with the surrounding territory. The northern part of Côte Saint-Luc, is served by two underpasses, 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.

4.2 PUBLIC TRANSPORTATION SYSTEMS

According to the "1998 Origin-Destination Survey" of the Agence métropolitaine de transport, more than 12.7% of the residents of Côte 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 is approximately 58 minutes. Bus routes 104 and 138, with an average travelling time of 33 minutes and 25 minutes respectively, follow Cavendish Boulevard southbound and respectively proceed to the Place Saint-Henri metro station

and the Atwater metro station. Bus routes 51 and 66 serve MacDonald Avenue and lead to the Snowdon metro. Finally, we should note the addition of bus route 420 on Côte Saint-Luc Road, which is an express bus route to downtown Montreal.

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 Côte Saint-Luc.

5 MAJOR DESIGNATED OCCUPANCIES AND LAND OCCUPATION DENSITIES

The major orientations and objectives illustrated in the spatial organization concept are concretized in *Plan 2 – General land use designation and floor space index* by the definition of occupancy areas and specification of a dominant occupancy and complementary occupancies. The occupancy of each area is specified by a land occupation density that is an average conforming to the one stipulated in the Montreal Urban Community Development Plan for its specified density areas. The *Table 2 - Percentage land use by neighbourhood* indicates more precisely the occupancy of each neighbourhood.

5.1 NOMENCLATURE OF OCCUPANCY AREAS

5.1.1 Division of the territory into occupancy areas

The municipality's territory is divided into occupancy areas, each identified with a dominant use. These areas are illustrated in *Plan 2 – General land use designation and floor space index*.

5.1.2 identification of occupancy areas

Each of the occupancy areas bounded in the plan is identified by letters indicating the dominant use and a number specifying an identification and a numerical order.

IDENTIFICATION

R
CC
CA
PGE
IN
PE

DOMINANT USE

Residential
Commercial City Center
Commercial area
Major public utilities
Industrial
Public utilities

5.1.3 Interpretation of area boundaries

The boundary lines indicated in *Plan 2 – General land use designation and floor space index* reflect the following limits, as a general rule:

- The municipal limits;
- The land, field and lot property lines or their extension;
- The axis or extension of the axis of existing or proposed streets or public thoroughfares.

The boundary of an area coinciding with an existing or proposed street, as indicated in the plan, always refers to the axis of this street, even if its location is changed following approval of a plan relating to a land registry operation.

5.2 LAND OCCUPATION DENSITIES

For occupancy, the minimum and maximum land occupation densities are determined in terms of Floor Space Index (F.S.I.) and number of families per hectare. These densities are also specified in *Plan 2 – General land use designation and floor space index* for each occupancy area. The compliance of these densities is ensured by calculation of an average that must fall between the minimum and maximum prescribed in the Development Plan for each density area.

5.3 LAND OCCUPATION DENSITY

The land occupation densities are defined within the context of the philosophy formulated to ensure the City's coordinated and symbiotic growth, promoting optimum use of Côte Saint-Luc facilities. The density permitted in each sector is prescribed by a Floor Space Index (F.S.I.) specified in the City's Zoning By-law.

The occupancies permitted within the City's territory are determined on the basis of the table entitled: «Land occupancies allowed by designation area » prescribed in the Development Plan.

The occupancy categories for the City, which are determined according to the aforementioned table and in the authorized proportions, are:

5.3.1 « Residential » occupancy (R)

The dominant occupancy of the « Residential » areas includes low, medium and high density and mixed housing.

Complementary occupancies authorized are businesses with a local or neighbourhood vocation, such as retail and service activities, automobile businesses that do not involve either the sale or leasing of motor vehicles and businesses with a natural and landscaping vocation, recreational facilities (including golf), parks and green spaces and their public utility service facilities, institutional activities and power transmission corridors and equipment.

5.3.2 «Commercial City Center» occupancy (CC)

The dominant occupancy of the «Commercial City Center» area includes activities with a local or neighbourhood commercial vocation. Retail and service activities and automobile businesses that do not involve the sale or leasing of motor vehicles are authorized in these areas.

Authorized occupancies are parks and green spaces and their facilities, public utility facilities and services, housing and power transmission corridors and equipment.

5.3.3 «Commercial Area» occupancy (CA)

The dominant occupancy of «Commercial Area» areas includes activities with a commercial vocation concentrated in large numbers in a shopping centre. Authorized in these areas are retail and service, commercial restaurant and lodging activities, automobile businesses, extensive business and recreational facilities.

Authorized complementary occupancies are housing, parks and green spaces and their facilities, power transmission corridors and equipment and public utility and/or institutional facilities.

5.3.4 «Public Utilities» occupancy (PE)

The dominant occupancy of the «Public Utilities» areas includes activities with a public vocation such as railway tracks, power transmission lines and public thoroughfares. Authorized in these areas are power transmission corridors and equipment and public utility facilities and services.

Authorized complementary occupancies are parks and green spaces and their facilities and non-polluting industries.

5.3.5 «Major Public Utilities» occupancy (PGE)

The dominant occupancy of the «Major Public Utilities» area includes activities with a public vocation such as marshalling yards and main hydroelectric substations.

Authorized complementary occupancies are parks and green spaces and their facilities and non-polluting industries.

5.3.6 « Industrial» occupancy (IN)

The dominant occupancy of the « Industrial» area only includes non-polluting industries.

Authorized complementary occupancies are housing, parks and green spaces and their facilities, power transmission corridors and equipment and public utilities.

5.4 PHYSICAL INVENTORY OF THE DIFFERENT COMPONENTS OF THE OCCUPANCY AREAS

5.4.1 Residential

At the present time, Côte Saint-Luc is predominantly a residential community. 49% 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 Côte Saint-Luc housing stock is illustrated in Graph number 2. The intensity of the residential land use in Côte Saint-Luc is indicated on the *Plan 2 - General land use designation and floor space index*. 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 0.5 which results in an average of 13 to 18 families per hectares.
- ii) Residential Medium Density includes duplex, terraced dwellings and low-rise apartments. It has an F.S.I. of 0.5 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 and multifamily housing with complementary uses (the Montefiore Manor, on Mackle Road and Cavendish Boulevard, the King David on Trent Avenue, the Aristocrat on Earle Road, the Saint-Patrick's Residence Montgomery Avenue and Côte Saint-Luc Road, the Waldorf on Côte Saint-

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

- iv) Mixed housing includes multifamily housing of 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.

5.4.2 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 Côte Saint-Luc has three significant commercial areas in the form of minor regional shopping centers, both serving the populations of neighbouring towns as well as that of Côte Saint-Luc. The major and most recent one is Cavendish Mall on Cavendish Boulevard in Neighbourhood 5. It is composed of approximately 70 smaller stores. The other centre is the Côte Saint-Luc Shopping Centre is situated in Neighbourhood 2 on Côte Saint-Luc Road, with 49 stores.

The Décarie Square shopping centre located in Neighbourhood 8 contains 95 stores and 65 offices.

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

5.4.3 Socio-cultural and sports facilities

The socio-cultural and sports facilities occupancy includes immovables designed for educational, cultural, religious 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. Development of a building with a social, cultural and sport vocation is planned for Maimonides Park.

The Fire Station at 6815 Côte Saint-Luc Road and the Post Office at 6897 Côte 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 Côte Saint-Luc Road serves as the offices of the Emergency Medical Services and for Public Security.

The Senior's social club and Men's club are located at the Côte Saint-Luc Shopping Centre.

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 Côte 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 nine (9) schools, of which four (4) are high schools and three (3) are elementary and two (2) combine elementary and

high school education. Two (2) high schools and two (2) elementary school are public, while all other schools are private.

Other institutional facilities are:

- 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

5.4.4 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 Côte Saint-Luc is comprised of parks. The parks within Côte 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.

Côte Saint-Luc's four large municipal parks are: Centennial Park, with an artificial ice arena and major athletic facilities, Kirwan Park with a tennis club and baseball diamonds, Nathan Shuster Park, intended to remain as a forested park, and Yitzhak Rabin 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 $\frac{1}{2}$ to $\frac{3}{4}$ kilometer walking distance of all housing. Côte Saint-Luc has 17 such parks.

5.4.5 Major public utilities

Major public utilities include immovables occupying large areas designed for public utility purposes. Approximately 161.86 hectares or 24% of the territory of Côte Saint-Luc is occupied by the C.P.R. shunting yards which are all located in Neighbourhood No. 7.

5.4.6 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.

Côte 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.

6 IMPLEMENTATION TOOLS AND APPROXIMATE COSTS RELATED TO FULFILMENT OF THE PLAN

6.1 THE SPECIAL PLANNING PROGRAMME (SPP)

The Act respecting land use planning and development specifies that a Planning Programme may include the definition of development areas, within the municipal territory, that may be the object of Special Planning Programmes. Any coherent complex of physicospatial interventions that

the municipality intends to apply to a specific space may constitute a Special Planning Programme.

The development area identified by the symbol CC-1 in *Plan 2 – General land use designation and floor space index* may be the object of a Special Planning Program (SPP) that will seek to achieve the objectives set forth in clause 3.8.1 of this Planning Programme.

6.2 THE SITE PLANNING AND ARCHITECTURAL INTEGRATION PROGRAMME (SPAIP)

Increasingly, control of development solely by means of regulatory standards is proving to be insufficient to ensure the quality of projects, particularly concerning siting of buildings, landscaping and architectural integration. The provisions of the *Act respecting land use planning and development* allow municipalities to require, in addition to compliance with the normative provisions of the Planning Programme by-laws, that the project also meet quality objectives adopted within a Site planning and architectural programme (SPAIP).

Thus, a by-law governing a Site planning and architectural integration programme (SPAIP) should allow the quality of the following elements to be controlled:

- Siting, construction architecture and landscaping of land in case of renovation, construction, expansion or demolition of an immovable with a residential, commercial or institutional vocation.

PLANS AND TABLES

Plan 1 – Plan of neighbourhoods dated September 2000

Plan 2 – General land use designation and floor space index dated September 2000

Plan 3 – Parks and public buildings dated September 2000

Plan 4 – Main thoroughfares dated September 2000

Plan 5 – Public utilities dated September 2000

Table 1 - Vacant land in hectares - 2000

Table 2 - Percentage land use by neighbourhood

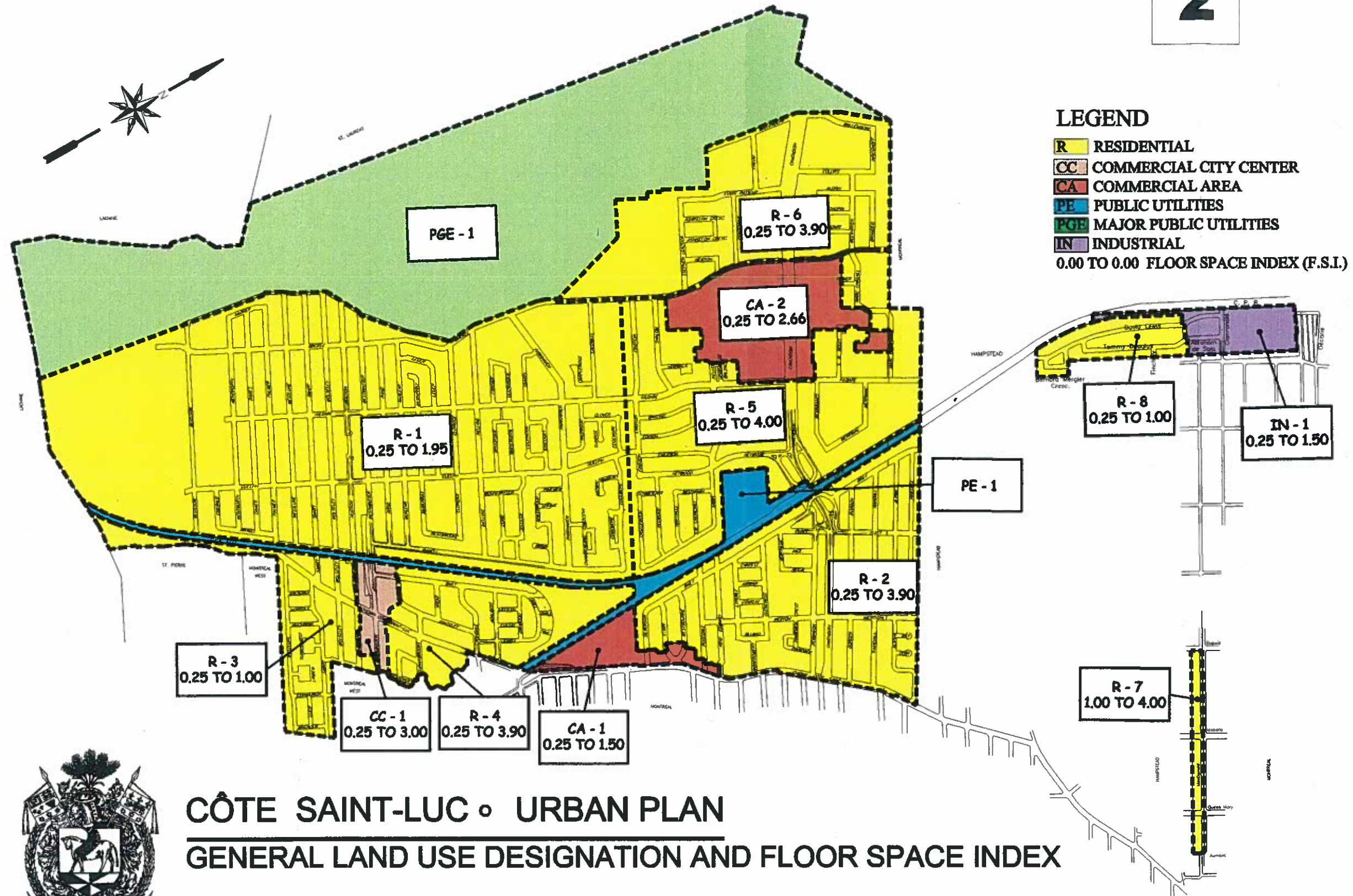
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CÔTE SAINT-LUC • URBAN PLAN PLAN OF NEIGHBOURHOODS

SEPTEMBER 2000





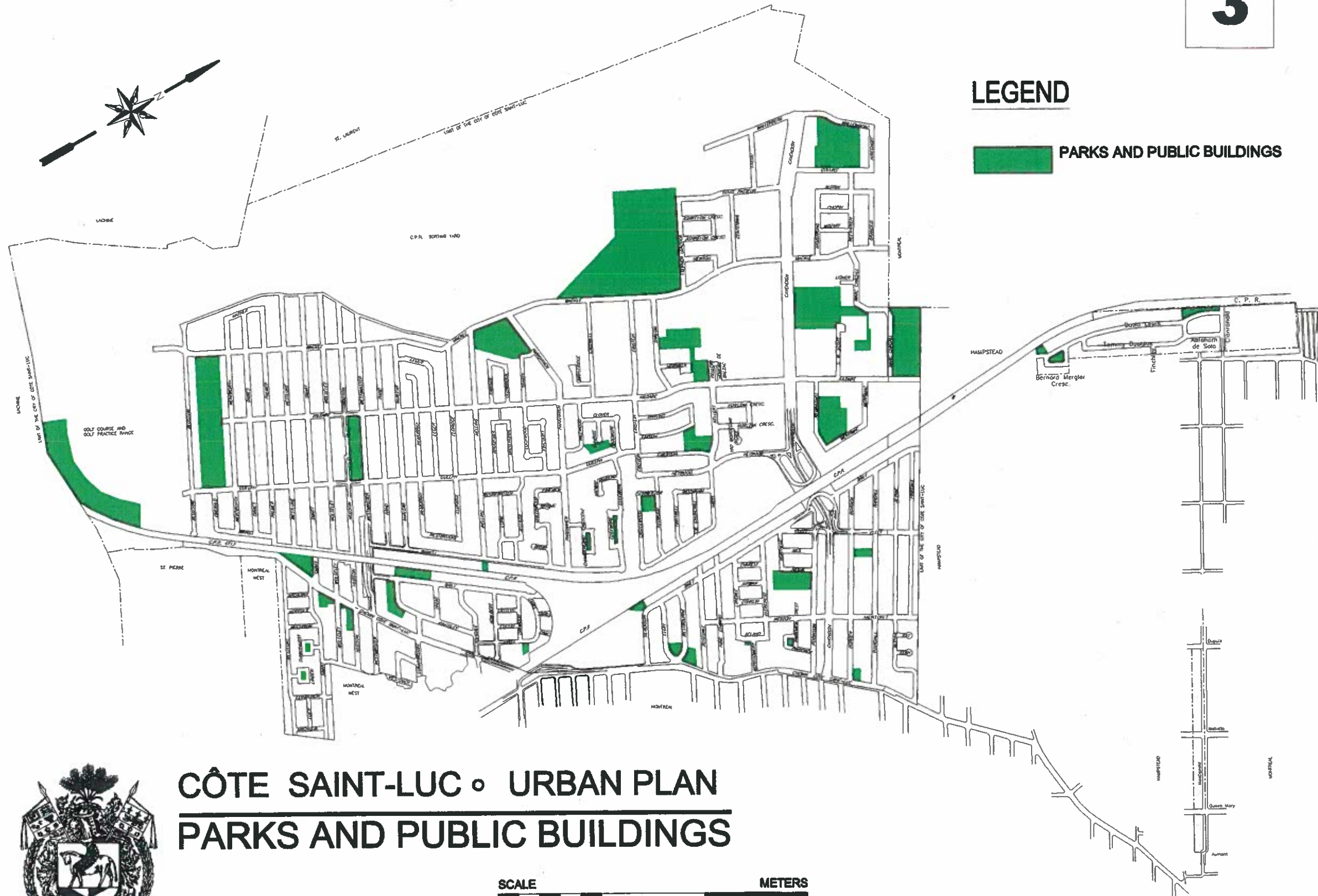
CÔTE SAINT-LUC • URBAN PLAN **GENERAL LAND USE DESIGNATION AND FLOOR SPACE INDEX**

SEPTEMBER 2000



LEGEND

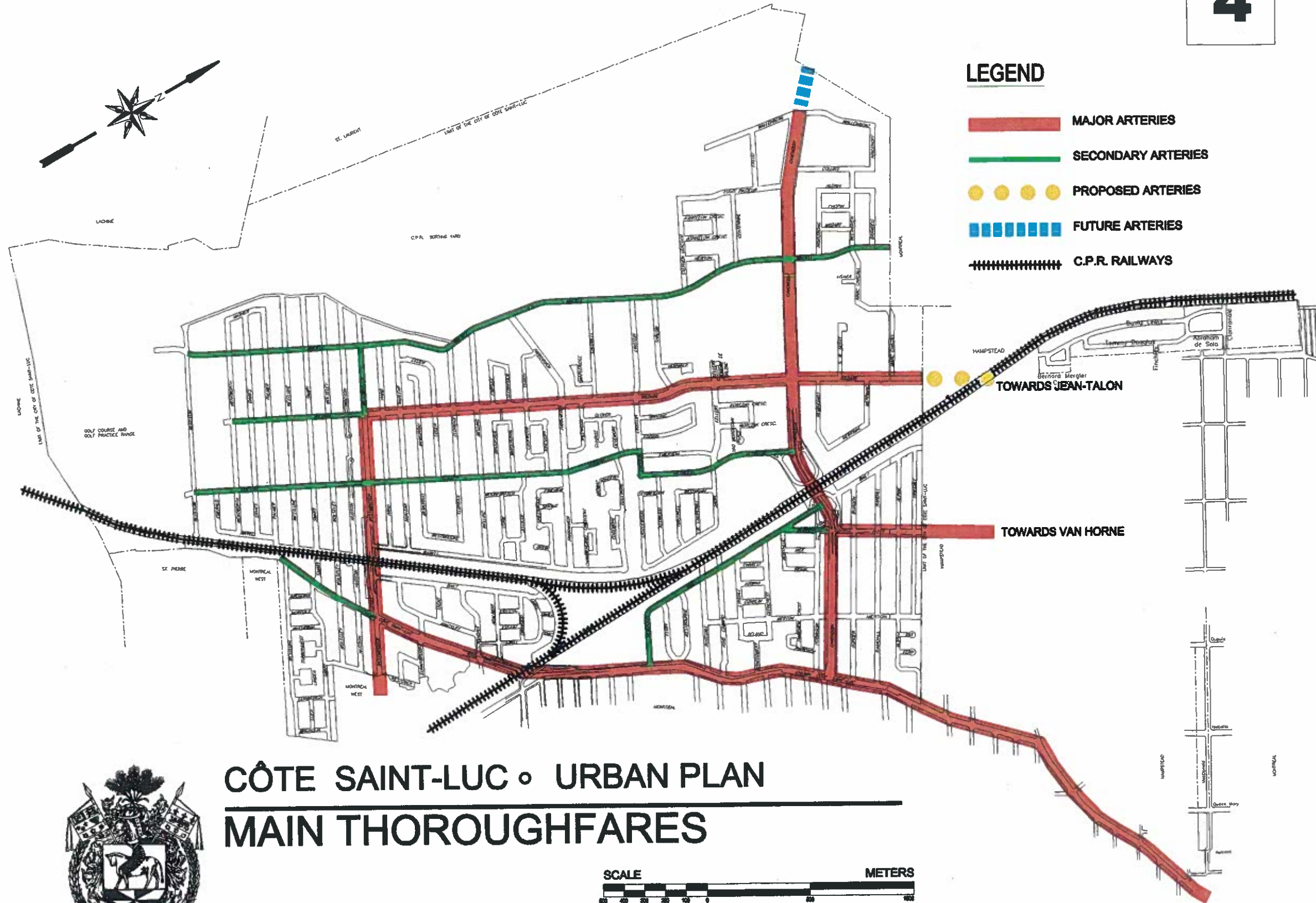
 PARKS AND PUBLIC BUILDINGS



CÔTE SAINT-LUC • URBAN PLAN PARKS AND PUBLIC BUILDINGS

SEPTEMBER 2000





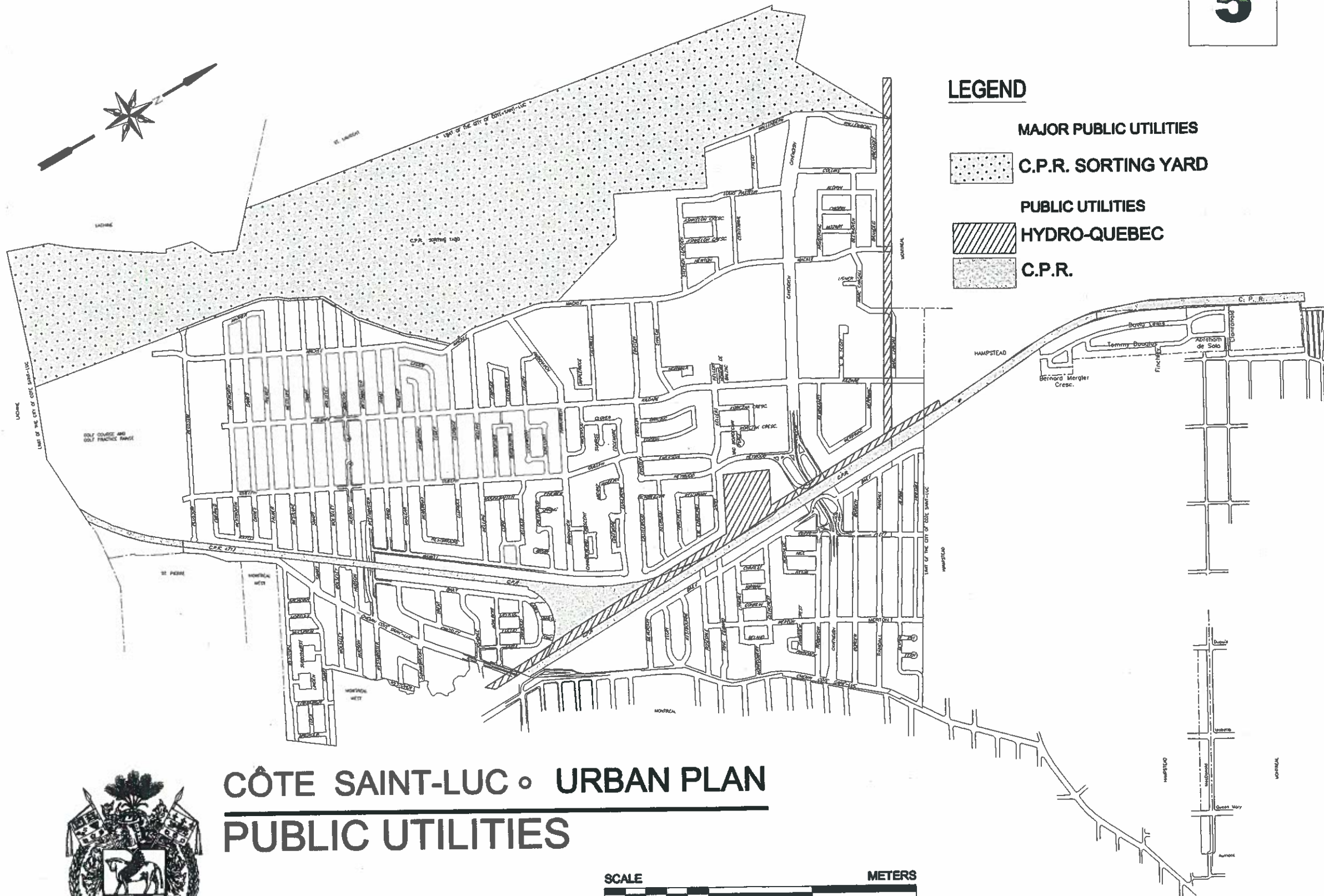


Table 1 - VACANT LAND IN HECTARES-2000

NEIGHBORHOOD		SINGLE FAMILY	TERRACE DWELLING	TWO-FAMILY	MULTI-FAMILY	COMMERCIAL	INSTITUTIONAL	PUBLIC	INDUSTRIAL	TOTAL VACANT	NEIGHBORHOOD %
NO.	AREA										
1	58,08	0,1			0,88	0,12				1,1	1,89%
2	76,24	0,04				0,5				0,54	0,71%
3	172,95	0,37		0,06						0,43	0,25%
4	3,63									0	
5	156,6	0,99	2,65		3,68	1,49				8,81	5,63%
6	32,33	0,35								0,35	1,08%
7	161,86									0	
8	17,2	1,14			0,81					1,95	11,34%
TOTAL	678,89	2,99	2,65	0,06	5,37	2,11	0	0	0	13,18	
TOT. %	100%	0,44%	0,39%	0,01%	0,79%	0,31%				1,94%	

Table 2 - % LAND USE BY NEIGHBOURHOODS

PERCENTAGE LAND USE BY NEIGHBOURHOOD	NEIGHBOURHOODS							
	1	2	3	4	5	6	7	8
	AREA (HECTARES)	58,07	76,24	172,95	3,63	156,60	32,33	161,86
	% OF THE CITY	8,55%	11,23%	25,48%	0,54%	23,07%	4,76%	23,84%
	TOTAL	100%	100%	100%	100%	100%	100%	100%
RESIDENTIAL (R)		85,01	86,56	98,75	100	79,44	98,41	51,55
COMMERCIAL CITY CENTER (CC)		7,34	0	0	0	16,32	0	0
COMMERCIAL AREA (CA)		0	9,87	0	0	16,32	0	0
PUBLIC UTILITIES (PE)		7,65	3,57	1,25		4,24	1,59	
MAJOR PUBLIC UTILITIES (PGE)		0	0	0	0	0	0	100
INDUSTRIAL (IN)		0	0	0	0	0	0	48,45
								1,23
								67,00
								0,63
								4,87
								2,43
								23,84
								1,23