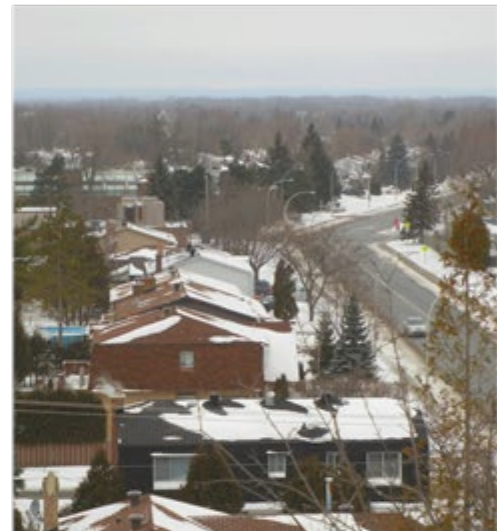




URBAN PLANNING PROGRAM

BY-LAW
NO. 2024-190

ddb
VILLE DE
CITY OF
DOLLARD-DES-ORMEAUX

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****Interpretation Note**** In the event of any discrepancy between the French and English versions of the text of this Urban Planning Program Plan, the French version shall prevail.

INTRODUCTION

The territory of the City of Dollard-des-Ormeaux is the shared living environment of a population of approximately 50,000. It is the source of connection and pride. Therefore, it is essential that we use the land responsibly and develop it wisely and creatively so that we can continue to provide quality living, working and recreational environments.

This Urban Planning Program proposes options and objectives that reflect the wishes of the residents who took part in preliminary discussions, and who continue to be involved in decisions concerning their living environment. Public involvement in the decision-making process makes it possible to ensure sustainable development of the territory, by prioritizing community interests and the protection of natural environments, while taking into account the features specific to Dollard-des-Ormeaux and current social issues.

This planning document was drawn up in accordance with the provisions of the Act respecting land use planning and development (RSQ, chapter A-19.1) and is in conformity with the planning documents of the Communauté métropolitaine de Montréal and the Montréal Urban Agglomeration.

The Urban Planning Program includes a portrait of the territory (Appendix A), the main development orientations and objectives, ideas for action, an overview of the development potential, as well as concept mapping of the development recommended, which includes the organization of the various modes of transport. It also proposes an implementation strategy (Section 11), containing the following:

- The major land uses and residential building densities;
- Directives for a revision of urban planning regulations; and
- An action plan.

1. DOLLARD-DES-ORMEAUX: KEY FACTS

The City of Dollard-des-Ormeaux is located on the West Island of Montreal, north of the Félix-Leclerc Highway (Highway 40). Bordered by the cities of Kirkland to the west, Pointe-Claire and Dorval to the south, the boroughs of Pierrefonds-Roxboro to the north and Saint-Laurent to the east, it is the most densely populated related municipality in the Montreal Urban Agglomeration. Composed mainly of residential neighborhoods, its territory is criss-crossed by two major urban thoroughfares: Saint-Jean Boulevard and des Sources Boulevard.

 Population (2024): 50,171 (according to the ISQ (Institut de la Statistique du Québec))

 Land area: 14.98 km²

 Population density: 3,231 people / km²

 Number of dwellings (2024): 17,880 (source: DDO property assessment roll)

 Gross residential density: 11.9 dwellings per hectare

 Demographic change (2016-2021): –1% (decrease)

Source: Statistics Canada 2021 Census of Population

2. PLANNING CONTEXT

The provincial and regional context

Formulation of The City of Dollard-des-Ormeaux's new Urban Planning Program comes at a pivotal moment in the history of land-use development and planning in Quebec. In June 2022, the provincial government unveiled its national policy on architecture and land-use planning entitled, "Mieux habiter et bâtir notre territoire – Vision stratégique" to guide collective action on architecture and land use planning. In this spirit, the government is also committed to publishing new government orientations in land use planning and to modernizing the legal framework. The Act respecting land use planning and development (ALUPD) was therefore amended in June 2023 [translation:]"to promote the adoption of land use planning and development practices that respond to the needs, realities and challenges of present and future communities".

As part of the process of updating planning documents, the Communauté métropolitaine de Montréal (CMM), of which the City of Dollard-des-Ormeaux is a member, has undertaken a revision of the Metropolitan Land Use and Development Plan (PMAD) and is planning on adopting a revised document in the spring of 2025.

Although the metropolitan plan (PMAD) is in the process of being revised and is not expected to come into force until late 2025 - early 2026, our Urban Planning Program is based on it as well as on the strategic orientations of Quebec's new national policy on architecture and land-use planning and is in compliance with the new requirements of the Act respecting land use planning and development.

This new version of the Urban Planning Program takes into account the evolving challenges of sustainable development, climate change, the housing crisis, sustainable mobility and the management of metropolitan urban growth.

Metropolitan Land Use and Development Plan / Plan métropolitain d'aménagement et de développement (PMAD)

The Metropolitan Land Use and Development Plan (PMAD), adopted in 2011 by the Communauté Métropolitaine de Montréal (CMM), set out three broad development orientations for the entire metropolitan region through to 2025, and which will be updated and incorporated in the next revised version of the PMAD. They are:

A Greater Montréal with Complete and Sustainable Living Environments;

*A Greater Montréal with efficient, Structural Transportation Networks
and Facilities that Support Sustainable Mobility; and*

*A Greater Montréal with a Protected and Enhanced Natural, Cultural and
Heritage Landscape and Environment.*

The PMAD recommends concentrating urban development within a one-kilometre radius of high-capacity public transit stations. In that respect, the City of Dollard-des-Ormeaux is located within the vicinity of the following four planned Réseau express métropolitain (REM) stations:

- Fairview-Pointe-Claire REM station;
- Des Sources REM station;
- Pierrefonds-Roxboro REM station; and
- Sunnybrooke REM station.

Montreal Urban Agglomeration Land Use and Development Plan / Schéma d'aménagement et de développement (SAD)

The Montreal Urban Agglomeration Land Use and Development Plan (SAD), adopted in 2015 and modified in January 2024, prescribes the major land uses, minimum land occupation densities and the development rules governing environmental protection and public safety, with which Dollard's Urban Planning Program and its Planning By-laws must comply.

Land use planning and mobility

The Land Use and Development Plan requires that Dollard's Planning By-laws include provisions for bicycle parking, the maximum number of parking spaces, taking into account the type of environment and universal accessibility.

Adapting to climate change

The Land Use and Development Plan requires that Dollard's Planning By-laws include provisions on greening, heat islands and trees (felling, protection and planting).

Heritage

The Land Use and Development Plan requires that Dollard's Planning By-laws include provisions for the protection of places of worship of interest.

Areas of ecological interest

The Land Use and Development Plan establishes rules and criteria for the preservation and enhancement of natural environments that are of Montreal-wide interest. In Dollard-des-Ormeaux, those rules and criteria cover the following sites:

- The Bois-de-Liesse Nature Park, which is part of the Bertrand Creek Green Corridor eco-territory;
- A patchwork of nature areas located north of Andras Street, near the Sunnybrooke Station;
- William Cosgrove Centennial Park, in the heart of the municipality.

Rules are also required to prohibit invasive plant species in strategic locations.

Landscape

The Land Use and Development Plan requires that Dollard's Planning By-laws include provisions regarding the prohibition of billboard-type signs in certain locations.

Land use and occupation density

The municipal territory is zoned primarily residential (Residential Predominance), with the exception of Saint-Jean, des Sources and Saint-Régis Boulevards (Mixed Activities), a sector on Brunswick Boulevard (Industry) and the Bois-de-Liesse Park (Conservation).

The Land Use and Development Plan requires that Dollard's Planning By-laws include provisions applicable to certain uses (residential and public infrastructure).

Constraints and nuisances

Dollard's Planning By-laws must include particular provisions to promote safety and limit the impact of noise and vibrations near sensitive uses:

- Railways and high-speed roads can cause sound and air pollution. Public health and safety must be protected by appropriate planning rules for areas in the vicinity of the following infrastructures:
 - the Saint-Jean and des Sources Boulevards: high-volume thoroughfares serving Dollard-des-Ormeaux from north to south;
 - the REM track north of Sunnybrooke Boulevard.
- The vicinity of certain uses: the territory is occupied by industrial uses and public utility infrastructures that have an impact on the neighborhood. Planning rules must be established to ensure good cohabitation between certain uses.
- The Pierre Elliott Trudeau International Airport zoning covers part of the territory east of Tecumseh Street and south of the Hydro-Québec right-of-way. It imposes certain building height restrictions and provides for unobstructed flight corridors.

Furthermore, since each municipality adopts its own urban planning by-laws, the Land Use and Development Plan requires the City to include provisions for harmonious coexistence between the municipalities.

3. PARTICIPATORY APPROACH

The City of Dollard-des-Ormeaux began the process of revising its urban planning program and bylaws at the end of 2019, unaware that just a few months later the entire world would be dramatically and profoundly affected by the COVID-19 pandemic. However, once community life returned to normal, public consultation activities were held online and virtually through 2020 and continued in 2023. To properly identify the concerns and priorities of its residents and obtain their constructive and creative input, the City held a series of events as part of its participatory revision process.

A survey was circulated in early 2020 which elicited responses from over 500 residents. A virtual workshop was held in December of the same year. Both activities were helpful in identifying the territory's strengths and weaknesses, confirming resident expectations and assessing ideas and implementation strategies.

Participants stated that they would prioritize preserving the City's natural surroundings and protecting the environment generally. Adaptation of municipal services to the needs of the entire community, especially those of the elderly and most vulnerable, also emerged as a key theme for respondents. Last but not least, they indicated that they improve travel conditions for both public and active transport, to reduce car dependency.

In the fall of 2023, the community was invited to attend a series of information and awareness-raising activities, and to participate in themed discussion workshops addressing the development issues affecting the City of Dollard-des-Ormeaux as a Montreal suburb undergoing transformation. The participatory process was overseen by a monitoring committee made up of volunteer residents representing the City's various neighbourhoods, and by an independent mediation and facilitation consultant.

Topics such as the development of active and healthy lifestyles, housing needs, the local economy, development of our major boulevards, traffic and the future of mobility, all generated a great deal of discussion and inspiring ideas, which are reflected in this Urban Planning Program, from the vision statement to the orientations, objectives and means of implementation.

An Open House event was held on April 4 and 6, 2024, to present the preliminary orientations of the Urban Planning Program, to exchange with the professionals involved and to answer questions from the population. The urban transformation strategies and detailed information presented during these days have been posted online, as well as a questionnaire to collect citizen comments. The event was attended by 125 residents.

Finally, on the evening of June 19, 2024, the City held a public consultation session specifically on the proposed orientations for the Marché de l'Ouest area, attended by over 360 people. The discussion period between municipal professionals and participants enabled the latter to express their attachment to the Marché and the preservation of its convivial character.

4. PORTRAIT OF THE TERRITORY

The document appended to the Urban Planning Program and entitled "Portrait of the Territory" (Appendix A) relates the history of the City of Dollard-des-Ormeaux, its rapid development from 1960 to the present day, and describes the composition and socio-demographic evolution of its resident population. It includes a detailed description of the urban morphology of the City's residential neighbourhoods and the landmarks that make up its territory. The portrait discusses architectural styles by neighbourhood and era of construction, street alignments and connections, lot layout and general landscape design of open spaces. The portrait identifies public facilities, natural and heritage sites of interest, and includes a discussion of transport issues and mobility constraints. Thirteen (13) maps illustrate the main features of the territory.

In a nutshell, the municipal territory is largely composed of detached single-family homes, but also of denser residential neighborhoods consisting of semi-detached, contiguous or multi-family dwellings. Three-quarters of households own their homes, which are generally quite large, located on large, landscaped properties suitable for families. However, the supply of affordable rental housing is rather limited for young adults, single people or single-parent families.

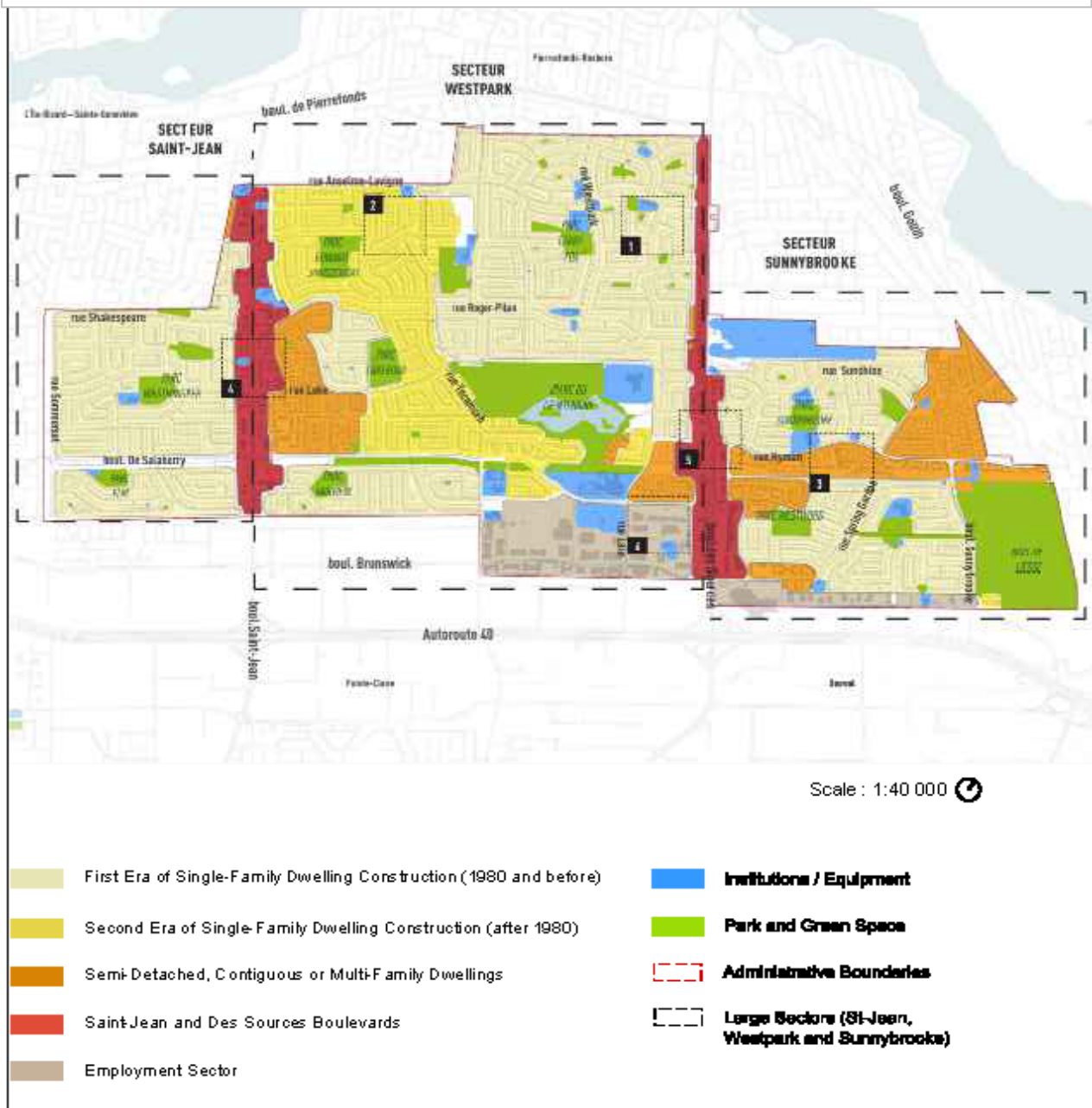
The City's neighborhoods are well endowed with green spaces and community hubs dispersed throughout the territory, where schools, parks and places of worship are concentrated. The most important activity hubs are the Civic Center, which generates a great deal of community activity together with the Marché de l'Ouest; Saint-Jean and des Sources Boulevards with their concentration of shops and services, places of business and a number of medium-density residential buildings; and lastly, the industrial park, identified as employment sector located along Brunswick and Saint-Régis Boulevards. Many of these areas are devoid of green spaces, are heavily surfaced areas that at times are a source of insecurity and unease for users.

In addition to the institutional and facility hubs, parks and green spaces, the Urban Planning Program identifies five landscape units that correspond to homogeneous sectors in the territory:

- First era of Single-Family Dwelling Construction (before and including 1980);
- Second era of Single-Family Dwelling Construction (after 1980);
- Semi-detached, Contiguous or Multi-Family dwellings;
- Saint-Jean and des Sources Boulevards ;
- Employment sector.

See Map 1 – Landscape Units

Map 1 - Landscape Units



5. ISSUES

Determining planning issues involves identifying the salient features of the urban environment in which we live that are likely to change or disappear, as well as the observable trends that in the near future will shape our environment in one way or another. The issues at stake correspond to what we stand to gain or lose at the end of the urban planning process, depending on the development choices that are made.

Once we identify the issues at stake, we can take a stand as a city and either resist, encourage or accelerate such trends, or protect those features of our living environment that we want to preserve, by formulating orientations, objectives and an action plan.

Living environments

The striking characteristics and assets of our living environments that are at stake, and the strong trends that must be considered, are:

- The quality of life and distinctive character of our residential neighbourhoods that could be altered, enhanced, or disappear;
- The basically commercial and service vocation of Saint-Jean and des Sources Boulevards, and the predominance of the automobile on those main travel routes;
- The growing demand for accessibility to Réseau express métropolitain (REM) stations and intensification of activities near those stations;
- The housing shortage, lack of affordable housing and limited diversity of housing supply;

Public and community services and equipment

The strengths and weaknesses of service offering and meeting places that need to be addressed are:

- The community's strong attachment to the Civic Centre, its sports and cultural centre, the Marché de l'Ouest, and the shops and services in the vicinity;
- The importance of neighbourhood hubs made up of parks and educational and community institutions in the heart of existing neighbourhoods;
- The need for community spaces and meeting places in the heart of medium- and high-density residential complexes;
- The lack of quality and conviviality in the design of the boulevards and their surroundings – the main hubs for retail stores, services and high residential density.

Urban form

The salient features and assets that could disappear or improve depending on our planning choices are:

- The importance of human-scale building and the interest of architecture in established residential neighbourhoods (single-family dwellings of first and second eras of construction);
- The increase in the number of renovation, extension and replacement projects for existing houses, and the challenge it represents to achieve harmonious integration into the urban morphology;
- The pressure for higher density developments near established residential neighbourhoods;
- The "gateway" role of Saint-Jean and des Sources Boulevards from the highway and from neighbouring cities and towns, and the potential it represents to develop a brand image of the City;
- The visual blight of large, paved areas along the boulevards, the predominance of parking areas and their harmful heat island effect;
- The snow dump, the energy transportation infrastructure and the proximity of the Montreal International Airport, which are necessary equipment that impact the urban form and landscape.

Economic and commercial vitality

The risks and territorial benefits of our business and employment environments that must be considered are:

- The contribution of the Marché de l'Ouest to Dollard-des-Ormeaux's distinctive commercial dynamic and its regional influence.
- The preferred location of industrial and commercial sites close to the Félix-Leclerc Highway, and the potential for occupying and using that land.
- The risks inherent in the coexistence of industrial activities with surrounding living environments;
- The appeal of the employment sector and industrial park to a skilled local workforce;
- Accessibility by industrial park workers to a variety of services and the availability of complementary facilities and amenities;

Nature and heritage

The strengths and qualities of our natural landscape and heritage that are at stake and require our attention are:

- The presence of trees and vegetation in all residential neighbourhoods and throughout the city;
- The accessibility, worth and visual appeal of numerous public parks and green spaces, notably the William Cosgrove Centennial Park and the Bois-de-Liesse Nature Park;
- The existence of woodlands, wetlands and natural wildlands;
- The hydroelectric rights-of-way, a significant component of the urban environment that represents a development opportunity for recreational uses, bicycle and pedestrian paths, gardening, urban agriculture and biodiversity;
- The identity and heritage value of old rural houses and from our agricultural past (Côte St-Jean, Côte St-Rémi or des Sources) and various places of worship;
- The potential and value of urban agriculture as a means of developing local food self-sufficiency and a sense of community;

Mobility

The trends and opportunities to watch out for and that will influence our design choices are:

- The dominance of the car as a mode of transport on an increasingly busy and sometimes congested road network;
- The necessity of adequate public transit services to meet resident needs, and accessibility to bus stations and REM network access points;
- The lack of high-quality facilities for walking, biking and other active forms of transport, for the enjoyment and safety of travelling, throughout the area, and particularly in the vicinity of boulevards, shops, the industrial park and employment sectors.

6. VISION

The City of Dollard-des-Ormeaux is entering a new phase of urban development focused on consolidating what already exists, revitalizing depreciated areas and intensifying urban activities near a core public transit network. In doing so, the City's objective is to maintain and ensure the continued existence of the peaceful, inclusive and landscaped character for which it is renowned.

The vision statement flows directly from the urban planning issues and the concerns and aspirations of residents, as expressed during the participatory process, and then stated as orientations, development objectives and actions.



Vision Statement

Imagine Dollard-des-Ormeaux in 2040...

A city distinguished by its convivial and livable environment, with abundant green spaces and municipal services adapted to the needs of all residents. It's a wonderful place to live, work and play.

It's easy to get around thanks to an accessible and convenient network of pedestrian footpaths, bike paths and efficient, well-organized public transit.

Land-use planning is geared to community well-being. It creates the conditions for individuals, communities, organizations and businesses to coexist harmoniously and thrive.

The City is constantly striving to enhance its environment, landscapes and cultural and natural heritage through high-quality, aesthetic development.

7. MAJOR LAND USE PRINCIPLES

The proposed vision statement is based on several major principles reflected in various ways in the orientations and objectives set out below. Those major principles are as follows:

Sustainable development

This means development that meets present needs without compromising the ability of future generations to satisfy their particular needs. Sustainable development is based on a long-term vision that takes into account the inseparable nature of the environmental, social and economic aspects of development.

Duty and importance of memory

The territory of Dollard-des-Ormeaux has a unique history and cultural identity, conveying meaning and memories for its residents. Out of respect for this heritage and to ensure the perpetuation of our identity and distinctive development, we must emphasize the heritage of our agricultural and rural past, respect the architectural authenticity of our neighbourhoods and identify emblematic sites and those of special significance.

Contribution to solving the housing crisis

At a time when the country is experiencing a crisis on a scale rarely seen before, when housing shortages and unaffordability are affecting all household categories and all income groups, it is essential to participate in the search for solutions and strategies that promote the construction of new housing and the maintenance of the existing housing stock.

Transit Oriented Development (TOD)

Integrated urban and mobility planning is essential if we are to improve the way people travel while ensuring efficient road transport. Structured around a high-capacity public transit station, such as a train or metro station, a TOD is located within walking distance of a major public transit access point and offers housing, employment and commercial opportunities, but does not exclude the car.

8. MAJOR ORIENTATIONS

Dollard-des-Ormeaux's major land use planning orientations ensure the integration and coherence of all the components of the Urban Plan. They are derived from the development vision, respond to identified issues and establish the City's development priorities for the next 10 to 15 years.

The five major orientations of the Urban Planning Program are as follows:

- 1) *Maintain the attractiveness and quality of life of residential neighbourhoods*
- 2) *Connect, protect and enhance identity and heritage landscapes, natural environments and large parks*
- 3) *Highlight the unifying vocation of the City Centre*
- 4) *Re-affirm the multifunctional and unifying character of the Saint-Jean and Sources Boulevards, the key public transport routes to the REM and its TOD areas*
- 5) *Support the vitality and sustainability of the employment sector*

The major orientations apply to the various landscape units that make up the territory and represent distinctive realities with common functional, morphological, architectural and landscape characteristics. The landscape units reflect the city's spatial organization.

Particular attention has been paid to the following four TOD (Transit Oriented Development) areas that partially intersect Dollard-des-Ormeaux territory:

- **Fairview** Pointe-Claire TOD Area encompasses part of the "Elm Park" single-family-residential neighbourhood;
- **Des Sources** TOD Area: extends into to the Brunswick Boulevard employment sector and the southern part of des Source Boulevard;
- **Pierrefonds-Roxboro** TOD Area includes the northern part of des Sources Boulevard;
- **Sunnybrooke** TOD Area: consists mainly of semi-detached, contiguous and multi-family residential neighbourhoods on the northern part of Sunnybrooke Boulevard and Spring Garden Street.

See Map 2 – Landscape Units Associated with Major Land-Use Orientations

Map 2 - Landscape Units Associated with Major Land-Use Orientations



Each orientation is described in the following pages, along with a series of objectives and a spatial organization concept plan, which specify the City's priority projects and illustrate how the territory will be occupied, managed and protected.

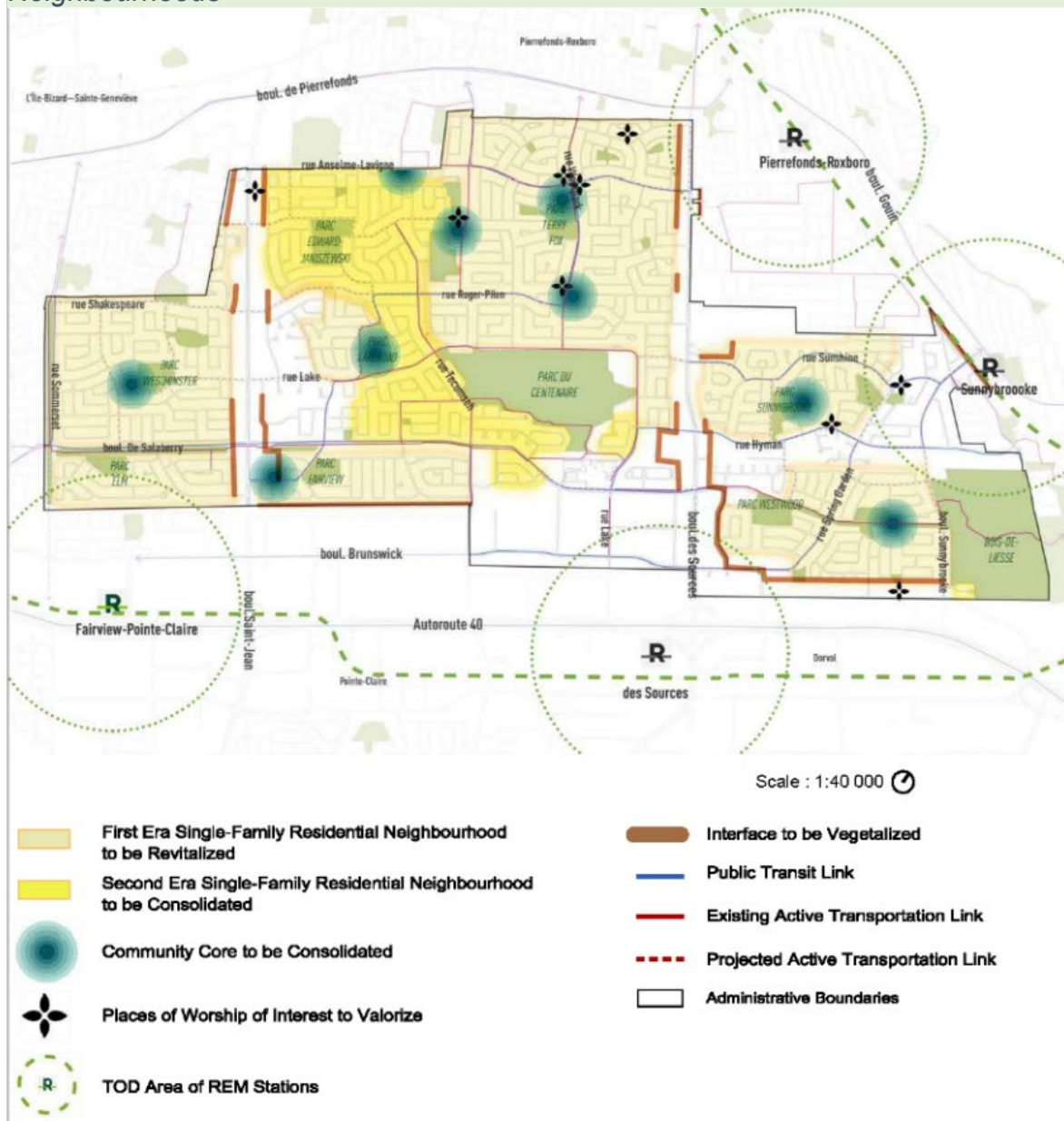
Orientation 1. Maintain the attractiveness and quality of life of residential neighbourhoods

The City of Dollard-des-Ormeaux's priority in terms of land use planning is to ensure is to maintain the quality of life of its established residential neighbourhoods.

To accomplish this, we need to preserve and enhance the tranquil character of the neighbourhoods, their tree cover and vegetation as well as the many neighbourhood parks. We must also allow homes to evolve and adapt to today's needs through renovation and construction projects that blend harmoniously into the environment.

Particular attention should be paid to the role of neighbourhood hubs, where schools, parks and places of worship are concentrated, and to common spaces within multi-family residential developments, to make them real community focal points and meeting places.

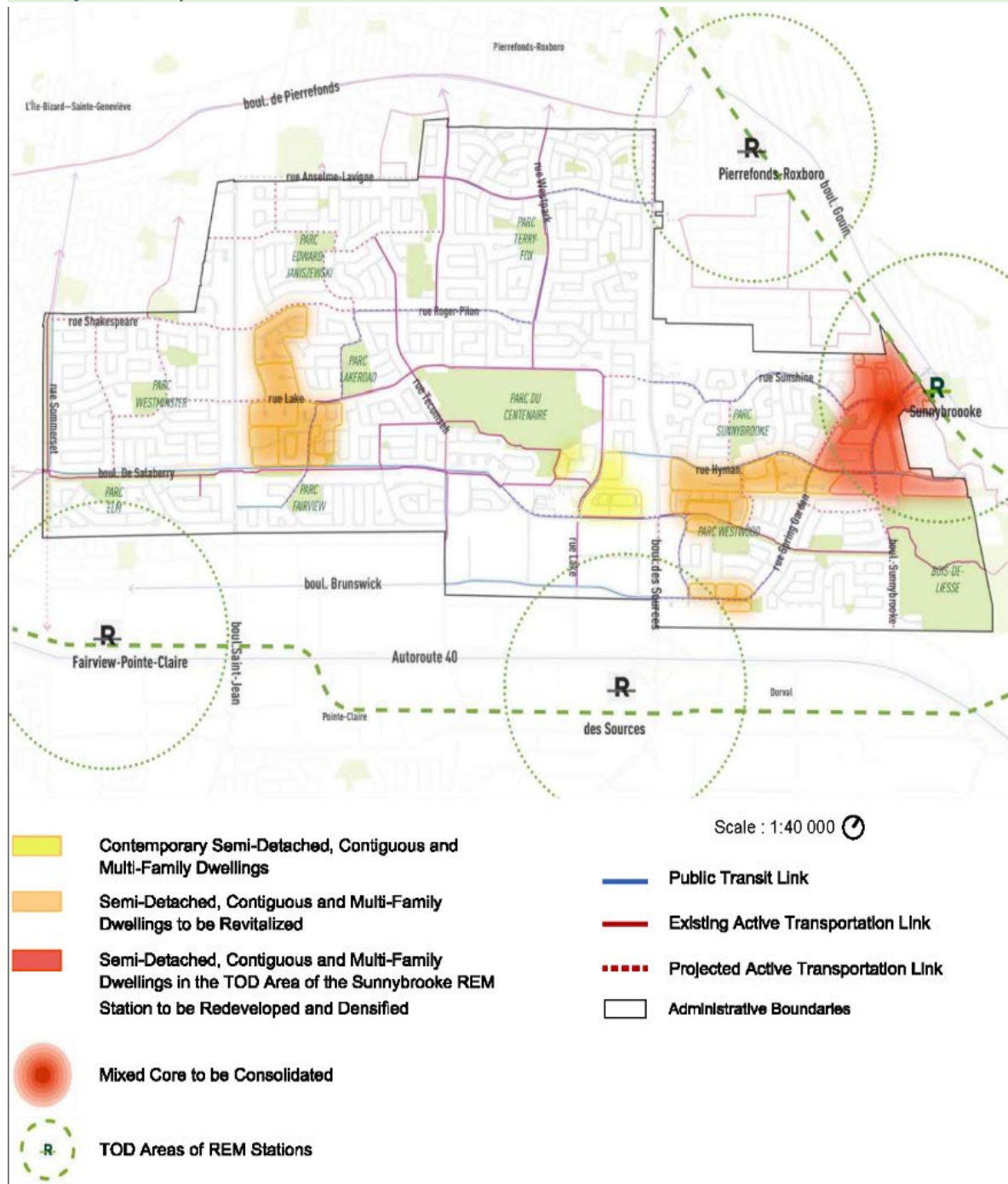
Map 3 - Spatial Organization Concept for Single-Family Residential Neighbourhoods



Similarly, access to local businesses and services and to the public transit network via safe, user-friendly routes would need to be provided for alternative modes of transport other than by car.

See Map 3 – Spatial Organization Concept for Single-Family Residential Neighbourhoods and Map 4 - Spatial Organization Concept for Semi-Detached, Contiguous or Multi-Family Developments

Map 4 - Spatial Organization Concept for Semi-Detached, Contiguous or Multi-Family Developments



OBJECTIVES

1.1. Support the revitalization and consolidation of the built environment while respecting the special character of the various neighbourhoods

This objective is achievable by adopting one or more of the following strategies:

- **Revise the Zoning By-law** to reflect height, setback and siting requirements and the building typology of existing neighbourhoods;
- **Revise the SPAIP By-law** (Site Planning and Architectural Integration Program) to add criteria to ensure the harmonious integration of renovation projects and new buildings into their environment;
- **Incorporate regulatory building requirements** to encourage ecological, sustainable and energy-efficient practices.
- **Participate in the West Island Intersectoral Sanitation Committee** to facilitate the maintenance of the existing built environment.

1.2. Maintain the green aspect of living environments

This objective is achievable by adopting one or more of the following strategies:

- **Amend the zoning and Construction by-laws** by prescribing standards to ensure soil permeability and increased vegetation cover on private land, promote ecological stormwater management and contribute to heat island control;
- **Revise the SPAIP By-law** (Site Planning and Architectural Integration Program) to incorporate criteria governing large residential complexes;
- **Implement a Tree planting program** on public property that favours indigenous species and edible landscapes through ecological horticultural management;
- Maintain the urban forestry program and inventory of mature trees on public and private property.

1.3. Diversify the residential offer by promoting densification appropriate to the surrounding environment

This objective is achievable by adopting one or more of the following strategies:

- **Assess the advisability of authorizing intergenerational or additional housing** on single-family lots, under specific conditions;
- **Impose affordable and family housing targets** on development projects through existing government programs and municipal powers;
- **Authorize mixed-use buildings along the boulevards** by permitting residential use in certain commercial zones;
- **Maintain and develop and assistance programs** aimed at improving housing affordability and adaptability of the built environment to the needs of residents of different generations.

1.4. Consolidate existing community hubs

This objective is achievable by adopting one or more of the following strategies:

- **Revise the Zoning By-law** to adjust authorized uses in public zones to accommodate a greater variety of activities and public services;
- Continue to upgrade and **adapt public and recreational facilities** and equipment;

- **Gradually redevelop the public areas** of community hubs to include community meeting areas for different age groups;
- **Provide areas for urban agriculture**, such as community gardens and fruit trees;
- **Integrate bike racks** and electric charging stations.

1.5. Encourage active travel and facilitate access to public transport and REM stations in a pedestrian-and cyclist-friendly environment

This objective is achievable by adopting one or more of the following strategies:

- **Formulate a sustainable mobility plan**, allowing for the assessment and prioritization of active and public transport improvement and development projects;
- **Maintain and improve active transport infrastructures**: paths to REM stations, better signage, greening, universal accessibility, traffic calming measures, extension of bike paths, etc.;
- **Improve public transport infrastructures**: access and design of bus stops, safer intersections, provision of support to the Société de transport de Montréal (STM) for optimization of the local bus network (adjusting bus routes, increasing bus frequency);
- **Require that comprehensive mobility plans be submitted** with permit applications for large-scale property projects; promote active and public transport links.

1.6. Manage interfaces with constraining infrastructures or activities

This objective is achievable by adopting one or more of the following strategies:

- **Impose a site planning and architectural integration review procedure** for all new property development projects near existing residential neighbourhoods;
- **Require impact studies** covering, among other things, traffic, sunlight, wind, waste management, lighting and snow-removal for large-scale property development projects;
- **Integrate a green dividing strip** planted with trees between boulevard lots earmarked for development and adjacent residential neighbourhoods.;
- **Adopt Zoning By-law provisions regarding sensitive uses** near industrial properties, major boulevards and the railway line:
 - minimum separation distance
 - maximum acceptable noise level in dwellings,
 - noise, vibration and light pollution control.

Orientation 2. Connect, protect and enhance identity and heritage landscapes, natural environments and large parks

The City of Dollard-des-Ormeaux is fully aware of the importance of nature to the community's quality of life in the context of climate change and is therefore committed to ensuring the preservation and improvement of all natural environments in its territory, and the enhancement of its identity landscapes.

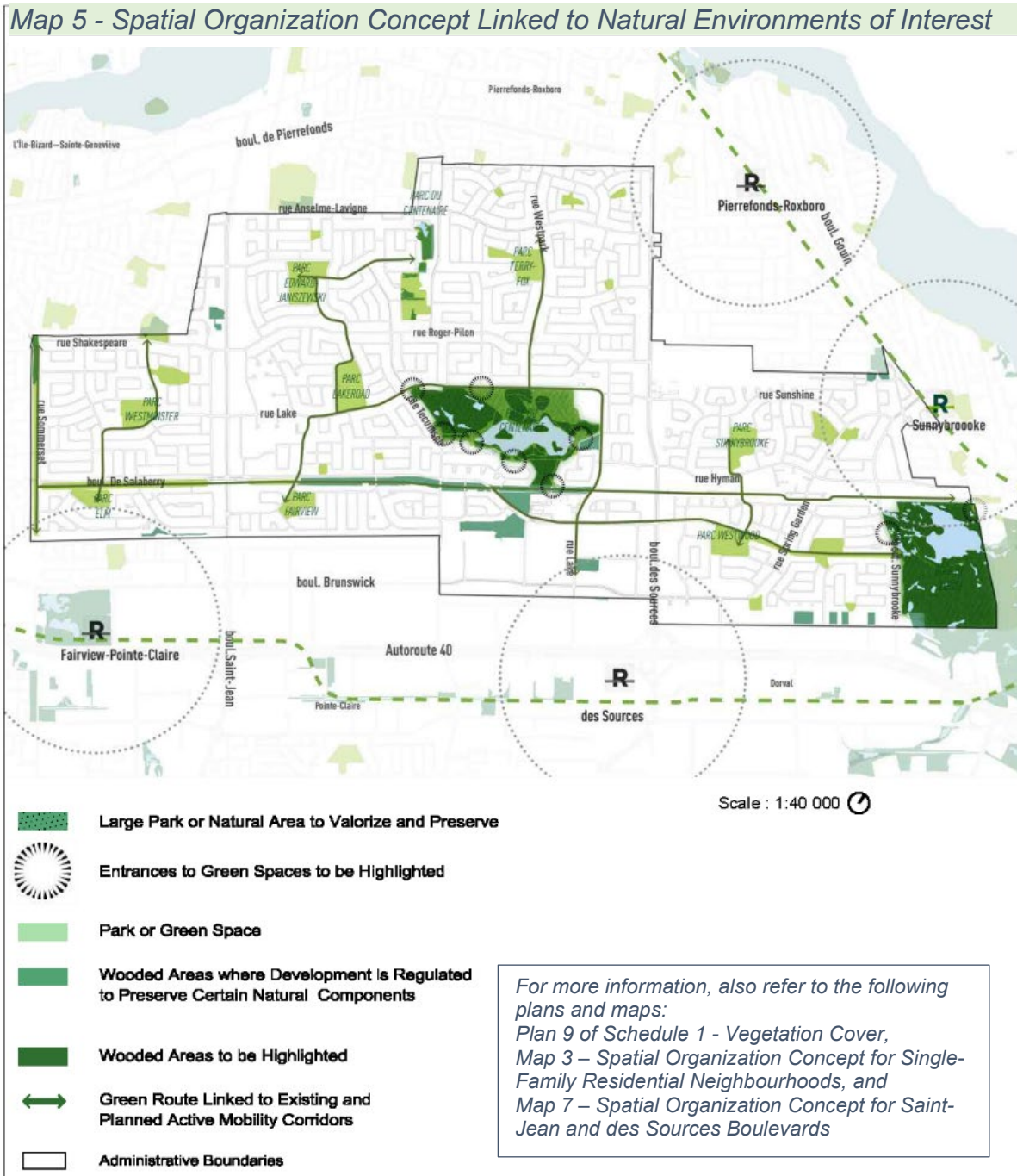
Our efforts are particularly focussed on the William Cosgrove Centennial Park and the Bois-de-Liesse Nature Park, but they also extend to the woodlands, wetlands and wastelands scattered throughout the territory, as well as the vegetation of residential neighbourhoods, parks and public spaces across the City. These natural settings in the City have an ecological, heritage and landscape value that is deserving of enhancement.

The City's goal is to increase biodiversity on plots that are devoid of vegetation, particularly in its commercial and industrial sectors, and to promote the interconnectedness of all natural

environments and existing ecological corridors through quality development conducive to active and sustainable mobility.

It is also worth noting the heritage and identity value of the old rural houses and roadways of our agricultural past, as well as the many places of worship that are representative of the cultural diversity of Dollard-des-Ormeaux residents.

See Map 5 – Spatial Organization Concept Linked to Natural Environments of Interest



OBJECTIVES

2.1. Reaffirm the value of the natural, landscape and archeological heritage of the major parks

This objective is achievable by adopting one or more of the following strategies:

For William Cosgrove Centennial Park:

- Maintain a network of safe, continuous multi-functional paths for pedestrians, cyclists and winter sports enthusiasts;
- Implement a comprehensive biodiversity, protection and planting program that enhances all sub-sectors (lake, shores, woodlands, playgrounds and recreation areas, etc.).

For the Bois-de-Liesse Nature Park, in conjunction with the Agglomeration and the Communauté Métropolitaine de Montréal as part of the Bertrand Creek Green Corridor eco-territory development project:

- Contribute to the formulation and implementation of a woodland protection and enhancement plan;
- Recreate a riparian ecosystem along Bertrand Creek to counter eutrophication of the creek and ensure an adequate water supply in terms of quantity and quality; and control invasive plants;
- Foster the development of pedestrian and bike links connecting the Bois-de-Liesse Nature Park with the surrounding neighbourhoods and the Saint-Laurent industrial park;
- Promote and implement recreational facilities and activities in the nature park;
- Consider measures to highlight the archaeological and historical interest of this natural environment, where First Nations people hunted and fished for thousands of years.

2.2. Protect green spaces and natural environments throughout the territory

This objective is achievable by adopting one or more of the following strategies:

- **Revise the Zoning By-law to identify and protect** the integrity of wetlands, in accordance with the Agglomeration's regional wetlands and water management plan, and to establish a framework for property development projects on wastelands and natural woodlands outside major parks (reduced footprint at grade and below grade), limited deforestation, etc.;
- **Amend the Zoning and Construction By-laws** by adding standards to ensure ground permeability and increase vegetation cover on private land, promote ecological stormwater management and responsible use of potable water.
- Identify and map ecological networks and corridors;
- **Identify natural environments to be included in the directory** of protected natural environments contributing to biodiversity of Montréal Urban Agglomeration, in order to achieve the objective of 10% of terrestrial land area protected and to promote biodiversity, as targeted by the Land Use and Development Plan;
- **Continue the Tree planting program** on private and public property to expand the tree canopy;
- Maintain the municipal arboricultural heritage and characterization inventory and the by-laws governing tree maintenance and protection;

2.3. Increase the biodiversity on land that is mineralized and devoid of vegetation

This objective is achievable by adopting one or more of the following strategies:

- **Revise the Zoning By-law** to prescribe a mandatory minimum percentage of land to be planted with trees and shrubs for all real estate projects;
- **Revise the SPAIP By-law** (Site Planning and Architectural Integration Program) to ensure quality landscaping for residential and mixed development projects;
- **Continue the Tree planting program** on private and public property and add incentives to foster the greening of mineralized areas.

2.4. Recognize the built and landscape heritage of the City's agricultural past, and that of its various places of worship

This objective is achievable by adopting one or more of the following strategies:

- **Update the heritage inventory and produce a heritage interest statement** for each heritage building identified;
- **Revise the SPAIP By-law** (Site Planning and Architectural Integration Program) to include assessment criteria for the enhancement of heritage buildings.

2.5. Network parks, natural environments and landscape identity elements

This objective is achievable by adopting one or more of the following strategies:

- **Formulate a sustainable mobility plan** that identifies areas suitable for the development of footpaths and bike lanes;
- **Preserve and promote landscaping in the hydroelectric right-of-way** along De Salaberry Boulevard (ecological corridors, flowering meadows, walking trails, etc.);
- **Plan and carry out developments of the same nature** in the following other ecological corridors:
 - The main Hydro-Québec right-of-way, from des Sources Boulevard to the Bois-de-Liesse Nature Park
 - The hydro-electric right-of-way, west of Sommerset Street,
 - The corridor on the border of the City of Pointe-Claire, to the south of the Elm Park neighbourhood;
- **Plan and carry out landscaping and dense linear planting** along the streets linking the City's various parks and green spaces.

Orientation 3. Highlight the unifying vocation of the City Centre

The City of Dollard-des-Ormeaux wishes to further affirm the unifying role and dynamism of its City Centre. This will be achieved by diversifying activities in the neighbourhood, by optimizing the use of underutilized land, and by authorizing development projects that feature best urban planning and environmental practices and that offer harmonious architectural integration with nearby residential neighbourhoods.

In addition to the considerable community, cultural and sports facilities at the Civic Centre, the Marché de l'Ouest (a place of identity for West Island residents), and the various shops and services, places of business and employment, there will be a range of housing options to accommodate new households and families.

With the prospect of new development projects in the area, the Marché de l'Ouest property will require special detailed planning and will be subject to public and municipal council approval. The development of this land will have to conform to the orientations and requirements of regional planning in terms of land use, transportation and environment: the Metropolitan Land Use and Development Plan (PMAD), which is currently being revised by the CMM and in which the sector

in question is the subject of particular attention. The property owners of the Marché de l'Ouest land will be a stakeholder in such a planning process, by submitting a proposal for a specific project that will be evaluated by the City of Dollard-des-Ormeaux and its population, as part of a participatory process and public consultation. In any development project, the Marché de l'Ouest and its commercial activities will need to be maintained and consolidated.

The vibrancy and visual signature of the City Centre will be discoverable on foot or by bike via a network of convivial routes connecting various places of interest in and around the City Centre.

See Map 6 – Spatial Organization Concept for the City Centre

Map 6 - Spatial Organization Concept for the City Centre



OBJECTIVES

3.1. Optimize and intensify land use in the City Centre through urban activities compatible with the local environment

This objective is achievable by adopting one or more of the following strategies:

- **Maintain the existing provisions of the Zoning By-law to protect and enhance the commercial spaces making up the Marché de l'Ouest and the access to garden produce**, horticultural products and food services, and ensure that any Marché de l'Ouest redevelopment project includes at least as much indoor and outdoor retail space as the existing areas (indoor market, outdoor market and other commercial spaces);
- **Assess property redevelopment opportunities** on the Marché de l'Ouest site with a view to achieving a functional mix and residential densification, as part of a specific planning process involving the population and prior to any amendments to the Zoning By-law.
- **Optimize the use of large, paved areas** and parking lots by permitting construction on such areas and by giving preference to underground parking;
- **Enhance the various institutional facilities** and assess opportunities for optimizing public land.

3.2. Ensure cohesion of the urban fabric and landscape design of the City Centre

This objective is achievable by adopting one or more of the following strategies:

- **Revise the SPAIP By-law** (Site Planning and Architectural Integration Program) to allow **project-based assessments according to an overall vision** for the City Centre sector, including:
 - Harmonious integration with existing contemporary residential neighbourhoods,
 - The connectivity and accessibility of active and public transport links to the boulevards, ecological corridors, parks and surrounding neighbourhoods;
 - The unifying link of De Salaberry Boulevard, gateway to the City Centre;
- **Amend the Zoning By-law** to allow share parking areas;
- **Integrate public utility equipment and infrastructure into the landscape** and minimize their visual impact, including the hydroelectric transformer station.

3.3. Give the City Centre a distinctive identity

This objective is achievable by adopting one or more of the following strategies:

- **Revise the SPAIP By-law** (Site Planning and Architectural Integration Program) to give preference to compact, green property developments that contribute to the liveliness of the public area and to a distinctive identity;
- **Revise the Zoning By-law** to:
 - **Provide a framework for commercial signage** to stimulate the emergence of an identity image;
 - **Foster the greening** of parking lots and private property, sustainable stormwater management, heat island control, urban agriculture, to increase food self-sufficiency and a sense of community;
 - **Modify parking standards** taking into account active and collective mobility (safety for all users, universal accessibility, pedestrian routes to bus stops, adapted ratios, etc.);

- **Revise the Construction By-law** to add measures aimed at integrating ecological, sustainable and energy-efficient practices.

3.4. Link the mixed and institutional core areas of the City Centre by attractive and safe routes

This objective is achievable by adopting one or more of the following strategies:

- **Create a network of landscaped, recreational, all-season and edible paths** linking the City Centre's green spaces, parks, community hubs and residential areas;
- **Provide all-season access to bus stations** via safe, well-lit and well-maintained routes;
- **Continuously adapt the range of public facilities**, amenities and equipment in existing parks and green spaces.

Orientation 4. Re-affirm the multifunctional and unifying character of the Saint-Jean and Sources Boulevards, the key public transport routes to the REM and its TOD Areas

As the main access routes to the Fairview-Pointe-Claire and Des Sources REM stations, and as the gateway to Dollard-des-Ormeaux and a focal point for its residents, the Saint-Jean and Sources Boulevards should be priority sectors for urban requalification, in the same way as the TOD Areas. Residential densification is all the more appropriate along these boulevards, since they will become key public transit routes, well served by a rapid and frequent bus service, facilitated by preferential measures for buses that will ensure feeder service to REM stations.

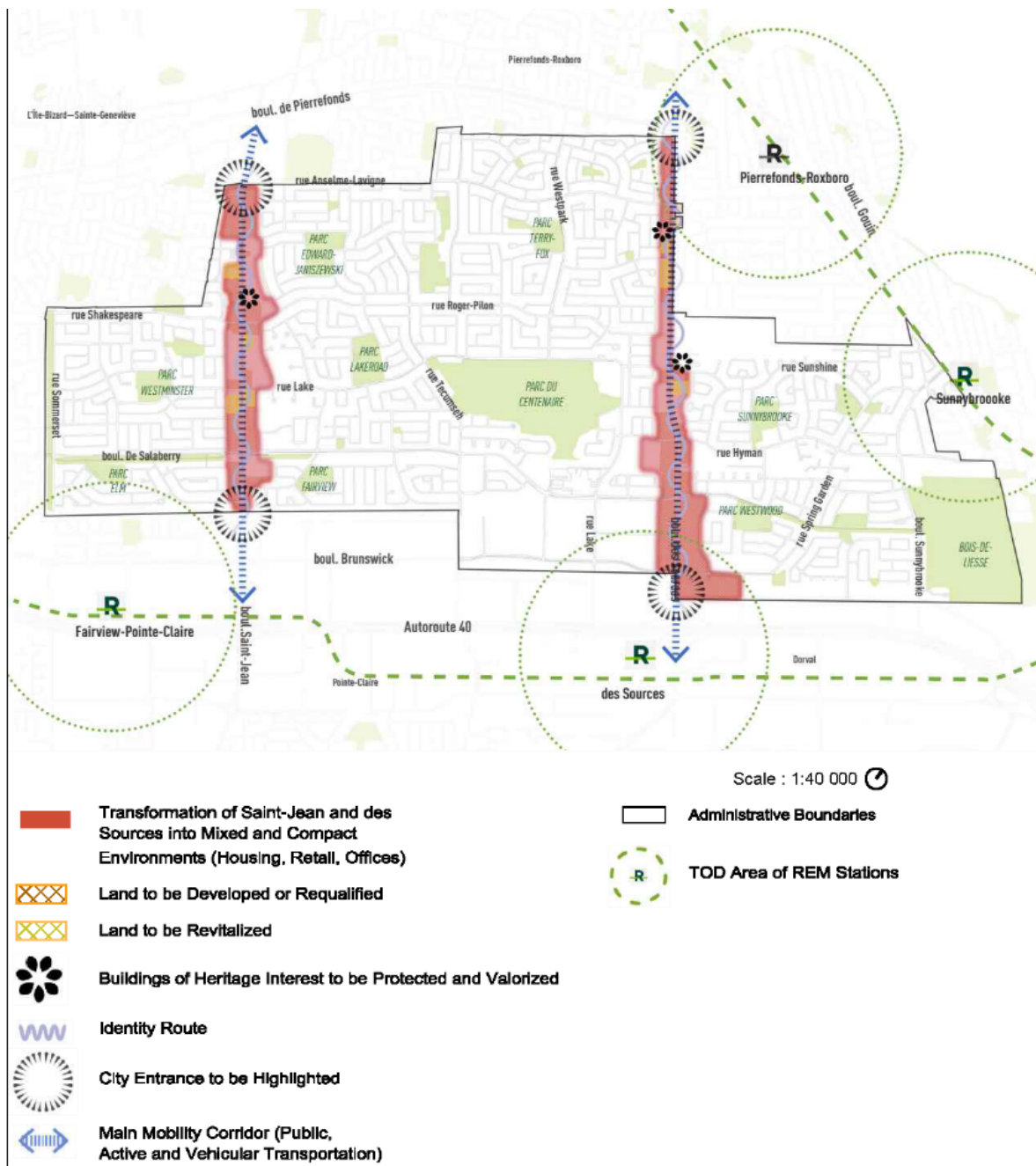
The City of Dollard-des-Ormeaux would like to see these boulevards become accessible, convivial and safe places where pedestrians, cyclists, public transit users and motorists can coexist in harmony.

Improving the urban environment of the boulevards involves revitalising their surroundings and intensifying land use. The urban form needs to be revitalized through architectural and landscape quality of property developments, to create lively mixed-use areas where residential and commercial functions are well-balanced.

Lastly, the boulevards will be distinguished for their strategic and historic role in driving the development of Dollard-des-Ormeaux, and for the enhancement of a number of heritage buildings.

See Map 7 – Spatial Organization Concept for Saint-Jean and des Sources Boulevards

Map 7 - Spatial Organization Concept for Saint-Jean and des Sources Boulevards



OBJECTIVES

4.1. Redevelop underutilized properties into mixed-use and predominantly residential development projects

This objective is achievable by adopting one or more of the following strategies:

- **Revise the Zoning By-law to:**

- Attribute **mixed-use zoning** to areas suitable for redevelopment by permitting residential use in predominantly commercial zones;
- Impose a **minimum number of dwellings** per project, consistent with the levels envisaged in the regional planning documents and adapted to the particular character of the area;
- Authorize the **construction along boulevards of higher buildings**, the heights of which are to be reduced or modified according to the height of neighbouring buildings;
- Specify the **uses permitted on the ground floor** of building projects to ensure the presence of retail shops and services and convivial meeting places and set a minimum floor area to be used for said uses;
- **Formulate a housing policy to ensure a variety of housing types** adapted to the needs of different generations, families and household types.

4.2. Transform boulevards into efficient and safe routes for all modes of travel

This objective is achievable by adopting one or more of the following strategies:

- **Formulate a sustainable mobility plan** for assessing and prioritizing active and public transport improvement and development projects;
- **Maintain and improve active transport facilities**: make sidewalks and pedestrian routes to high-traffic areas (shops, service and public facilities) safer; redesign intersections to make them safer and easier (crossing times, pedestrian refuges, lighting, etc.);
- **Improve public transport facilities**: improve public areas near bus stops by adding shelters, vegetation, street furniture, etc.; work with government authorities, regional transport agencies and other mobility partners to optimize and promote public transport services;
- **Collaborate with the Cities of Pointe-Claire, Dorval and Montréal** in developing protected pedestrian and bike paths crossing Highway 40; and
- **Continued analysis to optimize traffic flow** and the sharing of public roads by all modes of transport.

4.3. Improve the quality of the built and landscape environment

This objective is achievable by adopting one or more of the following strategies:

- **Revise the SPAIP By-law** (Site Planning and Architectural Integration Program) to:
 - Give preference to property developments that **contribute to livening an area** and that blend harmoniously into the urban fabric;
 - Integrate **community gardens, parks** and public spaces in major building projects;
- **Revise the Zoning By-law** to:
 - **Foster the greening** of parking lots and private property, sustainable stormwater management, heat island control;
 - **Reduce parking requirements** for developments located on or near boulevards and public transport access points;
- **Revise the Construction By-law** to add measures aimed at integrating ecological, sustainable and eco-energy practices;

- **Continue the Tree planting program** on private and public property (parks, municipal land, street curbs) to enlarge the tree canopy.

4.4. Enhance the identity of the Saint-Jean and des Sources main thoroughfares

This objective is achievable by adopting one or more of the following strategies:

- **Encourage restoration** and enhancement of heritage buildings;
- **Assess the pertinence of creating an imaginative heritage walk** highlighting the role of boulevards in the development of the City and the presence of heritage buildings;
- **Promote partnerships between heritage building occupants** and the community (holding special events, temporary installations, etc.).
- **Highlight the City entrances** to the north and south of Saint-Jean and des Sources Boulevards with distinctive signage and landscaping;
- **Revise the Zoning By-law to regulate commercial signage** in order to stimulate the emergence of an identity image.

Orientation 5. Support the vitality and sustainability of the employment sector

With this orientation, the City is supporting the economic prosperity of the City's commercial and industrial park and its positioning on the West Island of Montreal. It is vital to ensure that existing businesses are maintained and that the business sector continues to attract new businesses and a local workforce. In that respect, the accessibility and quality of facilities and amenities will have to be improved, enhancing the overall attractiveness of the working environment.

Proximity to the des Sources REM station should be exploited through various measures designed to ensure safe, user-friendly access for all modes of transport.

Lastly, the Urban Planning Program aims to ensure that the City's commercial and industrial zones coexist harmoniously with other surrounding sectors, particularly the City Centre.

See Map 8 – Spatial Organization Concept Linked to Employment Sector

Map 8 - Spatial Organization Concept Linked to Employment Sector



OBJECTIVES

5.1. Optimize the appeal of the employment sector for businesses and workers alike

This objective is achievable by adopting one or more of the following strategies:

- **Revise the Zoning By-law regarding authorized uses** to affirm the industrial, commercial, and employment vocation of the sector and allow business to occupy and make optimal use of land and building;

- **Assess the method of authorizing, on the basis of complementary or conditional uses, certain services for users** of the industrial park, making it possible to offer a complete work environment (gym, daycare, restaurants) while prioritizing economic and business activities;
- **Permit ancillary facilities and amenities** to improve worker well-being (shaded picnic areas, cafeteria terraces, green roof oases, gardens, etc.).

5.2. Improve the quality of the employment sector's environment

This objective is achievable by adopting one or more of the following strategies:

- **Revise the Zoning By-law to promote greening** of parking lots and private land, sustainable stormwater management, heat island control, and modification of parking standards, taking into account active and collective mobility (safety for all users, universal accessibility, pedestrian routes to bus stops, adapted ratios, etc.);
- **Continue the Tree planting program** on private and public property (specifically parks, municipal property, street curbs) to expand the tree canopy.
- **Implement programs to encourage renovation** using sustainable design practices for industrial buildings (energy efficiency, materials, green and white roofs, etc.).

5.3. Facilitate accessibility to the employment sector and the REM station

This objective is achievable by adopting one or more of the following strategies:

- **Formulate a sustainable mobility plan**, for the assessment and prioritization of active and public transport improvement and development projects;
- **Maintain and improve active transport facilities**: ensure the safety of pedestrian walkways and footpaths throughout the area to ensure access to bus stops; extend the bike path network on certain roads;
- Assess the potential for more direct routes through private property to and from the des Sources REM station and the City Centre;
- **Enhance public transport facilities**: redesign public areas near bus stops by adding shelters, plants, street furniture, etc.;
- **Collaborate with the Cities of Pointe-Claire, Dorval and Montréal** in developing protected pedestrian walkways and bike paths crossing Highway 40;

5.4. Ensure harmonious coexistence with the immediate environment

This objective is achievable by adopting one or more of the following strategies:

- **Amend the Zoning By-law to require visual screens** and vegetation strips between the employment sector and adjacent residential neighbourhoods;
- **Reorganize the trucking network**.

9. TRANSPORTATION AND MOBILITY

The main thoroughfares and active and public transport networks are incorporated into the spatial organization concept plans associated with each major orientation in the previous section. Where applicable, those plans also include the projected alignments and infrastructure projects required to pursue our planning orientations and objectives.

Given the implementation in the immediate vicinity of an extensive and efficient structuring public transport network such as the REM, and the needs expressed by residents, our next major task

is to formulate a sustainable urban mobility plan that integrates and intermodalizes all means of transport, and we must do so in the very near future.

The mobility plan will include a set of components enabling more rational use of the various modes of transport, while emphasising accessibility and safety for all users.

In addition, since improving transportation flow is a major objective for optimizing mobility in our territory, the City of Dollard-des-Ormeaux supports the efforts to extend the Jacques-Bizard corridor in the near future.

10. DEVELOPMENT

On the basis of the portrait of the territory and the development orientations and objectives, the Urban Planning Program is focused on development opportunities for the territory of the City of Dollard-des-Ormeaux.

As buildable vacant land is becoming increasingly rare, future urban development will be focused on redeveloping land that is already built on but underused. For the most part, these properties are served by municipal infrastructures and facilities, transport networks and services to the general public.

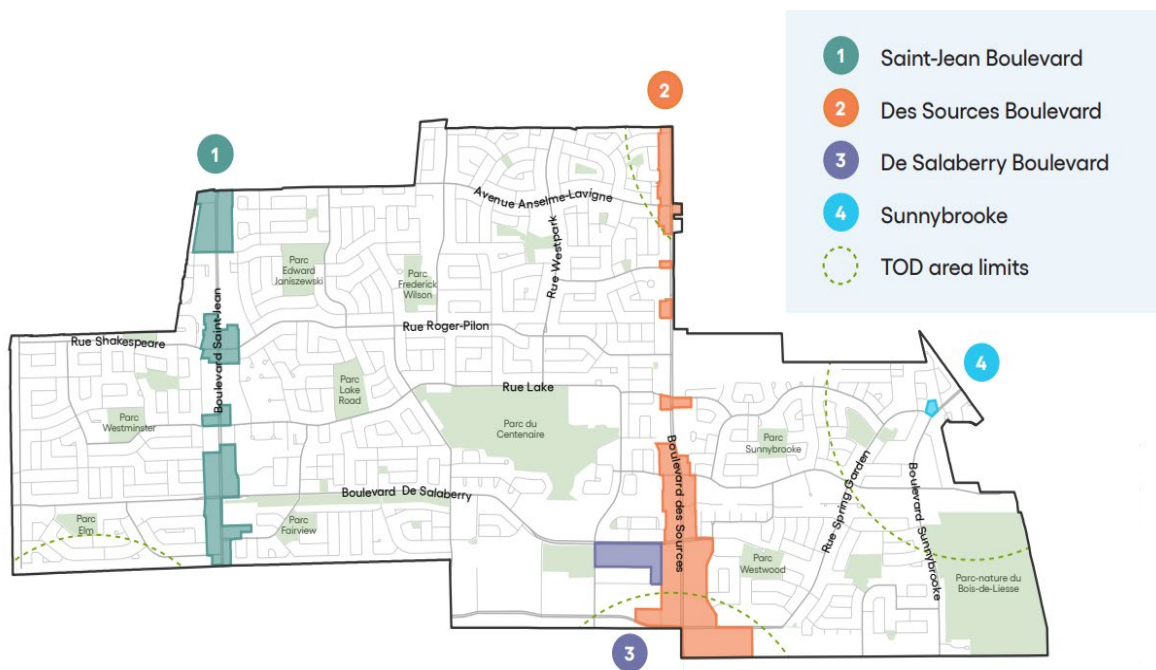
Sector identification

The Urban Planning Program proposes a development scenario based on an exhaustive inventory of private land with potential for transformation. The inventory takes into account the private properties listed in the Metropolitan Land Use Development Plan (PMAD) and in the Montreal Urban Agglomeration Land Use and Development Plan (SAD), for optimal urban planning. The identification of such land is based on the following opportunities:

- Strategic positioning of REM station TOD Areas;
- The role of Saint-Jean and Sources Boulevards as main public transport corridors;
- The unifying role of the City Centre;
- The potential of community and neighbourhood hubs in existing residential areas;
- The obligation to increase residential densities required by regional programs and plans.

See Map 9 – Areas with Development Potential

Map 9 - Areas with Development Potential



Development potential

A classification by sector shows that most of the identified sites are along the Saint-Jean and des Sources Boulevards and in the City Centre. Approximately 25% of the sites to be built on or redeveloped is in TOD Areas as four REM stations are very close to Dollard-des-Ormeaux. A number of the identified sites straddle two sectors of interest. For example, some sites on des Sources Boulevard are also within a 1-km radius of the TOD Areas of the Pierrefonds-Roxboro or des Sources REM stations.

The development potential resulting from this inventory should make it possible to meet Dollard-des-Ormeaux's urban growth projections and housing needs. Sites are assigned density parameters that are adapted to their built environment and that meet the targets established in regional and metropolitan planning documents. In some areas, such as the City Centre and on the major boulevards, the density parameters are sufficiently high to allow for the commercial and service space required to create a functional mix and a complete living environment.

As a guide to facilitate the drafting of the planning by-laws that will result from this Urban Planning Program, a regulatory framework is proposed for these lands, which would make it possible to create human scale, stimulating living environments, respectful of the existing neighbourhoods and adapted to the demographic context. Appendix B, *Transformation Strategies*, suggests a series of standards pertaining to land use, lot coverage, density, height, parking ratios and amenity areas, for each of the development sectors identified on Map 9. These standards are only used as a reference and may vary in the final planning by-law. For the Marché de l'Ouest, the existing provisions of the Zoning By-law will be kept as they are in the new by-law; and any development project will have to undergo a specific planning process, involving the population, prior to modifying the by-law to authorize the project.

In addition, the City owns a few vacant lots. A more in-depth assessment will determine the development potential of these lands.

11. IMPLEMENTATION

Land use and minimum density

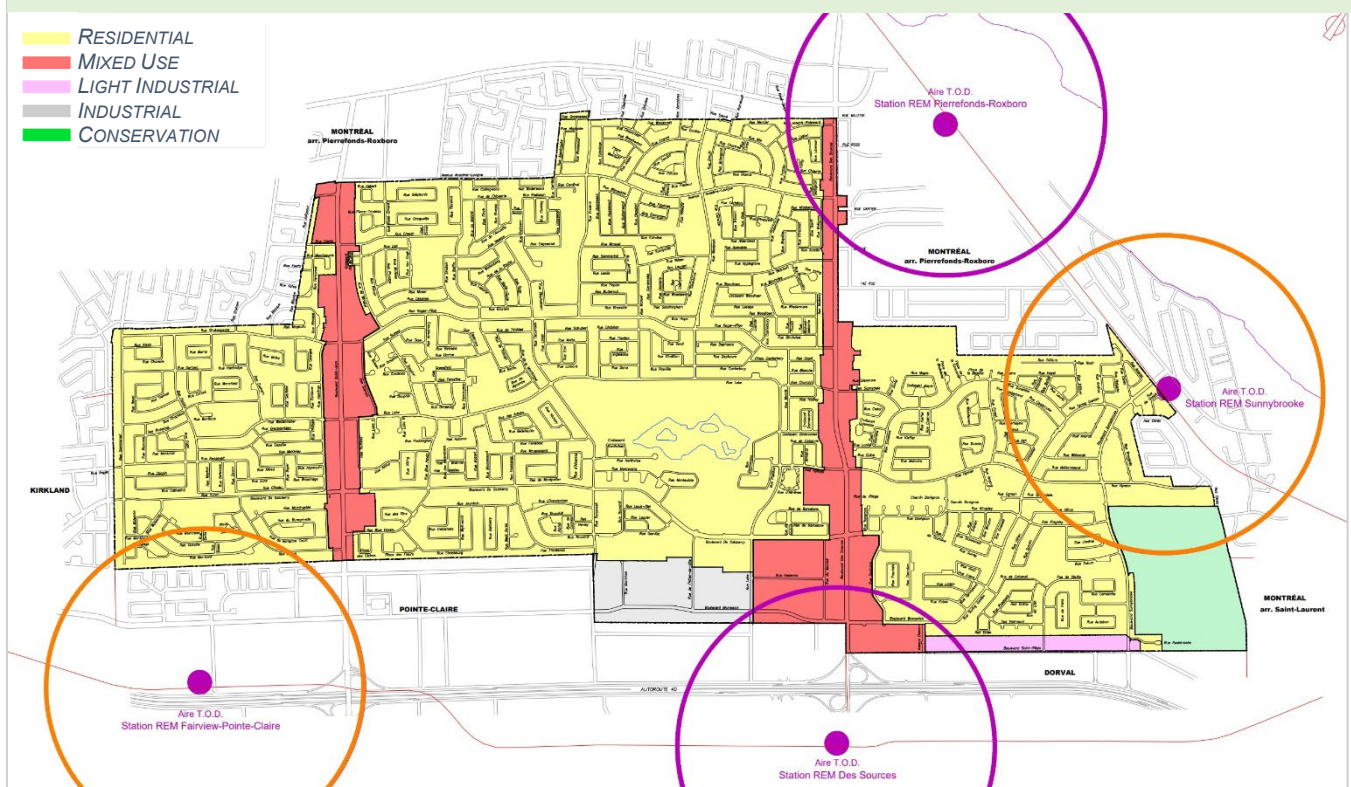
To reflect the planning and development intentions set out above, the Urban Planning Program determines the land uses and residential density thresholds applicable in the territory of the City of Dollard-des-Ormeaux.

- Land uses describe authorized functions;
- Minimum residential densities prescribe the minimum number of dwellings per hectare;
- Once land uses have been assigned, dominant and complementary functions are authorized. These functions indicate the uses that may be authorized in the zoning by-law. The dominant functions are those that must prevail.

The municipal territory is subject to five prescribed land use categories, which are described and delimited in the Table of Land Uses and Minimum Densities and on Map 10 – Land Use. The boundaries of the Land Use areas generally correspond to the centre of the right-of-way of a street or the cadastral boundary of a lot, as of the date of adoption of this Urban Planning Program.

See Map 10 – Land Use

Map 10 - Land Use



A minimum residential density is stipulated for each of the Land Use areas. This density can be achieved through construction and redevelopment projects to be built on vacant land or land with development potential. The residential density of a given project may be less or higher than the prescribed minimum, according to a variation of densities for each zone comprised within a same Land Use area. The zoning by-law will specify a prescribed density per zone, adapted to the character of the surrounding area. In average, the density of the zones will respect the overall minimum density prescribed for the Land Use area.

The land uses and residential densities are as follows:

Residential

Primarily residential areas that also include community hubs (community or institutional facilities) as well as local parks and green spaces. They may also include certain neighbourhood commercial uses.

Consisting of several housing types, including the dominant single-family dwelling and two- and three-family dwellings and multi-family dwellings, this Land Use designation covers most of the territory. A minimum net residential density of 75 dwellings per hectare should be achieved for development projects in these land use areas.

Sunnybrooke and Fairview-Pointe-Claire residential TOD Areas:

Different minimum densities will apply in the residential areas that are located within these TOD Areas. These are virtually exclusively residential areas at the south-western (Fairview-Pointe-Claire) and north-eastern (Sunnybrooke) extremities of the territory, as illustrated in Map 10. The minimum net residential density that will have to be achieved for redevelopment projects in these parts of the Land Use area is 200 dwellings per hectare.

Mixed Use

This category is intended to encourage the development of multifunctional, sustainable and lively living environments, particularly in the City Centre, along the boulevards, which are major public transport routes, and in the Pierrefonds-Roxboro and des Sources TOD Areas. They host a variety of activities and housing.

Mixed-use areas offer a good potential for intensification of the number of dwellings and jobs, adapted to the character of the surrounding area. Residential densification and functional mix are to be prioritized on sites to be developed and transformed. A minimum net residential density of 150 dwellings per hectare must be achieved in these Land Use areas, while respecting a maximum density of 175 dwellings per hectare in order to respect the special character of the territory of Dollard-des-Ormeaux.

In order to ensure a mix of uses, at least two-thirds of the ground floor of any mixed-use building and any building located at a street intersection along the boulevards and in the City Centre must be devoted to commercial activities and services.

On the Marché de l'Ouest site, the dominant functions authorized by the previous Planning Program will remain unchanged and will be carried over to the present Urban Planning Program. Any development project in the Marché de l'Ouest incorporating a residential component will have to undergo a specific planning process, involving the population, prior to any amendment to the zoning by-law.

Des Sources and Pierrefonds-Roxboro mixed TOD Areas:

Different minimum densities will apply in the mixed-use areas that are located within these TOD Areas. They are located at the southern and northern extremities of des Sources Boulevard, as illustrated in Map 10. The minimum net residential density of these TOD Areas is 200 dwellings per hectare.

In TOD Areas, at least two-thirds of the ground floor of any mixed-use building must be devoted to commercial activities and services.

Light Industrial

This land use area regroups light industrial activities and economic enterprises that produce goods or provide services.

Light industry differs from heavy industry in that it includes activities that generate little nuisance for the neighbourhood, such as noise, smoke, dust, steam, gas, radiation, odour (examples of light industrial uses: video and audio, clothing accessories, toys, pharmaceuticals, electronic products, etc.).

Industrial

This land use area includes part of the employment sector and hosts industrial activities. It includes a group of establishments that produce goods or provide services.

To preserve the harmony of urban activities on the territory, development guidelines will be defined in the zoning by-law, in areas that host industrial activities that may cause inconvenience to property and people.

Conservation

This use refers to areas reserved for the protection and enhancement of biodiversity and the natural and landscape heritage.

Table of Land Uses and Minimum Densities

LAND USES	Main Functions	Complementary Functions	Minimum Net Residential Density
RESIDENTIAL	➤ Housing	➤ Shops and services ➤ Offices ➤ Recreational, cultural, community or institutional facilities ➤ Existing industries ➤ Existing large public infrastructures ➤ Existing shopping malls	75 dwellings per hectare
			<i>Residential TOD Areas:</i> 200 dwellings per hectare
MIXED USE	➤ Housing ➤ Shops and services ➤ Shopping malls ➤ Offices	➤ Recreational, cultural, community or institutional facilities ➤ Light industries ➤ Existing industries	150 (Max. 175) dwellings per hectare
			<i>Mixed Use TOD Areas:</i> 200 dwellings per hectare ^{*1}
LIGHT INDUSTRIAL	➤ Light industries	➤ Shops and services ➤ Offices ➤ Recreational, cultural, community or institutional facilities ➤ Major public infrastructures	N/A
INDUSTRIAL	➤ Industries	➤ Shops and services ➤ Offices ➤ Recreational, cultural, community or institutional facilities ➤ Major public infrastructures	N/A

^{*1} Des Sources TOD Area does not include lot 2 262 989 where the Plaza Centennial building is located.
Pierrefonds-Roxboro TOD Area includes lots 1 765 518, 1 765 421, 1 765 426, 1 765 431, 1 765 438.

LAND USES	Main Functions	Complementary Functions	Minimum Net Residential Density
CONSERVATION	➤ Protection and enhancement of biodiversity	➤ Extensive recreation ➤ Research, education, nature interpretation ➤ Activities or infrastructures to support the conservation mission	N/A
FUNCTIONS AUTHORIZED EVERYWHERE	➤ Protection and enhancement of biodiversity ➤ Parks and green spaces ➤ Cemeteries ➤ Public infrastructures other than those identified as "Major public infrastructures"		

Urban planning by-laws

The land use and density provisions established above must be included in the City of Dollard-des-Ormeaux Zoning By-law. This By-law divides the territory into distinct zones. It determines in detail the permitted uses in each zone and specifies the applicable construction and development rules.

The following are some of the important regulatory changes to be made to the Zoning By-law:

- Reduce the minimum requirements in terms of the number of parking spaces (parking ratios) to better adapt to active and collective mobility in areas with higher density and close to the public transit network;
- Apply a high underground parking ratio for all mixed-use buildings, which, combined with an appropriate lot coverage, will make it possible to free up green space and amenity areas, thereby contributing to heat island reduction;
- Adjust the maximum heights in these same sectors, in most cases to be lower than the heights currently prescribed, to ensure the harmonious integration of the projects into their surroundings along the boulevards and in the City Centre;
- In order to preserve and improve access to local shops and services, require that at least 67% of the ground floor area of a new mixed-use building be occupied by commercial activities and services.

Several separate by-laws currently in force which contain zoning provisions will be repealed and their provisions will be incorporated into the new zoning by-law.

Lastly, all urban planning by-laws will require revision to reflect the intentions of the Urban Planning Program. The following by-laws will be affected: those concerning subdivision, construction, permits and certificates, site planning and architectural integration (SPAIP), minor exemptions and specific construction, alteration or occupancy proposals for an immovable (SCAOP). The possibility of adopting a conditional use by-law will also need to be considered.

Action plan

The action plan identifies the intervention strategies and tools that will make it possible to achieve the development vision of the City of Dollard-des-Ormeaux. Planning by-laws are the main vehicle for achieving the development intentions of this Urban Planning Program. However, there are some other tools and strategies that can be used simultaneously and will allow for effective implementation. They fall into the following intervention categories:

- **Sectoral policies:** to establish needs and plan priorities for a specific area of intervention (e.g. master plan respecting parks and green spaces, sustainable mobility plan);
- **Project management and contracting:** to directly control the construction, maintenance or administration of municipal facilities, infrastructures and services and to stimulate intervention on private property (e.g. redevelopment of a park or public thoroughfare);
- **Financing and land management:** to establish municipal or regional programs offering subsidies or financing or creating land and financial reserves to control the use of certain lands or support and guide public and private investment in the territory (e.g. right of first refusal, funds for improving public parking or active or public transport)
- **Private-sector contribution:** could be financial or in the form of a donation of land or property or a commitment to carry out construction or development work for the public good, by an individual or a private company during a subdivision or property redevelopment project (e.g. REM royalties, financial guarantees, contributions for park purposes, municipal works agreements, etc.).

The actions listed in the action plan are divided into the following main themes:

- Transportation and mobility;
- Urban planning and municipal by-laws;
- Housing; and
- Environment, green spaces and public spaces.

The second column indicates the partners (organizations external to the City of Dollard-des-Ormeaux and specific municipal departments) that could collaborate with the City and intervene in a particular action, and thus participate in achieving the objectives of the Urban Planning Program.

Implementation of the Urban Planning Program will be spread out over the next 10 years. The column heading “Timeframe” indicates the projected duration of each action, namely:

- Short-term: 0-2 years
- Medium-term: 2-6 years
- Long-term: 6 to 10 years
- Ongoing: i.e. underway and continuing.

Action Plan

THEME: TRANSPORTATION AND MOBILITY	PARTNERS	TIMEFRAME
➤ Formulation of a sustainable mobility plan including: – Optimization of the public bus and mass transit network – Extension and development of targeted bike paths – Development of paths leading to REM stations – Connectivity and permeability of the network through public and active transportation links to surrounding boulevards, ecological corridors, parks and residential neighbourhoods – A maintenance, improvement, universal accessibility and safety program for road infrastructure, bike paths, sidewalks and intersections – An inventory, adaptation and improvement program for public areas near bus stops	DDO - Urban Planning, DDO - Engineering, DDO - Public Works, STM, ARTM, MOBA, PME MTL	Short-term
➤ Collaboration in the development of public and alternative transport	ARTM, CMM, MOBA, Bixi Montréal, Communauto, PME MTL, Ridesharing platforms and organizations	Medium-term
➤ Extension of the Jacques-Bizard corridor	CMM, Montreal Urban Agglomeration, MTQ, Pierrefonds and other related municipalities	Long-term
➤ Analysis and interventions to optimize traffic flow	DDO - Engineering, DDO - Public Security. Cities of Pointe-Claire, Dorval, Kirkland, Montreal Urban Agglomeration	Ongoing

THEME: URBAN PLANNING AND BY-LAWS	PARTNERS	TIMEFRAME
➤ Full revision of the SPAIP By-law (Site Planning and Architectural Integration Program) to include the following: – Criteria and objectives for new higher-density and mixed-use projects, particularly along the boulevards and in the City Centre. – Criteria and objectives regarding better integration of new residential developments	DDO - Urban Planning	Short-term
➤ Revision of other discretionary by-laws, including: – By-law concerning Minor Exemptions – Assessment of the advisability of adopting a by-law on conditional uses – Assessment of the advisability of introducing bonus zoning	DDO - Urban Planning	Medium-term
➤ Revision of the Subdivision By-Law	DDO - Urban Planning	Short-term
➤ Revision of the Construction By-law	DDO - Urban Planning	Medium-term
➤ Heritage and architectural integration: – Assessment of features of heritage interest (places of worship, residential buildings) – Production of a typomorphological study – Production of an architectural integration guide	DDO - Urban Planning, Montreal Urban Agglomeration, Various heritage organizations in the West Island	Medium-term
➤ Municipal works agreement for large-scale property development projects	DDO - Urban Planning and Engineering, Private property development companies	Medium-term

THEME: HOUSING	PARTNERS	TIMEFRAME
➤ Assessment of a strategy for affordable, social and family housing	DDO - Urban Planning, Table de Quartier - West Island	Short-term
➤ Residential renovation and home adaptation assistance program	DDO – Urban Planning, SHQ	Ongoing
➤ Participation in the West Island Intersectoral Sanitation Committee	DDO - Urban Planning, City of Pointe-Claire, CIUSSS, SPVM, Tenants' organizations, Table de Quartier - West Island	Ongoing
➤ Assessment of the Development Potential of Municipal Land for Residential Purposes	DDO - Urban Planning and Engineering	Ongoing
THEME: ENVIRONMENT, GREEN SPACES AND PUBLIC SPACES	PARTNERS	TIMEFRAME
➤ Centennial Park development program	DDO - Horticulture, Parks and Buildings	Medium-term
➤ Identification and development of ecological corridors to complete the parks network	DDO - Urban Planning, DDO - Horticulture, Parks and Buildings	Long-term
➤ Promotion and education regarding eco-responsible development and urban agriculture	DDO - Horticulture, Communications, Hydro-Québec	Ongoing
➤ Tree planting program	DDO - Horticulture	Ongoing
➤ Urban forestry and tree inventory program	DDO - Horticulture, Communications, Hydro-Québec	Ongoing
➤ Upgrading and adapting public facilities and equipment	DDO - Parks and Buildings	Ongoing
➤ Enhancement of public property	DDO - Parks and Buildings	Ongoing
➤ Implementation of measures to protect natural environments and wetlands	DDO - Urban Planning, DDO - Parks and Buildings	Short-term

Glossary

ARTM

Autorité régionale de transport métropolitain [regional metropolitan transport authority]

CMM

Communauté métropolitaine de Montréal [Montreal metropolitan community]

Community hub

Area in a residential neighbourhood with a concentration of schools, parks and places of worship.

Conservation

Area reserved for the protection and enhancement of biodiversity as well as the enhancement of natural and landscape heritage. This category includes nature parks, some large parks and local parks, municipal lands, and areas protected by a non-municipal body.

DDO

Dollard-des-Ormeaux

Density

The average minimum residential density for a given land use area, expressed as the number of dwellings per gross or net hectare. Density applies only when residential use is permitted. To obtain the net density, the gross density must be multiplied by a factor of 1.25.

Development

Real estate development that involves the planning, construction, and management of properties. It implies the transformation of vacant land or existing structures into profitable real estate projects, to meet the needs of a certain population and contribute to urban growth.

Development of natural environments aimed at ecological management and improvement of biodiversity

Activities involving reforestation, maintenance, felling of trees weakened, dead or damaged by weather, fire, insect pests or disease-causing organisms, control of invasive and harmful plant species, blocking of plant succession, planting, shoreline stabilization, creation of wildlife habitat, installation of nest boxes, perches and feeders, as well as emergency work for public safety purposes.

Extensive recreation

Recreational facilities that require light accommodations, and their accessory buildings, used for extensive recreational activities, usually practiced outdoors. The facilities and equipment generate little impact on the surrounding environment. These include a reception kiosk or interpretation centre, an observation deck, a lookout, a kiosk, a walking path, a hiking or biking trail, a recreation area, a playground, a picnic area, a service building and a storage yard for site maintenance purposes, as well as a parking lot and its access roads.

First and second eras of construction of single-family dwellings

The eras in which residential neighbourhoods consisting mainly of detached single-family homes were built: before and including 1980 (the first era of construction) or after 1980 (the second era of construction). Depending on the era of construction, the neighbourhoods share characteristics such as density, architectural expression and plot layout.

Industrial Park

The industrial park is made up of two sectors located near the southern boundary of the City's territory, near Highway 40. The first area runs along Brunswick Boulevard between Tecumseh Street to the west and on either side of Lake Street to the east. A second area runs along Saint-Régis Boulevard between Deacon Street and Sunnybrooke Boulevard to the east.

Industry

A group of enterprises and establishments performing an economic function, whether manufacturing, processing, assembling, distributing products or providing services to businesses.

Major public infrastructure

This function includes the following large infrastructures:

- Port, railroad, or airport infrastructure;
- Sewerage and water treatment facilities or infrastructure;
- Major equipment for the collection, sorting, recycling, and disposal of residual materials;
- Major snow storage and disposal equipment.

Metropolitan Land Use and Development Plan (PMAD)

The territorial planning tool used by the elected officials of the 82 municipalities comprising the Communauté métropolitaine de Montréal to ensure that Greater Montreal remains attractive, competitive and sustainable.

MOBA

Travel management centre promoting alternative and sustainable mobility, and supporting the community and metropolitan organizations in the implementation of sustainable mobility initiatives.

Montreal Urban Agglomeration Land Use and Development Plan (SAD)

The planning document that establishes guidelines for the physical organization of the Montreal Urban Agglomeration. It defines the major orientations and contains objectives, targets and measures to ensure and promote implementation of the Plan.

MTQ

Ministère des transports du Québec [Québec ministry of transport]

Nature Research, Education and Interpretation

Research, education, scientific sampling and interpretation activities that are related to nature and that require minor adjustments related to access to spaces in order to allow people to observe and discover the surrounding environment, to carry out research activities or to take samples of soil, water, air, flora or fauna.

Neighborhood Business

A commercial establishment in the immediate vicinity of a residential area designed to meet the daily needs of the local population, such as the purchase of food, basic necessities or local services. Often small in size, they offer a limited range of products or services.

Office

Building or part of a building used for business purposes.

PME MTL

The Montréal agglomeration's business support and services network, whose mission is to anticipate and support socio-economic development in an integrated, concerted and sustainable manner.

Public Infrastructure

Land and buildings set aside for public service purposes. They include, but are not limited to, railway tracks, power transmission lines, road and railroad yards, facilities essential to the operation of public transport and public traffic routes.

Recreational, cultural, community or institutional equipment

An area containing structures or land that are set aside for community, recreational, cultural or institutional activities and that play an important role for the community, whether in education, health care, sports, culture, worship or tourism.

REM (Réseau Express Métropolitain)

An automated light rail system with 26 universally accessible stations that will traverse 67 km of Greater Montreal upon completion of construction.

Shopping mall

A group of retail and service establishments built and operated as a single entity, which includes multiple commercial tenants.

Shops and services

Establishments used for commercial purposes (retail and services) that can include an office function (businesses that generate nuisances likely to affect the quality of living environments and whose activities are incompatible with the surrounding environment belong to the "Industrial" land use designation).

SHQ

Société d'habitation du Québec [Québec housing corporation]

STM

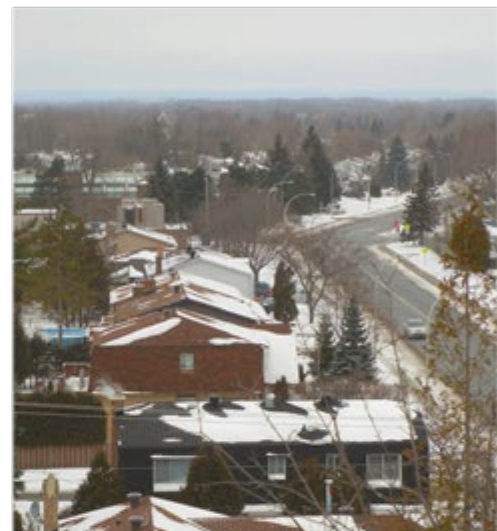
Société de transport de Montréal [Montreal's transit agency]

TOD (Transit Oriented Development) Area

A medium- to high-density urban development centred around a high-capacity public transport station such as a train station, metro station or rapid transit bus stop. Located within walking distance of a major mass transit access point, a TOD Area offers housing, employment and commercial opportunities without excluding car use.

Urban morphology

Analysis of the urban form as a whole, taking into account the architectural expression of the buildings, street layouts and connections, plot layout, land use, the proportion of built-up areas and open spaces, etc.



PORTRAIT OF THE TERRITORY

*SOCIO-DEMOGRAPHIC AND ECONOMIC
PROFILE*

HISTORICAL DEVELOPMENT

URBAN MORPHOLOGY

HERITAGE SITES AND BUILDINGS

COMMUNITY FACILITIES

NATURAL AND LANDSCAPE ELEMENTS

MOBILITY

CONSTRAINTS

APPENDIX A

URBAN PLANNING PROGRAM

BY-LAW
NO. 2024-190


VILLE DE
CITY OF
DOLLARD-DES-ORMEAUX

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1. SOCIO-DEMOGRAPHIC AND ECONOMIC PROFILE

The socio-demographic and economic profile of Dollard-des-Ormeaux is based on Statistics Canada's 2021 Census, on demographic data from the Institut de la statistique du Québec (ISQ) and on the Business Census conducted by PME MTL in 2019

Population

According to the 2021 Census, the population of the City of Dollard-des-Ormeaux was 48,403 versus 48,899 in 2016. This represents a negative variance of - 1.0%. In comparison, the provincial average was + 4.1% and the national average was + 5.2%. Since 2001, the municipality has been experiencing demographic stagnation, resulting in a low population increase of 1.6%, or 771 residents for the 20 years between 2001 and 2022, compared to 19.6% for entire Montreal Agglomeration.

The most represented age group in Dollard-des-Ormeaux is 35 to 64, accounting for 39% of the population. Seniors aged 65 and over make up 21.2% of Dollard-des-Ormeaux's population, an increase of 10.5% over 2016. Residents under the age of 25 account for 29% of population and those between 25 and 34 account for the remaining 10%. The distribution of population by broad age groups is similar to that for the Agglomeration as a whole.

Dollard-des-Ormeaux is home to a culturally diverse population, with 74% of the population being of immigrant origin: either foreign-born themselves (43.7%) or with at least one foreign-born parent (30.2%). India tops the list (10.6%) of countries of origin of Dollard's immigrant population, followed by the Philippines (8.5%), Egypt (6%) and Lebanon (5.4%).

Families and households

The City of Dollard-des-Ormeaux has 17,380 households and 13,750 families, including 7,045 couples with children (51%), 4,545 couples without children (33%) and 2,150 one-parent families (16%). The average household size is 2.8 people per household. People living alone account for 21.3% of all households.

The percentage of couples with children is slightly higher than that for the Agglomeration as a whole (42%). On the other hand, the municipality has half as many people living alone (21.3% versus 40.3% for the Agglomeration as a whole). These statistics indicate that Dollard-Des-Ormeaux has strong family appeal.

Housing

The housing tenure in Dollard-des-Ormeaux is characterized by a preponderance of owner-occupied dwellings (75%) with a much smaller percentage (25%) of rented properties. This distribution differs from the figures for the Agglomeration as a whole, where renters account for 60% of the population versus 40% for owner-occupiers.

On the other hand, the relationship between household income and housing-related expenses is more positive for the municipality as a whole. Statistically, only 17.6% of households in Dollard-des-Ormeaux spend over 30% of their income on housing-related expenses, compared to 24% of households in the Agglomeration. According to data compiled by the Communauté Métropolitaine de Montréal (CMM) and the list of recently authorized development projects, Dollard-des-Ormeaux has 622 social and affordable housing units, or approximately 13% of its rental housing stock. This is similar to the figure for the Montréal Agglomeration.

Dollard-des-Ormeaux also has a housing cooperative, four private seniors' residences, one seniors' residence managed by the Office municipal d'habitation de Montréal and a 160-bed long-term care centre (CHSLD). In addition, a 190-bed Maison des aîné(e)s, a Quebec Government project, is under construction at the Pierrefonds-Roxboro municipal boundary and is scheduled to open in 2026.

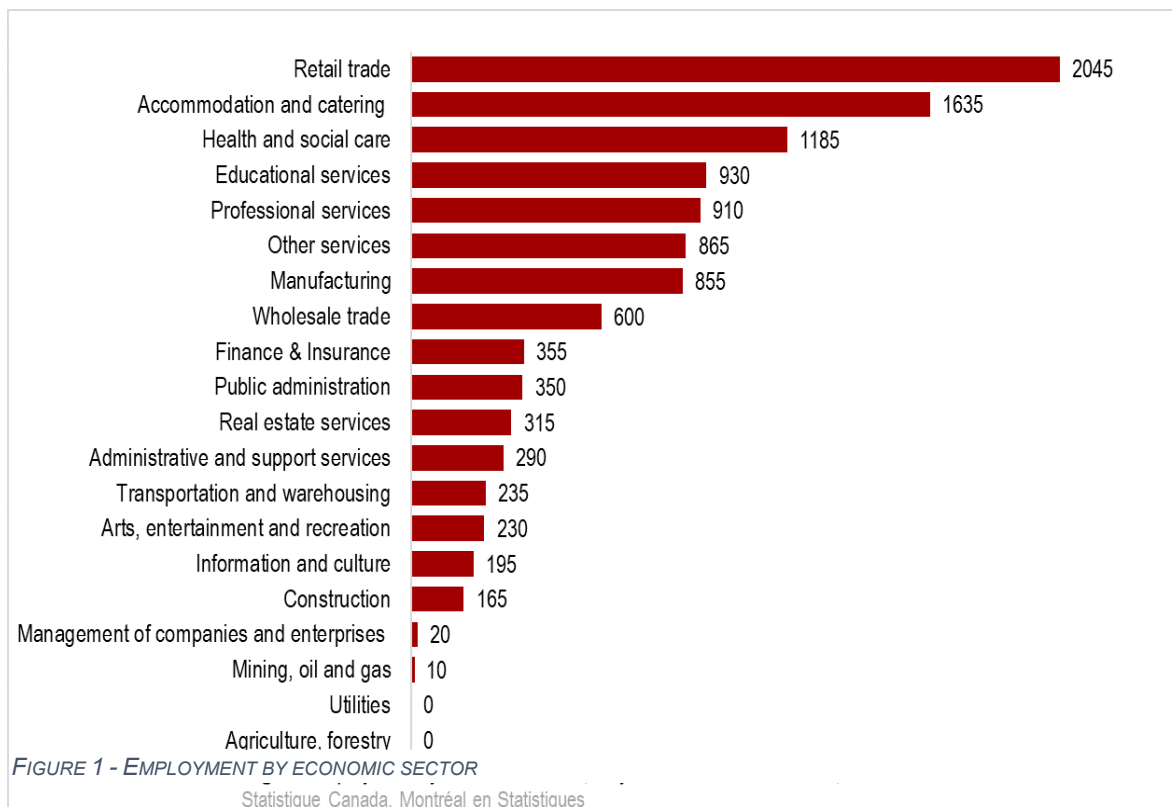
Most residential housing is adapted to the needs of families, given that the vast majority (75.6%) of dwellings have three (3) or more bedrooms. A much smaller percentage of dwellings is designed to meet the needs of people living alone.

Given its residential mobility figures, the City would appear to have a relatively good population retention capacity. In 2021, and over the previous five years, 71% of Dollard-des-Ormeaux residents said they had not moved. Of the other 29% who had moved to a new home between 2016 and 2021, 60% of them were nevertheless originally from Dollard-des-Ormeaux.

Employment

According to the most recent 2016 data, the City of Dollard-des-Ormeaux had 11,200 jobs on its territory. At that time, retail trade (2,045 jobs) was the largest business sector, with the other leading economic sectors being, in order of size, Accommodation and food services (1,635 jobs), health care and social assistance (1,185 jobs), educational services (930 jobs) and professional services (910 jobs).

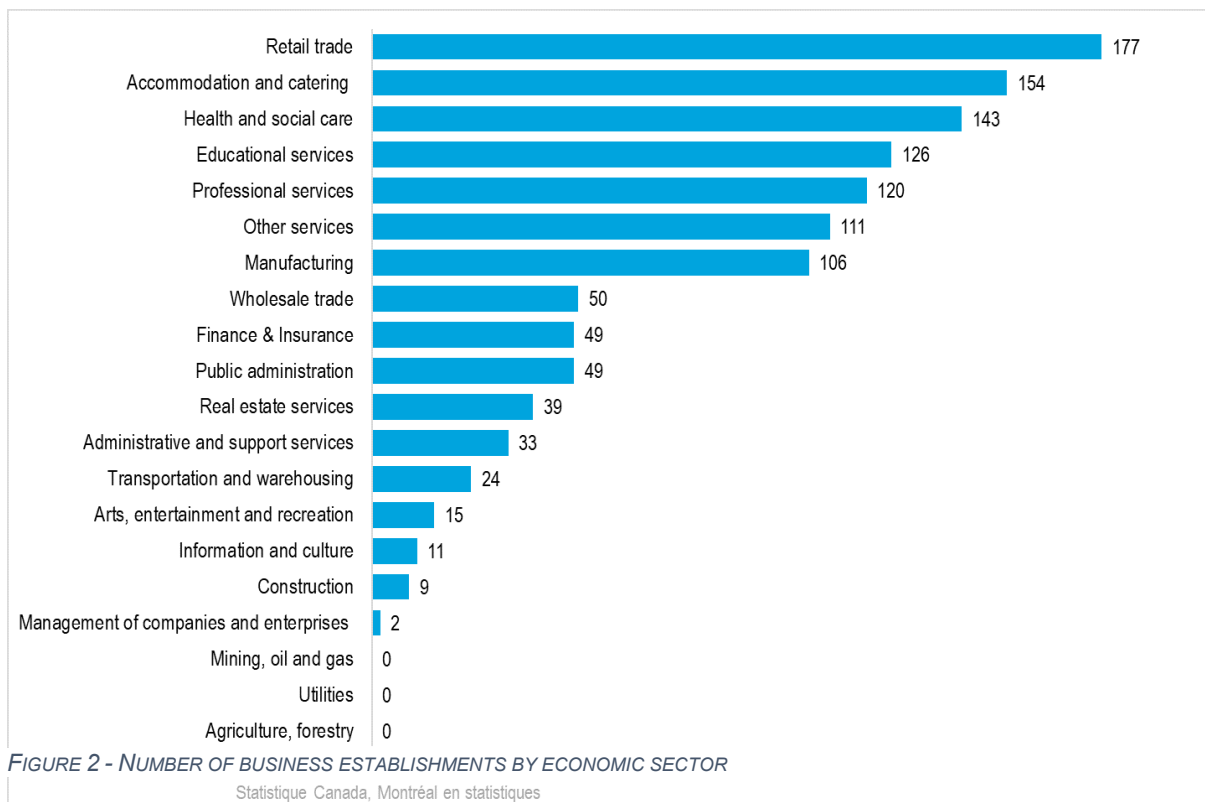
In 2021, at the height of the Covid-19 pandemic which considerably dampened overall economic activity, the unemployment rate in the municipality was 9.8%, . It was 10.2% for the Agglomeration as a whole. The working population accounts for 63.7% of Dollard-des-Ormeaux residents aged 15 and over.



Business establishments

According to the 2019 business register, Dollard-des-Ormeaux business establishments are primarily distributed in the following six activity sectors:

- Retail trade (177 establishments),
- Professional, scientific and technical services (154 establishments),
- Healthcare and social assistance (143 establishments),
- Accommodation and food services (126 establishments),
- Transport and warehousing (120 establishments),
- Wholesale trade (111 establishments),
- Other services excluding Public administration (106 establishments).



2. HISTORICAL DEVELOPMENT

Founded in 1924, the municipality of Dollard-des-Ormeaux was formerly part of the parish of Sainte-Geneviève-de-Pierrefonds (founded in 1845). At the time, it was the parish's rural and agricultural sector, with the first farms dating back to the end of the 18th century.

In 1924, Dollard-des-Ormeaux had a population of 300. The territory was laid out in agricultural rows along the hills of Saint-Jean (now Saint-Jean Blvd.) and Saint-Rémi (now Des Sources Blvd.), the original layout forming the basis of the present-day road network.

The municipality was named in honour of the iconic soldier and martyr of New France, Sieur Adam Dollard des Ormeaux (July 23, 1635 – May 21, 1660).



FIGURE 3 - MAP OF THE ISLAND OF MONTREAL, A. JOBIN, 1834

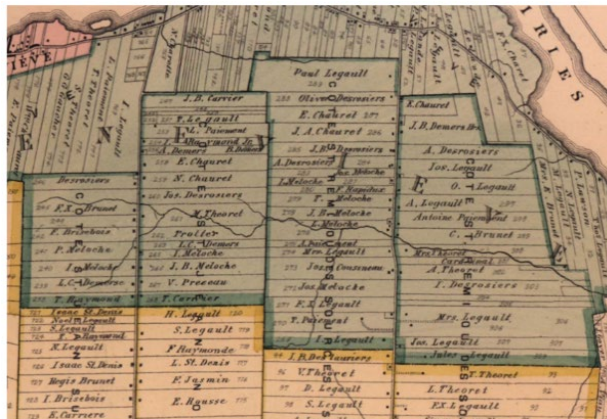


FIGURE 4 - ATLAS OF THE CITY AND ISLAND OF MONTREAL, H.W. HOPKINS, 1879



FIGURE 5 - PLAN OF THE ISLAND OF MONTREAL, H. MALINGRE, 1890

© BanQ

In 1960, the municipality was granted city status under the Cities and Towns Act. Until then, Dollard-des-Ormeaux retained its rural character. Over the decade, urbanization of the West Island was driven by the Deux-Montagnes - Montreal commuter train, the widespread use of the automobile and the construction and inauguration of the Trans-Canada Highway in 1965.

The City of Dollard-des-Ormeaux is the product of the expansion of the urban agglomeration of Montreal in the wake of Expo' 67. Early in the second half of the 20th century, the rural territories of the West Island underwent transformation, and were replaced by new residential, commercial and industrial developments.

In the 1960s, the City's residential development was concentrated near Roxboro (Westpark sector) and the Trans-Canada Highway (Fairview sector). In the post-war period, Dollard-des-Ormeaux offered the kind of urban qualities that people were seeking, namely wide-open spaces, greenery and peace and quiet. Its appeal translated into exponential population growth, from 1,248 in 1961 to 25,217 in 1971.

Appendix A – Portrait of the Territory

Urban Planning Program – City of Dollard-des-Ormeaux 2025



FIGURE 6 - AERIAL PHOTOGRAPH, 1956

Phothèque, Portail de données ouvertes, Ville de Montréal

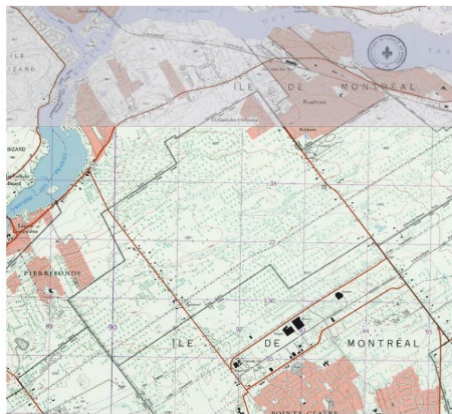


FIGURE 7 - TOPOGRAPHIC MAPS, 1963-1985

© BanQ Topographic maps, 1963-1985

Dollard-des-Ormeaux's growth continued into the 2000s with the urban development of new areas, in the order of construction shown in Figure 24.

The local population grew to 41,000 in 1981 and 48,127 in 2000. Over 60% of the municipality's housing stock was built between 1961 and 1980, and a further 22% between 1981 and 2000.

	Total	%
Nombre de logements privés occupés	17 210	100,0
Période de construction		
1960 ou avant	1 000	5,8
1961 à 1980	10 695	62,1
1981 à 1990	2 535	14,7
1991 à 2000	1 215	7,1
2001 à 2005	785	4,6
2006 à 2010	655	3,8
2011 à 2016	325	1,9

FIGURE 8- CHARACTERISTICS OF PRIVATE DWELLINGS PER CONSTRUCTION PERIOD, 1966-2016

© Statistique Canada, Montréal en statistiques

Appendix A – Portrait of the Territory
Urban Planning Program – City of Dollard-des-Ormeaux 2025

With so little vacant land left to build on, the city is entering a phase of redeveloping underutilized land and consolidating its living environments.



FIGURE 9 - AERIAL PHOTOS 1973

© Photographies aériennes - Ville de Dollard-des-Ormeaux

3. URBAN MORPHOLOGY

Land use

In the second half of the 20th century, urban development in Dollard-des-Ormeaux was based on functional zoning. Its territorial organization was aimed at separating restrictive activities from sensitive uses such as human habitation. Today, half of the municipal territory (49%) is zoned residential use, 12% parks and green spaces, 5% commercial and 3% industrial. The remaining 31% is reserved for urban infrastructure.

The City's urban structure is characterized by residential neighbourhoods served by various local public amenities such as schools, sports facilities, parks and green spaces. The City's municipal administration buildings and larger-scale public facilities are concentrated in two institutional hubs, namely the Civic Centre and the intersection of Des Sources Boulevard and Sunnysdale Street. There are also a number of other public and institutional facilities scattered throughout the City's neighbourhoods.

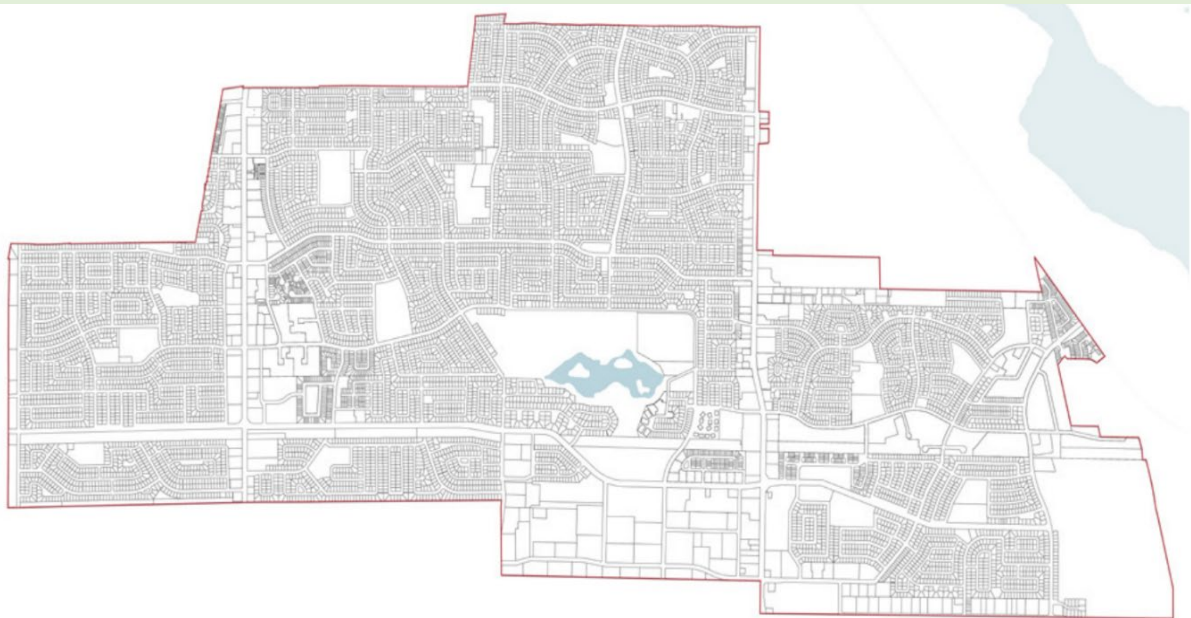


Dollard-des-Ormeaux's commercial establishments and office buildings are concentrated mainly along the Saint-Jean and des Sources Boulevards and in the area near the highway. The City's industries are located on the Brunswick and Saint-Régis Boulevards.

Residential typology

In 2021, Dollard-des-Ormeaux had 17,385 private dwellings. The residential environment is characterized by the predominance of single-family detached dwellings, which represent approximately 57% of the City's housing stock, versus 19% for single-family semi-detached or contiguous houses and 24% for apartments in multi-family properties. Since 2008, the majority of residential units built in Dollard-des-Ormeaux have been in medium- and high-density condominium buildings.

Plan 2 - Road Grid and Subdivision



Urban structure and subdivision

The City of Dollard-des-Ormeaux developed along an organic grid, the neighbourhood design model based on the traditional form of suburban house development. The discontinuity of the street network limits traffic in residential neighbourhoods and directs it towards the collector and arterial roads, based on the principle of strict network hierarchy (see Section 7: Mobility). The street grid was designed to preserve the tranquility of the environment by minimizing local street traffic and creating green spaces in the heart of residential neighborhoods.

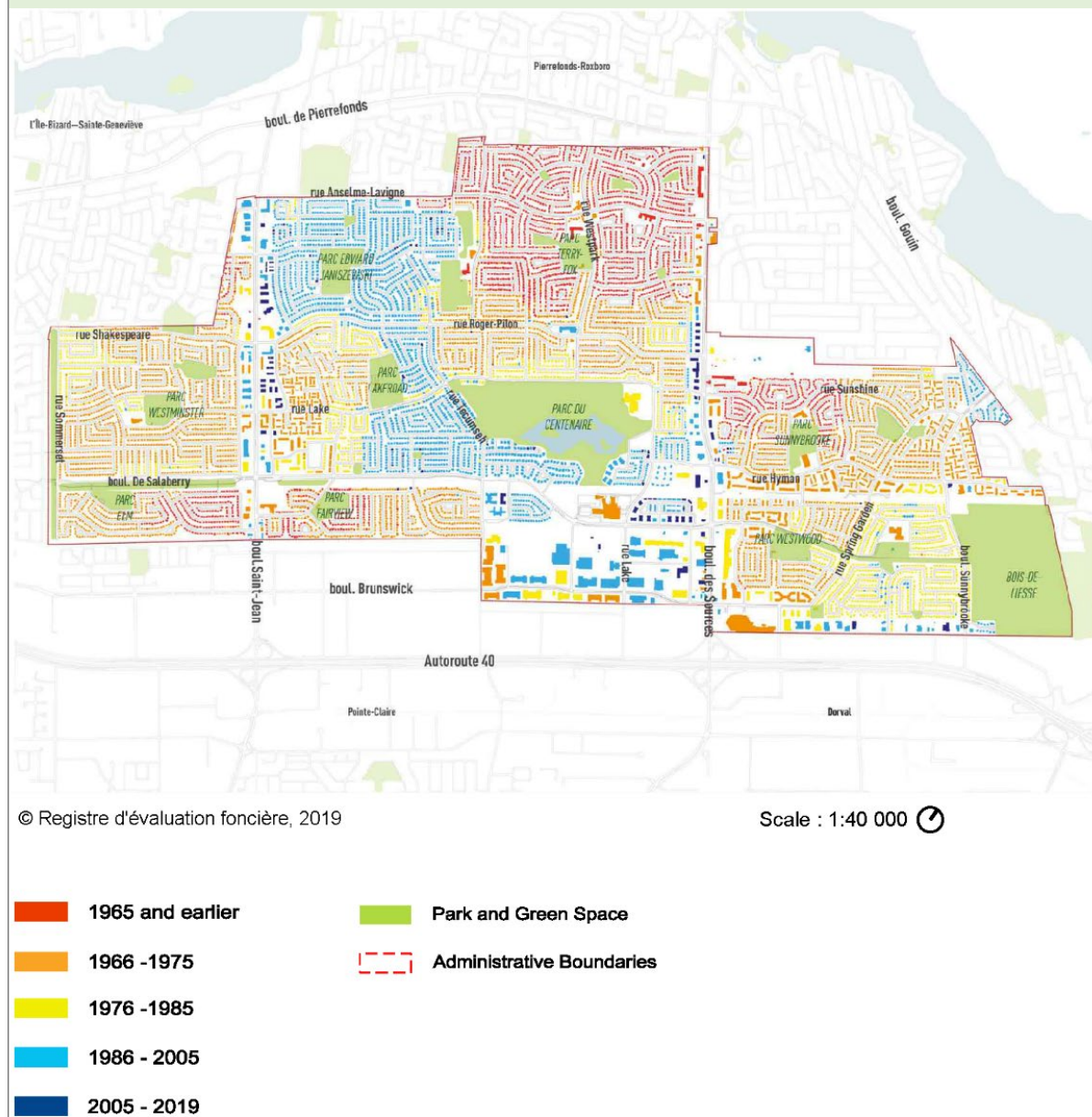


Appendix A – Portrait of the Territory

Urban Planning Program – City of Dollard-des-Ormeaux 2025

The single-family sector cadastre is characterized by small lot sizes, averaging 600 square metres, a size that is not conducive to changes in building density or functional use unless it involves soft densification.

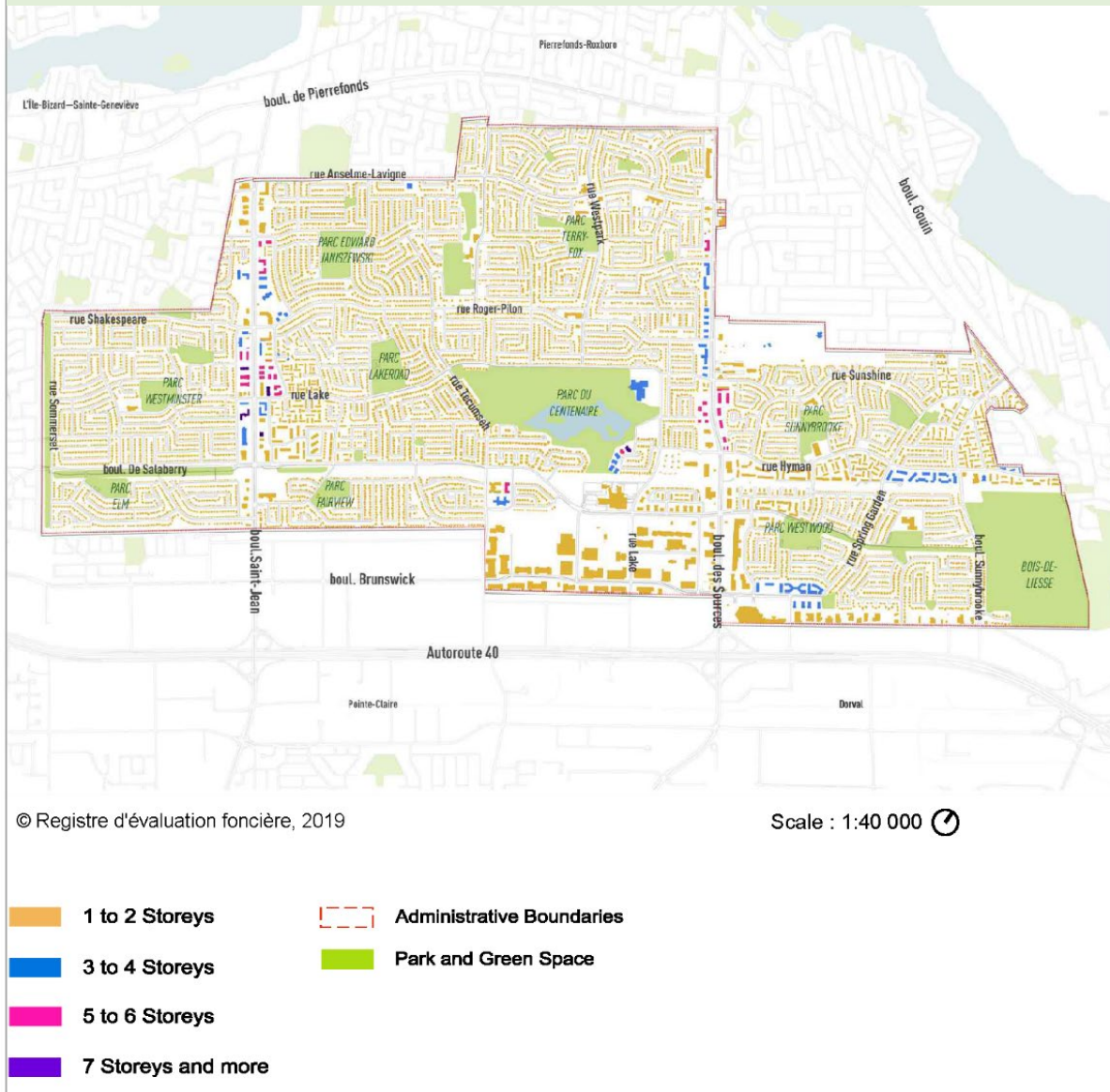
Plan 3 - Construction Periods



Built environment - height

The development of Dollard-des-Ormeaux reflects a suburban environment based on contemporary urban planning and design movement principles. Generally, the built environment of Dollard-des-Ormeaux is low-density. In most neighbourhoods, building height is limited to two storeys, except for the areas around the Saint-Jean and Des Sources Boulevards, where there are a few buildings of varying heights, but they do not exceed nine storeys, with the exception of a recent 12-storey project.

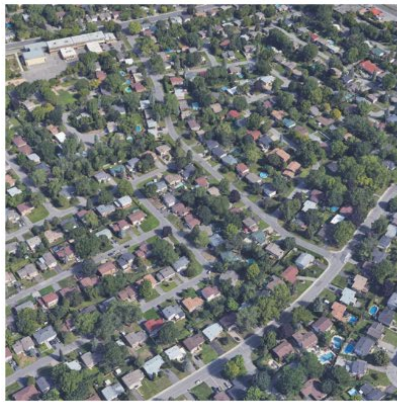
Plan 4 - Height in Storeys



Landscape units

The layout and massing of the built environment will differ markedly depending on use, residential typology, street grid, subdivision and period of construction. The Urban Planning Program identifies five landscape units that correspond to the following homogenous morphological units in the territory:

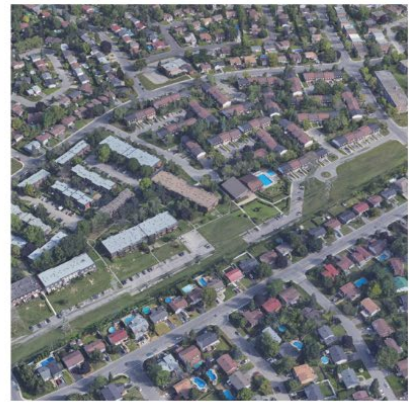
- Pre-1980 single-family dwellings;
- Post-1980 single-family dwellings;
- Semi-detached, contiguous or multi-family dwellings;
- The Saint-Jean and des Sources Boulevards; and
- The commercial and industrial employment sector.



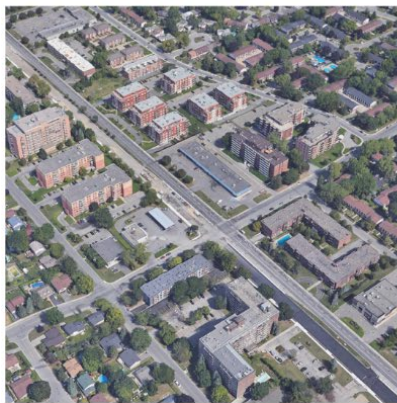
1 Tissu unifamilial primaire (avant 1980)
Single-family dwellings (pre-1980)



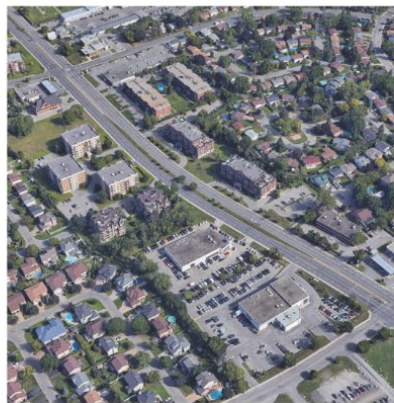
2 Tissu unifamilial secondaire (après 1980)
Single-family dwellings (post-1980)



3 Ensembles jumelés, contigus ou multifamiliaux
Semi-detached, contiguous and multi-family housing



4 5 Boulevards Saint-Jean et des Sources
Saint-Jean and Des Sources Boulevards



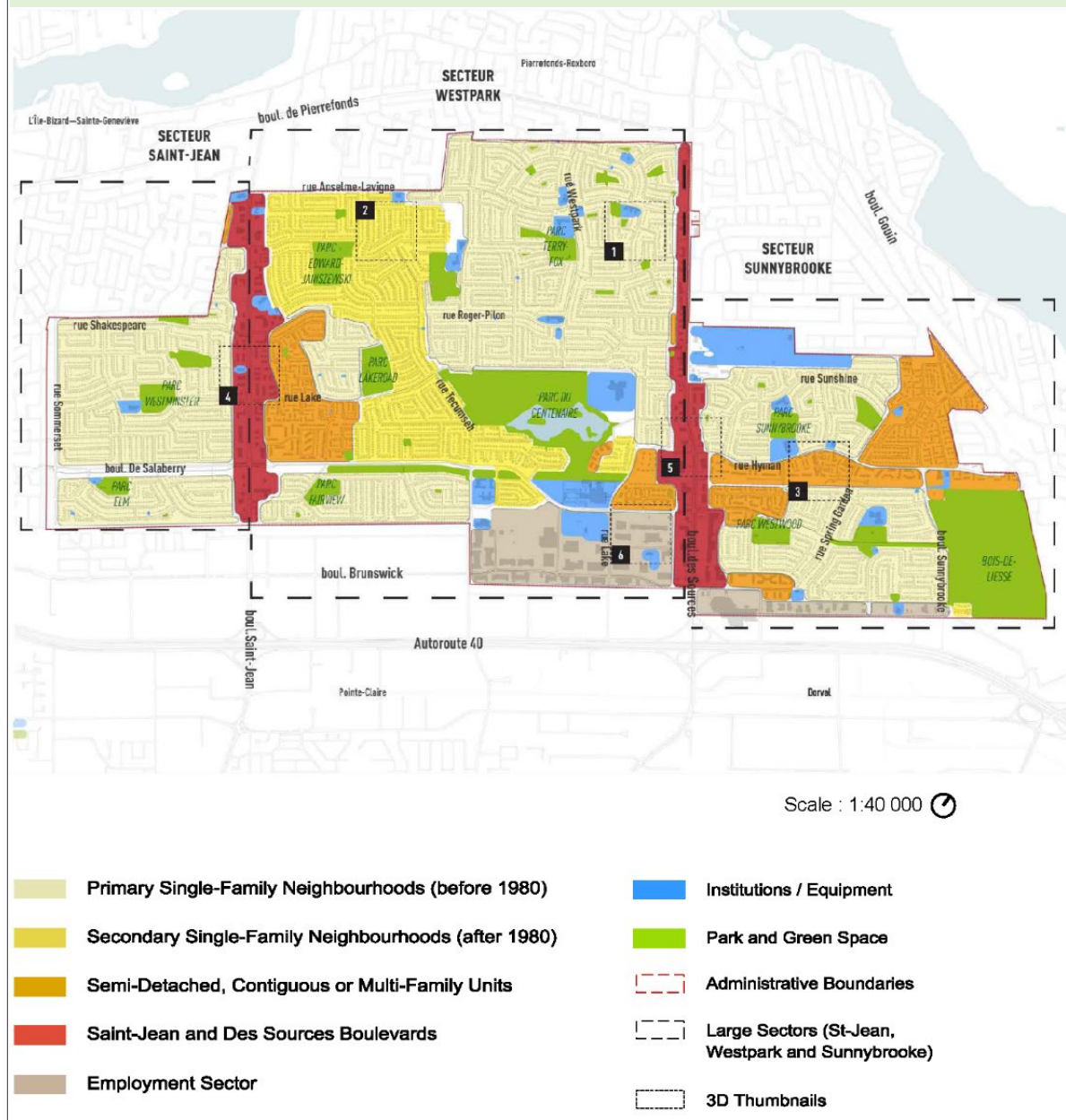
6 Secteur commercial et industriel
Commercial and industrial sector

FIGURE 10 - 3D THUMBNAILED

© Google

Appendix A – Portrait of the Territory
Urban Planning Program – City of Dollard-des-Ormeaux 2025

Plan 5 - Landscape Units



The following sections present a detailed analysis of each of the five landscape units.

Pre-1980 single-family dwellings

The pre-1980 single-family fabric was created primarily between 1950 and 1980. From 1950 to 1960, single-family dwellings were built in the areas adjacent to the Terry Fox, Sunnybrooke, Elm and Fairview Parks. Residential development continued from 1970 to 1980, with the consolidation of the above-mentioned neighbourhoods and in the neighbourhoods adjacent to the Westminster, Lake Road and Westwood Parks.

Prior to 1980, the landscape unit was dominated by single-family homes, classified in two architectural styles emblematic of suburban environments: the bungalow and the split-level or bi-level house. The bungalow, American in origin, is characterised by rectangular, longitudinal, single-storey buildings with broad street-front façades. The split-level or bi-level house generally consists of two distinct spaces on two levels. In addition, some buildings reinterpret traditional Quebec residential typologies, such as mansard-roofed houses, colonial homes and French-style country cottages.



FIGURE 11 - ANALYSIS OF URBAN LANDSCAPE, NEAR WESTPARK & ARCHITECTURAL COMPOSITION ON SOMMERSET STREET

The pre-1980 landscape unit is characterised by detached buildings with generous front and rear yards. Front setbacks are 5 to 10 metres deep along local streets. The built environment is generally no more than 7 to 8 metres in height above ground level. There is also a certain homogeneity in terms of massing.

Architectural and landscaping features on the lots are varied, as reflected in their architectural composition, cladding materials (not all buildings have brickwork) and landscaping. The work carried out by owners over time (maintenance, renovation, conversion) has also contributed to property differentiation and enrichment of the built environment. Although the quality and upkeep of individual properties is not consistent overall, the built environment is nevertheless generally well maintained.

The built environment of the pre-1980 single-family dwellings recently underwent a gradual transformation, with ground-level extensions and single-storey additions. While increasing living space, this spate of building modifications raises issues concerning the preservation of the architectural homogeneity and urban morphology of the sector. Also, several redeveloped properties feature building typologies that are not in keeping with the general character of the homes built during the 1960-1980 period.

Appendix A – Portrait of the Territory
Urban Planning Program – City of Dollard-des-Ormeaux 2025



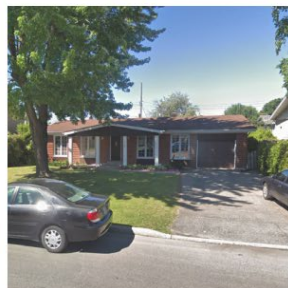
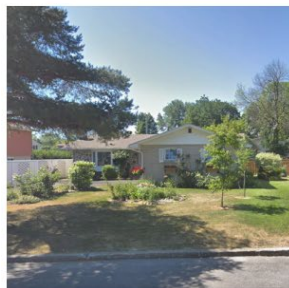
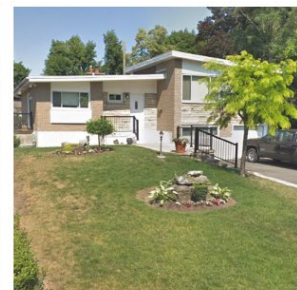
FIGURE 12 - ANALYSIS OF URBAN LANDSCAPE, NEAR TERRY FOX PARK (LEFT) AND FAIRVIEW PARK (RIGHT)

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The landscape is marked by the plethora of mature trees in the front and rear yards of homes. The canopy effectively covers private and public spaces, which contributes to the bucolic aspect of the urban fabric of Dollard-des-Ormeaux.

These particular neighbourhoods have excellent parks and lovely green spaces. They are also served by schools and facilities, features that are conducive to the growth of households and families. However, local shops and services are relatively sparse or even non-existent, despite the fact that these neighbourhoods are central, accessible and ripe for community animation and development.

With the exception of collector roads, local streets have no sidewalks and are used primarily by cars. The public right-of-way along the street is planted with vegetation. Traffic-calming measures are in place to ensure safer co-existence with the various modes of transport, especially near schools and public amenities.



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FIGURE 13 - BUNGALOW-TYPE SINGLE-FAMILY HOUSES (LEFT) AND SPLIT-LEVEL SINGLE-FAMILY HOUSES (RIGHT)

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The Urban Planning Program recognizes that it is essential to maintain the attractiveness of the original residential neighbourhoods. However, the building typology could be better adapted to current housing needs, particularly considering demographic trends, an aging population and the growing attraction for families with children.

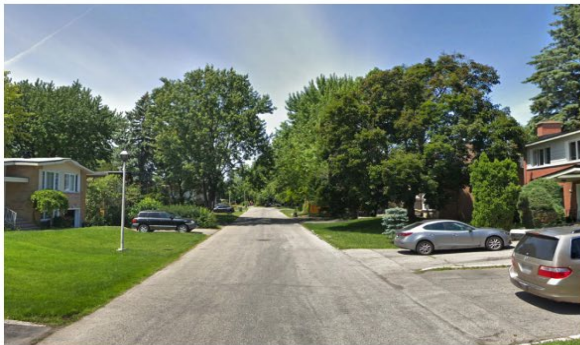
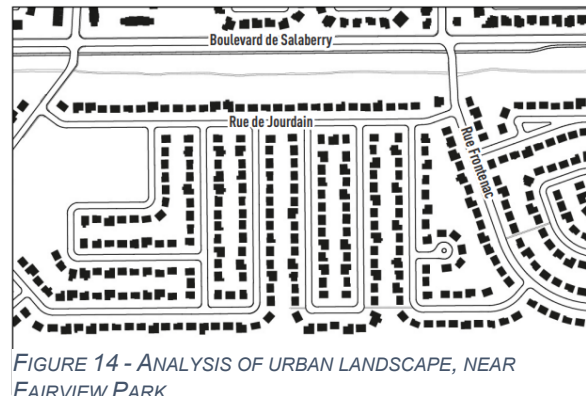


FIGURE 15 - LANDSCAPING IN FRONT YARDS CONTRIBUTES TO THE GREEN CHARACTER OF BEECHWOOD AND CARLETON STREETS



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FIGURE 16 - ADDITION TO THE HEIGHT OF A SINGLE-FAMILY DWELLING, SUNSHINE STREET (LEFT) AND NEW CONTEMPORARY HOUSE ON HOPE STREET (RIGHT)

Post-1980 single-family dwellings

The post-1980 single-family fabric encompasses the residential neighbourhoods around Edward Janiszewski Park, Tecumseh Street and between William Cosgrove Centennial Park and Salaberry Boulevard. Built between 1985 and 2000, it represents the last major wave of urban development in Dollard-des-Ormeaux.

This landscape unit is characterized by the predominance of contemporary single-family homes that are basically two storey cottages, cubic or more atypical in shape, or chateau-style homes.



FIGURE 17 - COTTAGE-TYPE SINGLE-FAMILY HOUSES

The homes occupy larger proportion of the lots on which they are built, creating a more imposing built environment, with buildings as high as 10 metres in some cases. Compared to the older neighbourhoods, the urban landscape can appear more compact, with smaller plots of land and less generous setbacks (front setbacks of 4 to 6 metres). In addition, corner lots remain vacant in a few subdivisions.

The homes are solid and of high quality. For example, brickwork is mandatory, and the architectural treatment is consistent throughout the landscape area in terms of materials, door and window colour, overhangs and massing.

Landscaping of front and back yards consists mainly of grass, shrubbery and trees. However, the tree canopy is significantly smaller, as the trees have not yet reached full maturity. Furthermore, many backyards have little greenery because recreational equipment (patios, pools, fountains, sheds, etc.) occupies the space.



FIGURE 18 - ANALYSIS OF URBAN LANDSCAPE,
NEIGHBOURHOOD NEAR EDWARD-JANISZEWSKI PARK

The post-1980 single-family sectors are fairly well served by green spaces and public facilities. While generally lacking in small local parks, they are nevertheless close to the main neighbourhood parks or to William Cosgrove Centennial Park. There are few if any local shops and services. Road layout is similar to that in other sectors of the municipality.

Semi-detached, contiguous or multi-family dwellings

Urban development in Dollard-des-Ormeaux has also been marked by the construction of medium-density residential typology, particularly in the neighbourhoods adjacent to Lake Road Park, Sunnybrooke Park and Westwood Park. The municipality has a variety of single-family semi-detached homes, single-family townhouses, multiplexes and multi-family buildings.

The buildings, sited in accordance with the integrated project model, are generally arranged around an inner courtyard, with a variety of features (outdoor parking areas, shared yards, communal gardens, etc.). Older buildings are generally no more than two storeys high, while some newer buildings are up to eight storeys high (and more recently even up to 12 twelve storeys high).

The architectural character is markedly homogeneous in that each of the residential complexes was built by the same property developer, offering a similar range of homes, uniform in design.

The sectors developed between 1960 and 1970 are in some cases characterized by an outdated built environment, and some sites would be suitable candidates for urban renewal. However, these areas have abundant green cover featuring mature trees.

A number of the semi-detached, contiguous or multi-family dwellings (Forest Village, Woodlands, Sunnybrooke Village, Fairview Heights, Appartements de l'ouest de l'Île) have community facilities such as an outdoor swimming pool or a community centre. However, these semi-private spaces are often devoid of street furniture that would foster socialization and a sense of community. Parking areas are located either outdoors, at semi-basement level or underground.



FIGURE 19 - ANALYSIS OF URBAN LANDSCAPE,
NEIGHBOURHOOD NEAR SUNNYBROOKE PARK



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FIGURE 20 - SEMI-DETACHED, CONTIGUOUS AND MULTI-FAMILY
HOUSING

Saint-Jean and des Sources Boulevards

The area surrounding these boulevards is characterized by commercial and multi-family residential buildings. Despite the diversity of uses in this area, before 2020 most buildings were primarily monofunctional. However, since 2020, mixed-use development projects have been authorized. The range of standard and semi-standard commercial goods and services (retail, personal and professional services) is diversified and heterogeneous. There are however several breaks in the commercial continuity along these arteries as well as a large number of car dealerships.

The general urban morphology of both boulevards is characterized by an approximately 32-metre road right-of-way, wide setbacks and large, isolated buildings spaced relatively far apart. The landscape unit is occasionally marked by medium-height buildings, ranging in height from six to nine storeys.

Most of the commercial buildings were built along the lines of open, linear shopping malls. The businesses are set back from the land, with large parking areas in the forecourt, creating a mineralized environment. Ground floor density is low, and the height of the built environment is often limited to a single storey. In this respect, the commercial properties are under-utilised and therefore have great potential for urban requalification. The architectural appearance of the buildings is relatively sober and reflects a concern for functionality. Site layout and signage are also decidedly car oriented.

Office buildings, some with shops on the ground floor, are also part of Dollard's urban fabric.

The Saint-Jean and des Sources Boulevards are also lined with four- to nine-storey multi-family residences that are set back 12 to 14 metres, with front lawns that are often landscaped. Some buildings have a drop-off area between the public thoroughfare and the building entrance. Most buildings, especially those that were recently built, have underground parking as well as outdoor parking located mainly in the side and rear courtyards.

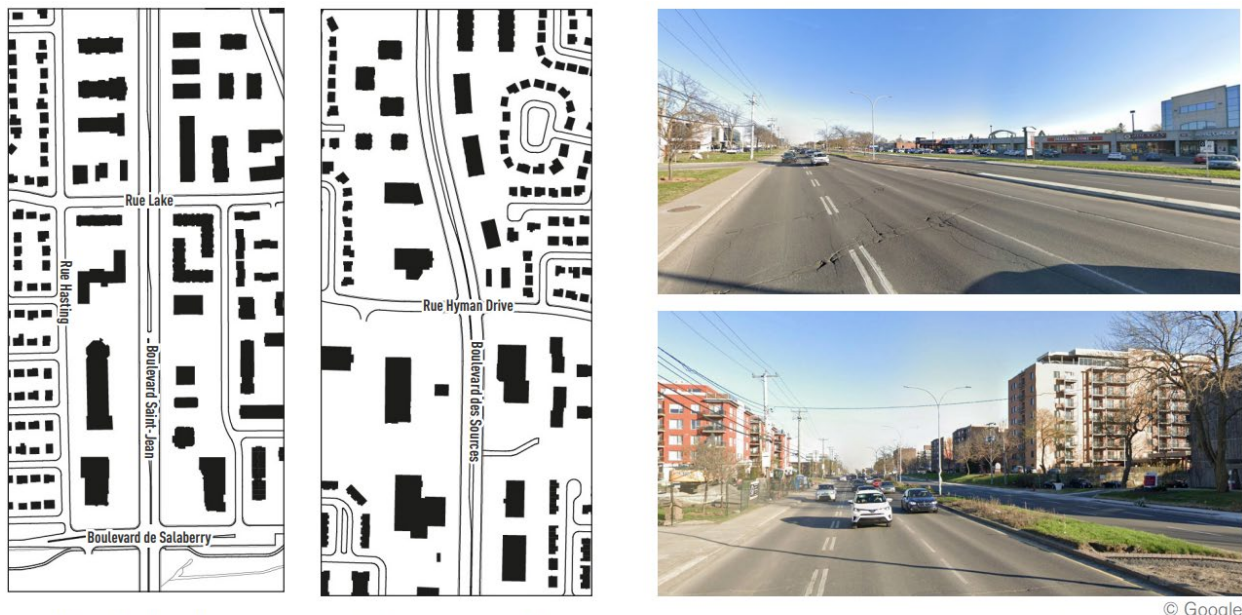


FIGURE 21 - ANALYSIS OF URBAN LANDSCAPE, DES SOURCES AND SAINT-JEAN BOULEVARDS (LEFT)
HIGH-RISE BUILDINGS CONSOLIDATE THE URBAN LANDSCAPE OF TH BOULEVARDS ON SAINT-JEAN (LOWER RIGHT)

Appendix A – Portrait of the Territory
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Both boulevards are distinguished by their car-friendly layout, with 3 to 4 lanes in each direction. However, there are sidewalks on both sides of each boulevard. Traffic conditions are difficult, with road congestion at peak hours and little use is made of active transport, demonstrating the importance, if not the urgency, of rethinking mobility on these major arteries.

Landscaping on the public and private areas is generally basic, with few trees and limited grassed areas. The urban environment is thus marked by insufficient vegetation cover, which has a considerable impact on heat islands and stormwater management. In addition, the urban landscape of these boulevards is also marked by the presence of major power transmission lines.

In suburban form, boulevards are ideal areas for higher-density buildings, given the generous width of the public right-of-way and the street. High-rise buildings provide an interesting framework for boulevards and consolidate an environment that is unstructured in some places.



FIGURE 22 - COMMERCIAL (LEFT) AND RESIDENTIAL (RIGHT) TYPOLOGIES ON DES SOURCES AND SAINT-JEAN BOULEVARDS

Employment sector

Dollard-des-Ormeaux's employment sector covers the area near the highway, particularly on Saint-Régis Boulevard, on both sides of des Sources Boulevard and along Brunswick Boulevard.

The area is primarily home to numerous commercial establishments offering standard consumer goods and services. The commercial offer is dominated by the Galeries des Sources, a 32,500 m² complex of boutiques, restaurants and big-box stores, as well as the Marché de l'Ouest, which includes food stores and market garden kiosks. The Galeries des Sources commercial complex is shared almost equally between the cities of Dorval and Dollard-des-Ormeaux, which raises issues of urban cohesion.

Industrial activity is still present, with companies from a variety of economic sectors (see Section 1: Socio-demographic and economic profile). However, many industrial buildings have been converted and repurposed for commercial use, underscoring the issue of ensuring the continued existence of productive activities in the territory, particularly on Saint-Régis and Brunswick Boulevards. Maintaining businesses helps prevent the observed exodus of local labour. According to the 2018 Origin-Destination Survey conducted by the Agence régionale de transport métropolitain, 79.4% of all-mode trips taken during the morning rush hour had a destination outside Dollard-des-Ormeaux

Despite everything, the cohabitation of different uses creates a stimulating economic environment where businesses that complement industry contribute to commercial synergy.

The urban form of this area is characterized by isolated buildings on large lots, with sizeable outdoor parking areas. The landscaping of both public and private areas is relatively undeveloped.



FIGURE 23 - ANALYSIS OF URBAN LANDSCAPE OF THE EMPLOYMENT SECTOR BETWEEN DE SALABERRY AND BRUNSWICK BOULEVARDS (LEFT), MARCHÉ DE L'OUEST AND GALERIE DES SOURCES (RIGHT)

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The sector was designed primarily to facilitate vehicular access, devoting most of the roadway to cars and trucks, to the detriment of active transport. As a result, the urban environment is not conducive to walking or cycling. This also results in limited vegetation cover associated with the development of oversized parking or vehicular manoeuvring areas, which exacerbates heat islands and various environmental problems. However, it should be noted that the City of Dollard-des-Ormeaux is committed to achieving a canopy index of 25%. The planting of trees in front yards, which over time will significantly transform the landscaping, is one of the initiatives currently as part of the City's greening strategy.



FIGURE 24 - COMMERCIAL AND INDUSTRIAL BUILDINGS (LEFT), INDUSTRIAL BUILDING USED AS AN ENTERTAINMENT CENTER ON BRUNSWICK BOULEVARD (TOP RIGHT) AND INDUSTRIAL BUILDING ON SAINT-RÉGIS BOULEVARD (BOTTOM RIGHT)

4. BUILDINGS AND PLACES OF HERITAGE VALUE

The territory of Dollard-des-Ormeaux has one sector of archeological significance and several buildings of heritage value, either because they exhibit unusual and interesting architectural features in relation to comparable buildings, or because they are landmarks in their environment, or because they are recognized as important examples of the period in which they were built. These heritage buildings consist of eight (8) places of worship and three (3) dwellings:

Places of worship of heritage value

- 4695-4697 Saint-Jean Boulevard
Sainte-Geneviève United Church;
- 451-455 Spring Garden Road
First Church of the Nazarene;
- 220 Hyman Street
Fairview Alliance Church;
- 106-a Anselme-Lavigne Avenue
Saint-Luke Catholic Church;
- 96 Fredmir Street
Synagogue Or Shalom;
- 52 Rue Joseph-Paiement
First Christian Reformed Church;
- 96 Roger-Pilon Street
Federation CJA; and
- 57 Westpark Boulevard
Christ the Redeemer Lutheran Church

Buildings of heritage value

- 4139 des Sources Boulevard
Maison Clovis-Legault dit Deslauriers;
- 4600 des Sources Boulevard; and
- 4337 Saint-Jean Boulevard
Maison Augustin-Demers.



FIGURE 25 - HERITAGE HOUSES ON DES SOURCES BOULEVARD (NUMBER 4139 ABOVE, NUMBER 4600 BELOW)

These three buildings are listed in the inventory of buildings constructed before 1940 and that have heritage value. The inventory was established on May 18, 2023 by Montreal's Agglomeration council, as required by the Quebec Government under section 120 of the Cultural Heritage Act. They are buildings that have been converted and adapted to their current use.

The Urban Planning Program recognizes that particular attention must be paid to any renovation, conversion or construction project on the land in question. As such, the enhancement of original components, outdoor spaces, landscape features and architectural elements and details should be considered.

Area of archeological interest

Bois-de-Liesse has been identified as a high-potential area of archaeological interest. The woodlands and wetlands had been used by First Nations for hunting and fishing for over 4,000 years.

5. COMMUNITY FACILITIES

Institutions

Dollard-des-Ormeaux has a comprehensive network of schools, including three French-language primary schools (Saint-Luc, Dollard-des-Ormeaux, du Bois-de-Liesse), one secondary school (des Sources) and four English-language elementary schools (Wilder Penfield, Westpark, Springdale, Sunshine Academy). The town also has a number of private educational establishments, three early childhood centres (CPE) and 11 daycare centres.

In terms of health and social services, the town is served by a few family medicine groups (FMGs) and clinics, a long-term care centre (CHSLD), a retirement home and a future seniors' centre.

The Dollard Civic Centre houses City Hall, the City's public library, three skating rinks, an indoor pool, indoor and outdoor fitness facilities, the DDO Community Centre, a Cultural Centre and the Dollard Centre for the Arts. The Civic Centre is the heart of the City's community and civic life. As such, it is important that it be accessible from the residential areas. The second institutional hub is located along des Sources Boulevard. It is home to neighbourhood Station 4 of the Service de police de la Ville de Montréal (SPVM), the local fire station, the Public Works building and two cemeteries. According to the Observatoire québécois du loisir, Dollard-des-Ormeaux is one of Quebec's cities that devotes the largest share of its operating budgets to recreation and culture.

Places of worship

The City of Dollard-des-Ormeaux has several places of worship catering to a variety of religions, from church and synagogue to Hindu temple, mosque and more.



FIGURE 26 - AQUATIC CENTRE (ABOVE) AND CIVIC CENTRE OF DOLLARD-DES-ORMEAUX (BELOW)

Parks and green spaces

While the City of Dollard-des-Ormeaux offers all its residential areas good access to green spaces, its commercial and industrial sector still lack green spaces.



FIGURE 27 - EDWARD JANISZEWSKI PARK (LEFT) AND WESTMINSTER PARK (RIGHT)

Dollard-des-Ormeaux has 4.8 hectares of parkland per 1,000 residents, which is higher than the standard of 4 ha/1,000 people set by the Quebec Government (Ministère du Loisir, de la Chasse et de la Pêche du Québec, 1989). The City's Parks are divided into various typologies according to scope. While Local parks basically consist of children's play areas, the larger neighborhood parks feature a variety of sports facilities. The City's network of 34 parks therefore offers a broad range of recreational facilities designed to satisfy a variety of needs.

The 55-hectare William Cosgrove Centennial Park is the City's main recreational area. Featuring a pond and shrubbery, it forms a veritable landscape window into the heart of the City's urban environment. The same is true for the Bois-de-Liesse where some 60 hectares have been earmarked for conservation purposes (see Section 6 : Natural and landscape elements).

For several years now, Dollard-des-Ormeaux has been upgrading all its parks to ensure that they are inclusive, universally accessible and intergenerational public spaces. It is a process that has evolved over time, reflecting the changing needs of the City's residents.

Upgrading park furniture, equipment and materials, enhancing the quality of the landscaping and consolidating inclusive, universally accessible and intergenerational public spaces are some of the issues to be considered when programming and planning community spaces.

Appendix A – Portrait of the Territory
Urban Planning Program – City of Dollard-des-Ormeaux 2025

Plan 6 - Institutions, Parks and Green Spaces

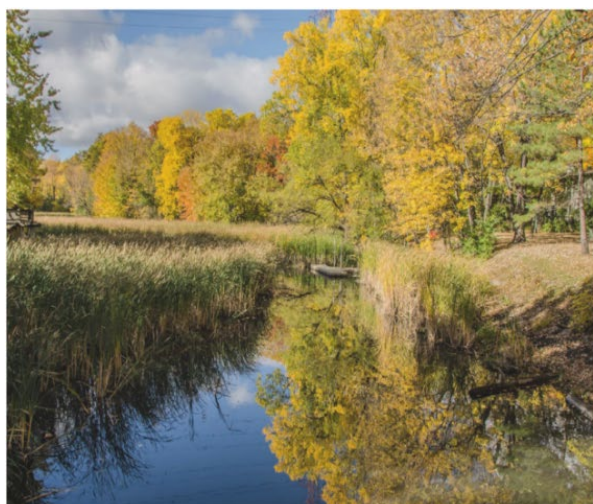


6. NATURAL AND LANDSCAPE ELEMENTS

Woodlands, wetlands and natural wastelands

Most of the municipality's woodlands and wetlands are concentrated in the Bois-de-Liesse, William Cosgrove Centennial Park and Frederick Wilson Park. These woodlands are populated primarily by maples and various hardwoods. They are host to a rich biodiversity, making them an ecological treasure trove.

There are also a few herbaceous and shrubby natural wastelands, notably on Hydro-Québec rights-of-way.



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© RaM. M

FIGURE 28 - BOIS-DE-LIESSE NATURE PARK (LEFT) AND WILLIAM COSGROVE CENTENNIAL PARK (RIGHT)

The Bois-de-Liesse Nature Park, managed regionally by the Agglomération, is part of the *Bertrand Creek Green Corridor eco-territory*, which also includes the Bois-de-Saraguay and the Rivière-des-Prairies riverbank. This eco-territory is the subject of a development plan covering various defined core zones. In the Bois-de-Liesse area, the intention is to enhance the creek through restoration work and to create a discovery trail.

Vegetation cover

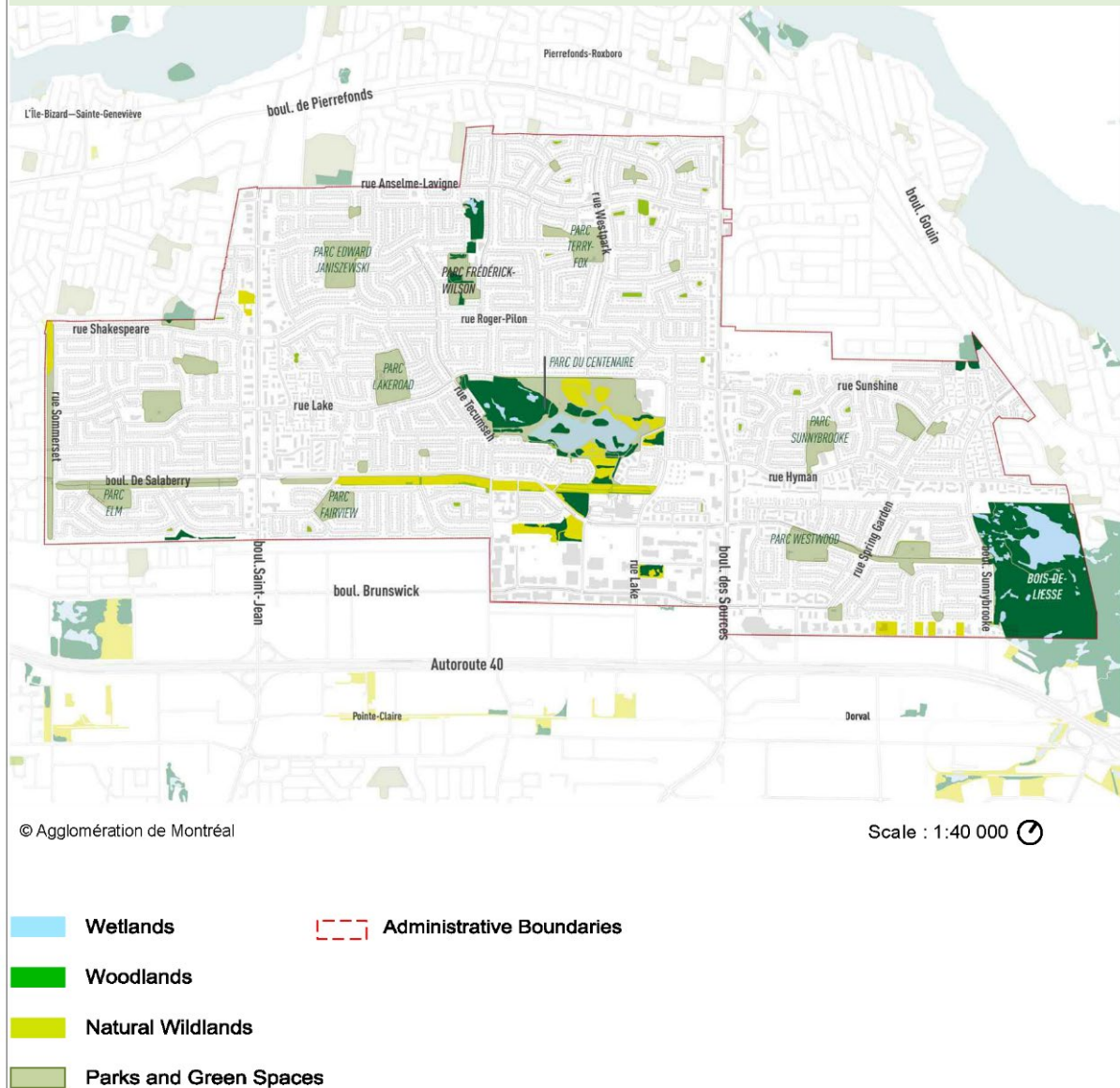
The residential environment, institutional grounds and green spaces feature generous vegetation cover, with lawns, flowerbeds, shrubbery and tree plantings. The mature canopy further enhances the green character of Dollard-des-Ormeaux. However, due to the more recent canopy, surface temperatures observed in post-1980 single-family sectors are higher than those observed in the older urban fabric.

The lack of green spaces and planting in the commercial and industrial sector and along the boulevards (see Section 3: Urban morphology) is particularly noticeable.

The sparse vegetation and mineralised environment of the City's commercial and industrial properties (parking areas, manoeuvring areas, etc.) are likely to exacerbate the urban heat island effects at these locations.

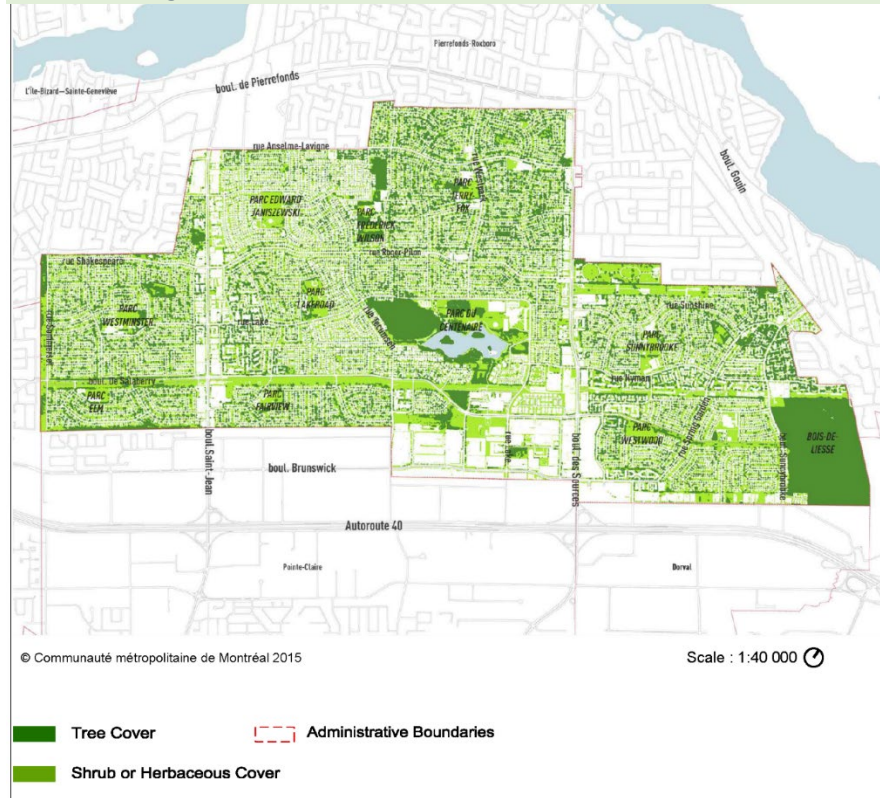
Appendix A – Portrait of the Territory
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Plan 7 - Woodlands, Natural Wildlands and Wetlands

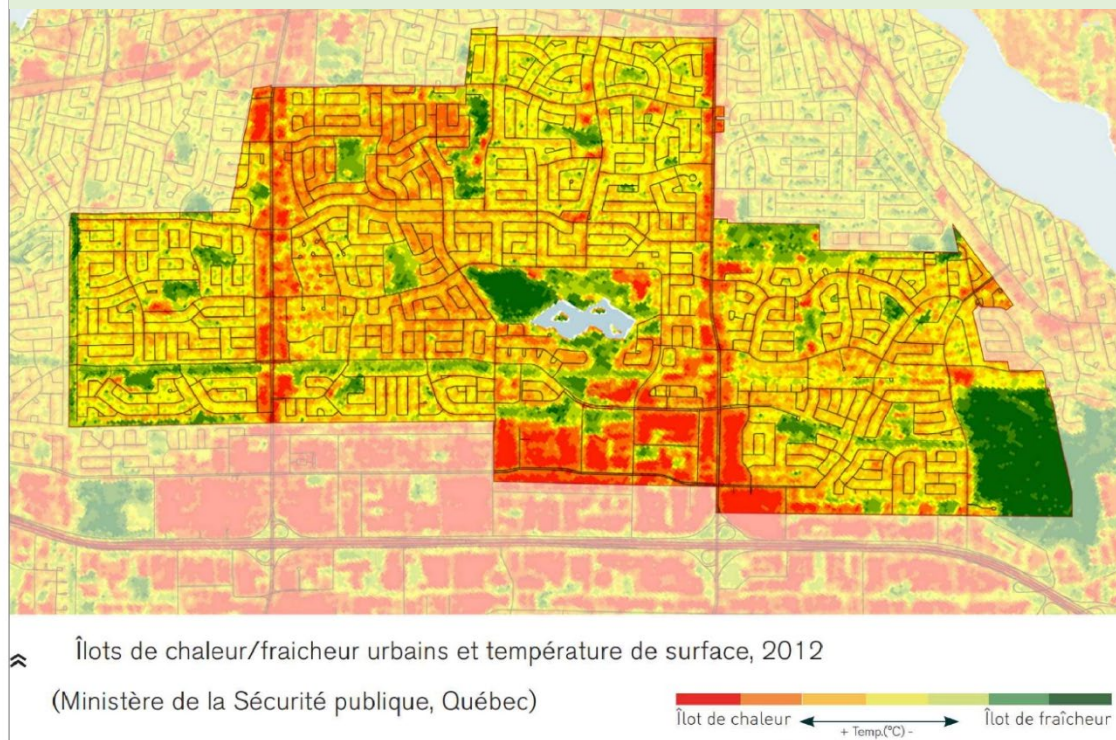


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Plan 8 - Vegetation cover



Plan 9 - Heat Islands



7. MOBILITY

Origin-destination survey

The 2018 origin-destination survey indicates that the car is the preferred mode of travel. The survey reported that 77.7% of trips originating in Dollard-des-Ormeaux and 84.5% of trips heading for Dollard-des-Ormeaux were made by car. Public transit services account for 13.5% of trips originating in the municipality and 5% of trips bound for the municipality. The share of active modes of transportation is close to 5% in both cases.

As regards rush hour travel, Dollard-des-Ormeaux residents travelled mainly to Montreal (72.4%) or within Dollard-des-Ormeaux itself (20.6%); some went to Laval (2.3%), Longueuil (1%) or outside the metropolitan area (1.8%), for a total of 25,666 commutes.)

Road network

The road network was designed to ensure that vehicular traffic flows smoothly and relatively quickly. The hierarchical system of lanes, planned and built in the 1960s, has now almost reached its maximum capacity, which is the cause of the major congestion on the main arteries at peak times. Arterial roads and highways do not offer any alternative routes, as the traffic pattern redirects car flows towards the collector roads and boulevards.

On-street parking is generally prohibited overnight, except under exceptional circumstances. In some areas, overnight parking is permitted with a permit. The City also has a number of public parking lots (in the Civic Centre, at Barnett and Davignon) and electric vehicle charging stations are available at the Civic Centre.



FIGURE 29 - WESTPARK STREET WITH
SIDEWALKS, BICYCLE PATH AND PEDESTRIAN
CROSSING FOR USERS SAFETY



FIGURE 30 - CROSSROADS BETWEEN SAINT-
JEAN AND DE SALABERRY BOULEVARDS

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Plan 10 - Road Network



Public transit

The advent of the REM will substantially improve public transit services in the West Island of Montreal. The City of Dollard-des-Ormeaux will be served by two branches of the network, the Deux-Montagnes line and the Sainte-Anne-de-Bellevue line and will benefit from the proximity of four REM stations: Fairview-Pointe-Claire, Des Sources, Sunnybrooke and Pierrefonds-Roxboro, with connections to the Société de transport de Montréal (STM) bus network. Inauguration of the REM will entail an overhaul of the public transit system.

Today, almost a dozen bus routes criss-cross the City, linking various points of interest (the Civic Centre, shopping centres, schools, etc.), including the terminus at the Fairview shopping centre in Pointe-Claire. Three express bus lines, operating during rush-hour only, link the metro stations, with an average travel time of 35 minutes. The express buses are the 409 (des Sources - Du Collège), the 470 (Pierrefonds - Côte Vertu) and the 475 (Dollard-des-Ormeaux - Côte Vertu). The City of Dollard-des-Ormeaux also has two park-and-ride lots, one is near the Civic Centre, across from Lake Street (connecting to the 475), and the other is at the Sunnybrooke commuter train station.

The Société de transport de Montréal (STM) is currently revising the bus service in the City to make it more attractive, efficient, and adapted to changes in the public transit system on the Island of Montreal. This exercise is also intended to tie in with the arrival of the REM in Dollard-des-Ormeaux.

Active travel

Dollard-des-Ormeaux has a network of bike paths that connect it to the Sunnybrooke and Pierrefonds-Roxboro train stations, and to municipalities to the west and north: from Kirkland to Saint-Anne-de-Bellevue and Senneville and to the boroughs of L'Île-Bizard-Sainte-Geneviève and Pierrefonds-Roxboro, then east to Montreal via Bois-de-Liesse. However, there are no southbound bike paths linking Dollard-des-Ormeaux with Dorval, Pointe-Claire and Lake Saint-Louis.

The active travel in Dollard-des-Ormeaux is essentially short-distance within the various neighbourhoods. The limited number of possible routes and the detours created by the organic road network lengthen travel times on foot or by bike, meaning that the distance between business and activity sectors and residential areas can be considerable.

Most local streets have no sidewalks, which are generally limited to the edges of collector and arterial roads. In addition, the street network gives primacy to vehicular travel and in some cases, is ill suited to active travel or public transit routes.



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FIGURE 31 - 208 STM BUS LINE - BRUNSWICK



© CDPQ Infra
FIGURE 32 - ARCHITECTURAL PERSPECTIVE OF REM INFRASTRUCTURE FROM HIGHWAY 40, NEAR DES SOURCES AND FAIRVIEW POINTE-CLAIRE STATIONS

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The issue of accessibility to REM stations is vital to encourage a modal shift combining public transit and active travel. Highways and major boulevards are often a barrier that is difficult to negotiate on foot or by bike. Added to this are the difficult and dangerous active mobility conditions in the industrial sector near the Félix-Leclerc Highway and the des Sources and Brunswick Boulevards.

Plan 11 - Collective Transportation



Plan 12 - Cycle Network and Active Transportation Routes



8. CONSTRAINTS

Anthropogenic constraints

Anthropogenic constraints are essentially the facilities and activities that are liable to become a nuisance and affect so-called sensitive uses, such as housing, libraries, schools, day-care centres, health services, etc. They also factor in contaminated land and interface issues between different categories of use.

The main constraints identified in Dollard-des-Ormeaux are:

- Highways and expressways;
- Hydro-Québec power transmission lines;
- Hydro-Québec transformer substations;
- Heavy transportation infrastructure, such as main rail lines and transit and trucking routes;
- Industrial and commercial activities adjacent to residential area.

Anthropogenic constraints can be managed through various nuisance mitigation measures that could be strengthened, or by optimizing sites for public development (such as Hydro-Québec's right-of-way).



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Figure 33 - Barrier between the Pointe-Claire industrial zone and the Fairview sector (left) & 315 kV power line near De Salaberry Boulevard - Development proposal (right)

Plan 13 - Natural and Anthropogenic Constraints



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APPENDIX B –TRANSFORMATION STRATEGIES MIXED-USE PLANNING IN OUR COMMERCIAL AREAS

Re-Imagine, Dream and Plan our City Together!

APRIL 2024



SECTION 04

Transformation Strategies Applicable to Dollard-des-Ormeaux



What strategy can the City of DDO implement to create stimulating living environments on a human scale while addressing housing issues?

04 — TRANSFORMATION STRATEGIES APPLICABLE TO DOLLARD-DES-ORMEAUX

Mixed-Use Living Environments

Diversify uses in commercial sectors by including the possibility of **integrating residential functions** to create mixed-use projects.

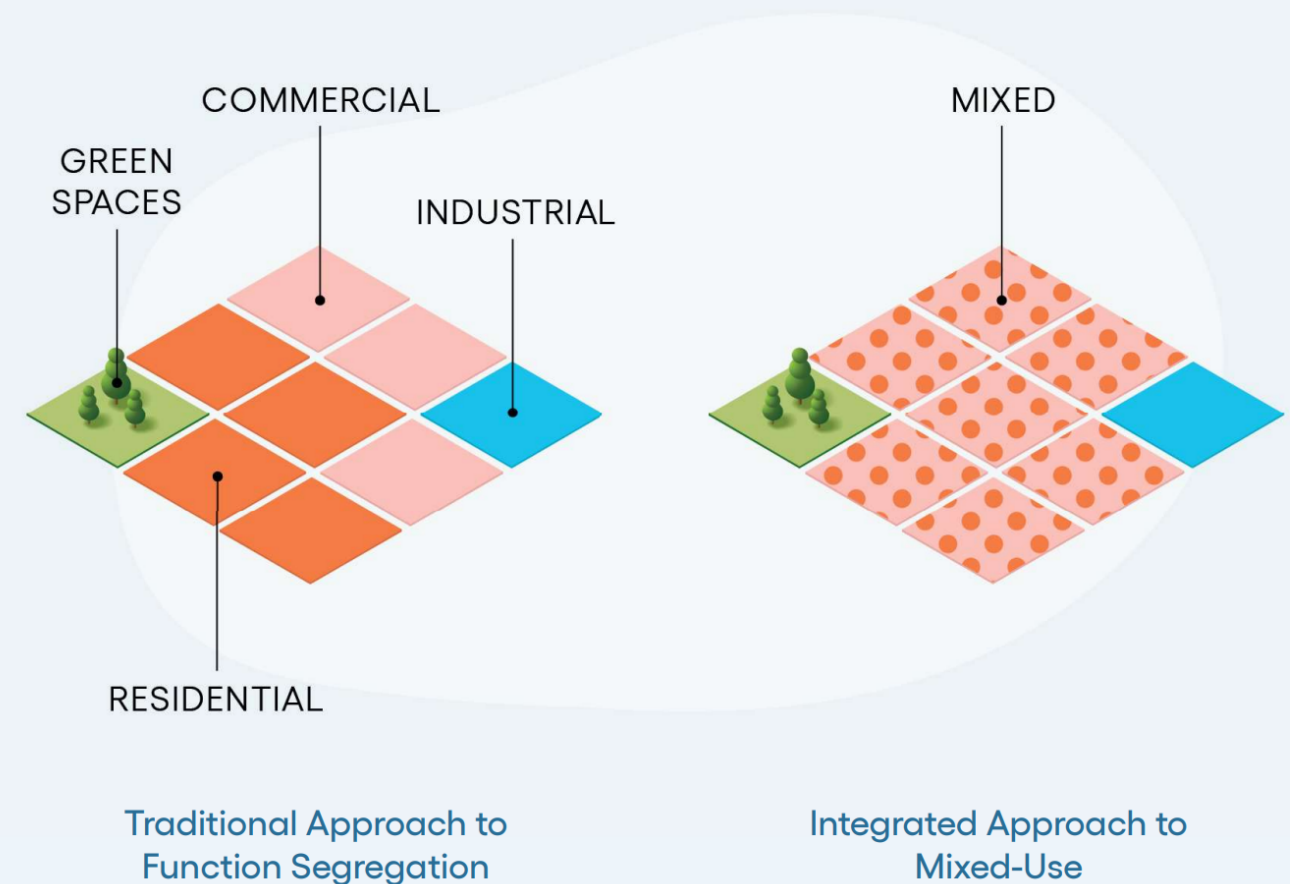


Faubourg Dollard-des-Ormeaux Project

04 — TRANSFORMATION STRATEGIES APPLICABLE TO DOLLARD-DES-ORMEAUX

Characteristics of Mixed-Use Living Environments

- **Mix of uses** - Shops, homes, public spaces, etc.
- **Commercial use is often planned on the ground floor**, to liven up streets and public spaces.
- **Encourages active transportation** - User-friendly design of public spaces
- **Human scale spaces** - Design prioritizing comfort, safety and accessibility for the people who use them
- **Density adapted to the context** - Denser population that can support the local businesses and shops
- **Diversity of housing types** - Offering a wider range of housing types to meet the needs of a greater number of citizens



04 — TRANSFORMATION STRATEGIES APPLICABLE TO DOLLARD-DES-ORMEAUX

Benefits of Mixed-Use Living Environments

- **Housing availability and diversity**
- **Social interaction**
- **Sustainable mobility options (active mobility and collective mobility)**
- **Efficient use of space**
- **Contributes to economic vitality and synergy**
- **Energy and resource conservation (sustainable development)**
- **Reduces heat islands**
- **Use of existing infrastructure**

SECTION 05

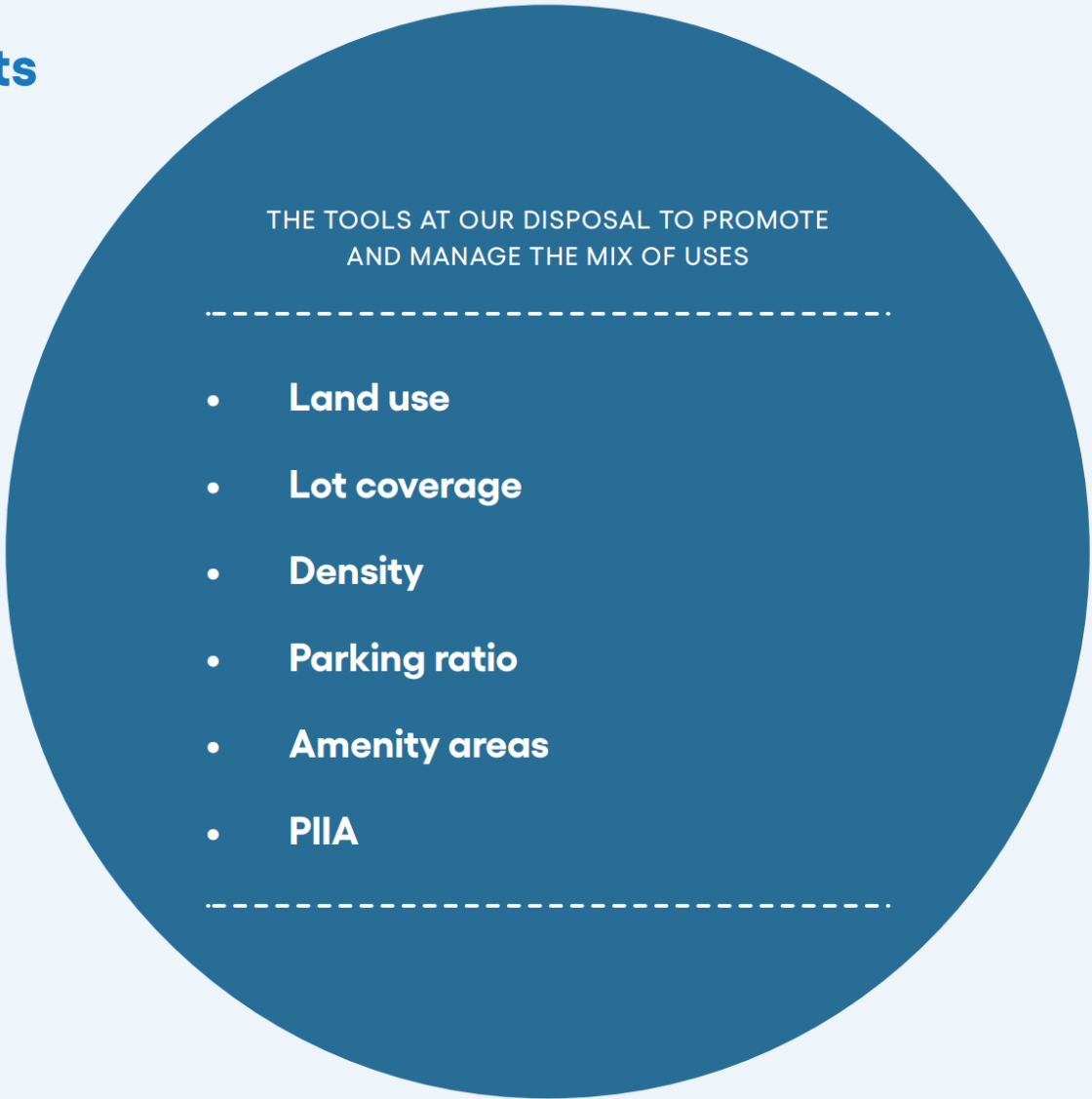
Proposed Regulatory Framework



NOTE: The following proposed regulatory framework was presented to the public during Open House events and public consultations in April and June 2024. It was subsequently discussed and adjusted and will be modified and adapted in the final planning by-laws to reflect the development choices resulting from these public consultations.

Objective | **The implementation of tools that encourage the creation of mixed-use living environments in commercial zones.**

- **This strategy aims to expand the housing supply through an approach respectful of the existing built environment of Dollard-des-Ormeaux and adapted to its demographic context.**



Mixed-Use Framework

Main Objective | Adding residential uses to encourage the gradual transformation of these areas into mixed-use living environments.

CONDITIONS

- 1. Maintain commercial space in redevelopment projects
- 2. Encourage the creation of ground-floor retail spaces in mixed-use areas
- 3. Ensure integration with existing buildings (SPAIP)
- 4. Limit lot coverage to 30% of lot area
- 5. Require the construction of outdoor amenity areas at a ratio of 28.8 m² / dwelling
- 6. Modify parking ratios to 1.5 per dwelling for residential projects and 1.25 for projects in TOD areas (one-km radius from REM stations).
- 7. Implement a requirement for at least 90% of residential parking spaces to be located underground.

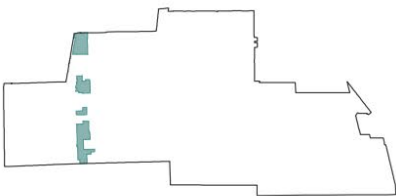


Baldwin Project — DDO

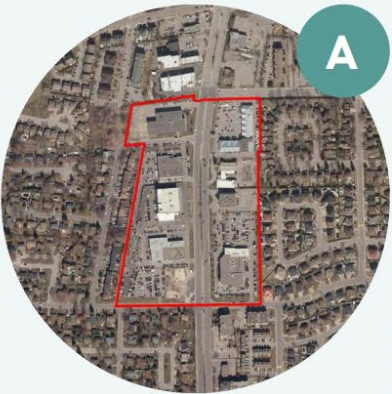
NOTE: The following proposed regulatory framework was presented to the public during Open House events in April and June 2024. It was subsequently discussed and adjusted and will be adapted in the final planning by-laws to reflect the development choices resulting from these public consultations.

05 — PROPOSED REGULATORY FRAMEWORK

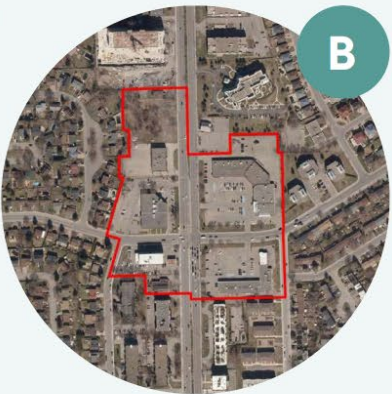
Proposed Framework – Saint-Jean Boulevard



NOTE: The following proposed regulatory framework was presented to the public during Open House events in April 2024. It was subsequently discussed and adjusted and will be adapted in the final planning by-laws to reflect the development choices resulting from these public consultations.



Incl. car dealerships



Incl. Shakespeare Plaza



Incl. gas station



Incl. Blue Haven Plaza

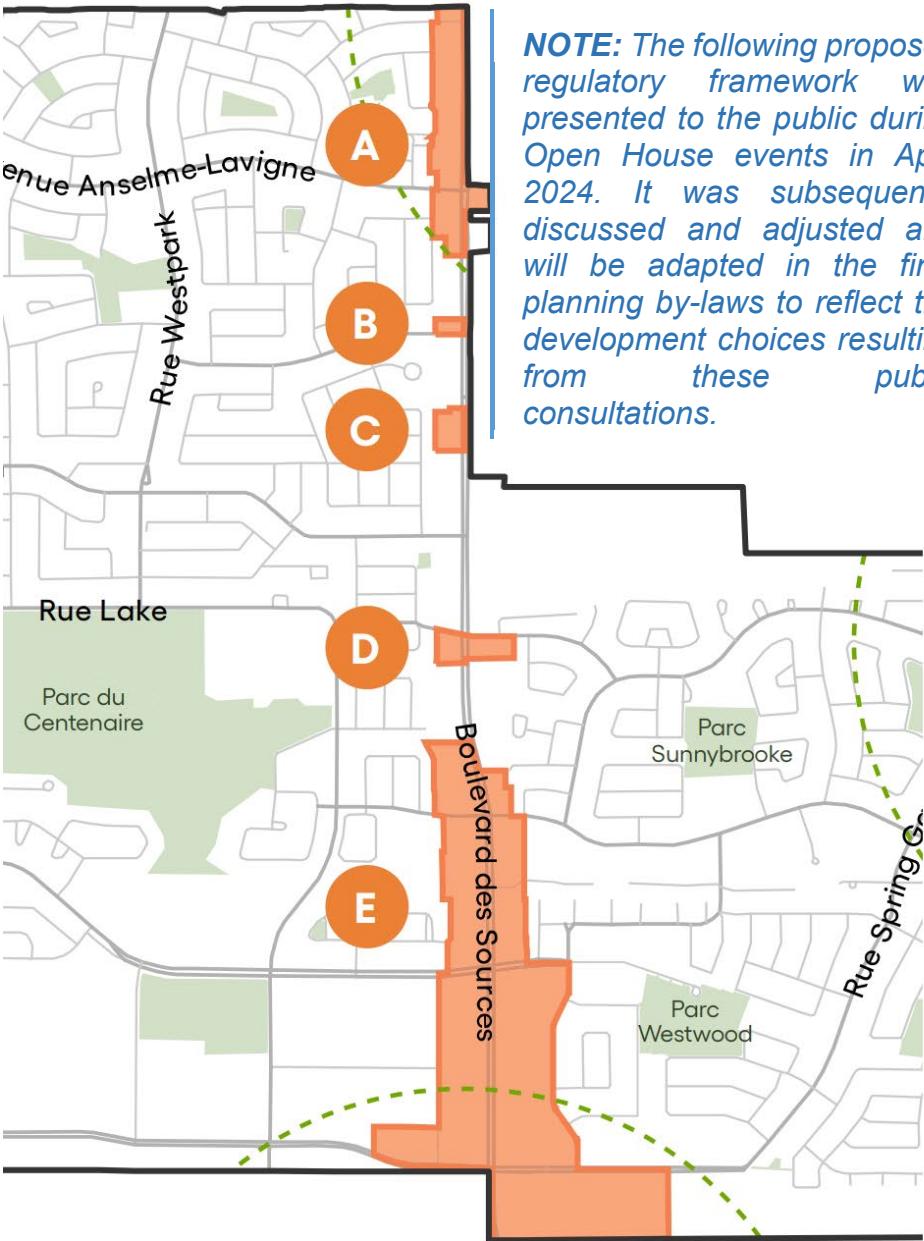
PROPOSED MAXIMUM HEIGHT			
30 m (~ 9 floors)	24 m (~ 7 floors)	24 m (~ 7 floors)	30 m (~ 9 floors)
PROPOSED MINIMUM DENSITY			
150 dwellings per hectare			
GROUND-FLOOR USES			
Minimum 66% commercial use at intersections on Saint-Jean Boulevard and where commercial activities are present			

Did You Know?

- > The current maximum height is 32 metres
- > Current regulations allow for a density of 145 dwellings per hectare in the city’s multi-dwelling residential sectors

05 — PROPOSED REGULATORY FRAMEWORK

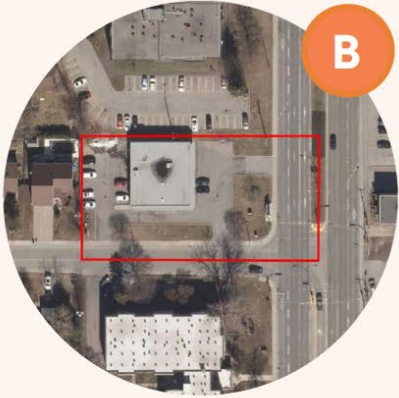
Proposed Framework – Des Sources Boulevard



NOTE: The following proposed regulatory framework was presented to the public during Open House events in April 2024. It was subsequently discussed and adjusted and will be adapted in the final planning by-laws to reflect the development choices resulting from these public consultations.



Incl. Dollard Shopping Centre



Belcourt road intersection



Incl. local shops (e.g. Bagel de l'Ouest, Côte-Saint-Luc BBQ)



Churchill/Sunnydale intersection

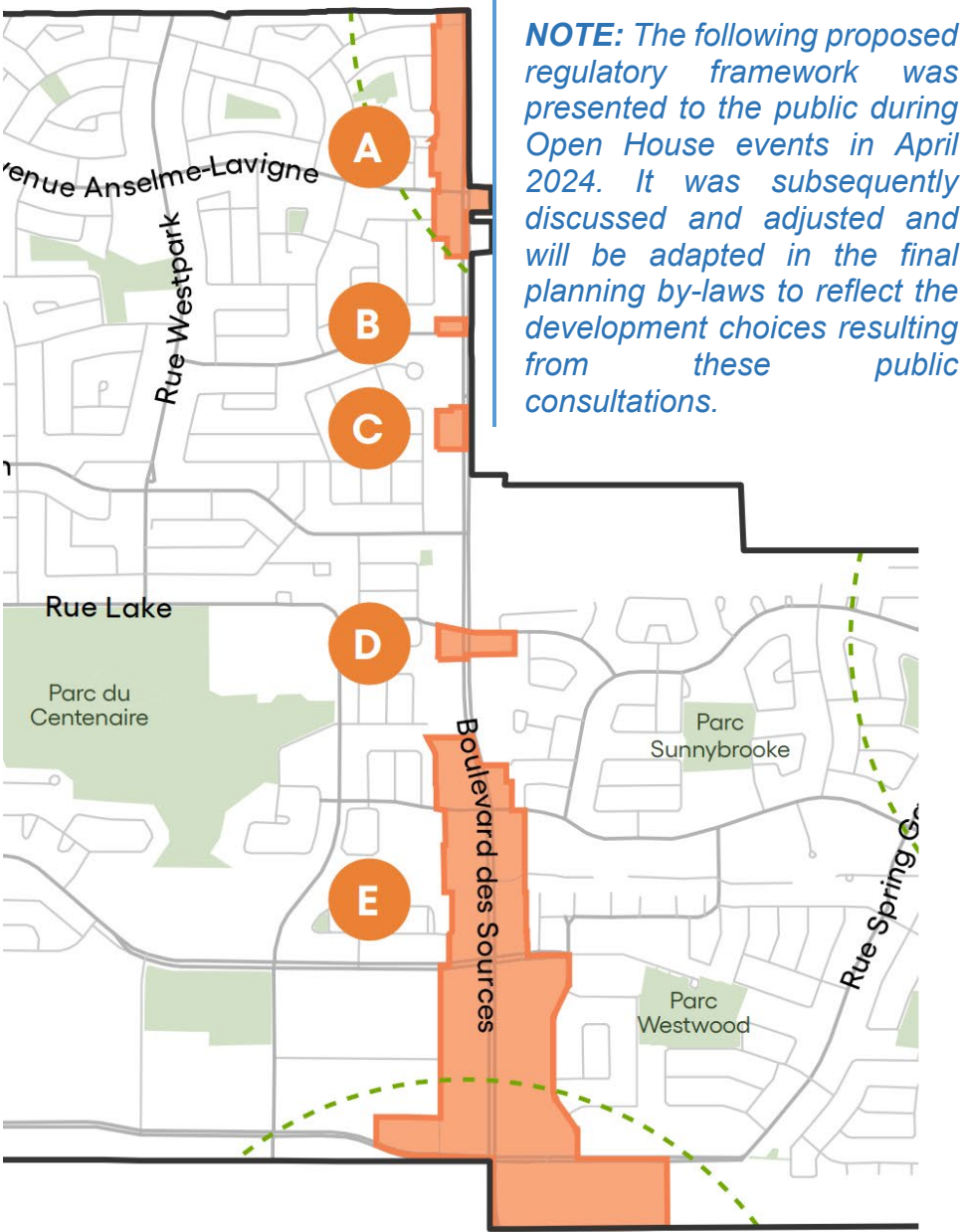
PROPOSED MAXIMUM HEIGHT			
30 m (~ 9 floors)	21 m (~ 6 floors)	21 m (~ 6 floors)	21 m (~ 6 floors)
			
PROPOSED MINIMUM DENSITY			
200 dwellings per hectare	150 dwellings per hectare		
			
GROUND-FLOOR USES			
Minimum 66% commercial use in TOD areas, at intersections on Des Sources Boulevard and where commercial activities are present			

Did You Know?

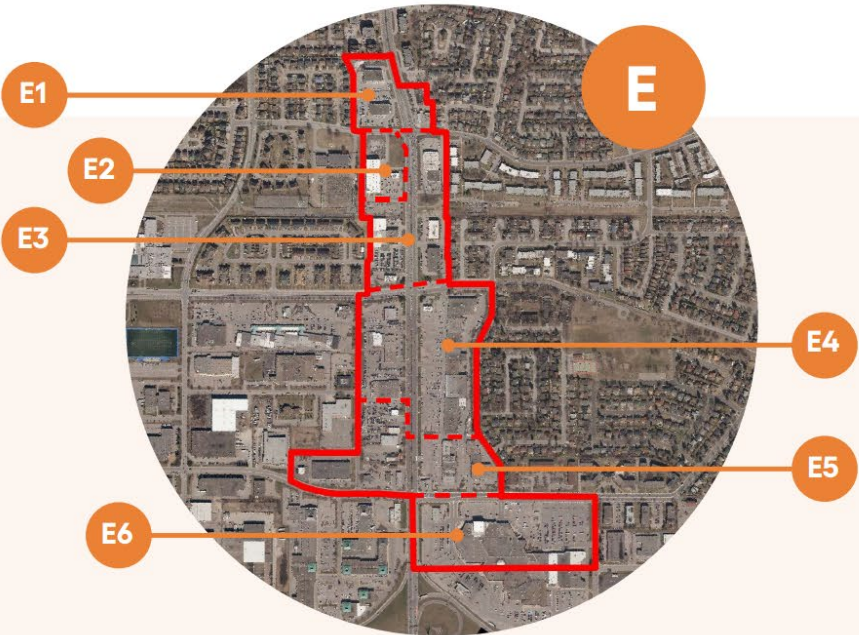
- > **The current maximum height is 32 metres**
- > Current regulations allow for a **density of 145 dwellings per hectare** in the city's multi-dwelling residential sectors

05 — PROPOSED REGULATORY FRAMEWORK

Proposed Framework – Des Sources Boulevard



NOTE: The following proposed regulatory framework was presented to the public during Open House events in April 2024. It was subsequently discussed and adjusted and will be adapted in the final planning by-laws to reflect the development choices resulting from these public consultations.



Incl. Galeries Des Sources, Centennial Plaza and car dealerships, etc.

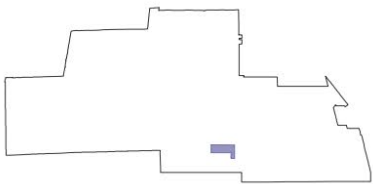
E1	E2	E3	E4	E5	E6
PROPOSED MAXIMUM HEIGHT					
24 m (~ 7 floors)	30 m (~ 9 floors)	27 m (~ 8 floors)	27 m (~ 8 floors)	39 m (~ 12 floors)	45 m (~ 14 floors)
✓	✓	✓	✓	⬆	⬆
PROPOSAL TO ADD A MINIMUM DENSITY					
150 dwellings per hectare				200 dwellings per hectare	
⬆				⬆	
GROUND-FLOOR USES					
Minimum 66% commercial use in TOD areas, at intersections on Des Sources Boulevard and where commercial activities are present					

Did You Know?

- > **The current maximum height is 32 metres**
- > Current regulations allow for a **density of 145 dwellings per hectare** in the city's multi-dwelling residential sectors

05 — PROPOSED REGULATORY FRAMEWORK

Proposed Framework – De Salaberry Boulevard



NOTE: The following proposed regulatory framework was presented to the public during Open House events in April 2024 and at a public consultation evening in June 2024. It was subsequently discussed and adjusted and will be modified in the final planning by-laws to reflect the development choices resulting from these public consultations.



Incl. Marché de l'Ouest

-----	PROPOSED MAXIMUM HEIGHT	-----
	30 m (~ 9 floors)	
	✓	
-----	PROPOSED MINIMUM DENSITY	-----
	200 dwellings per hectare	
	^	
-----	GROUND-FLOOR USES	-----
	Maintain existing amount of indoor and outdoor retail space (conserve famer's market)	

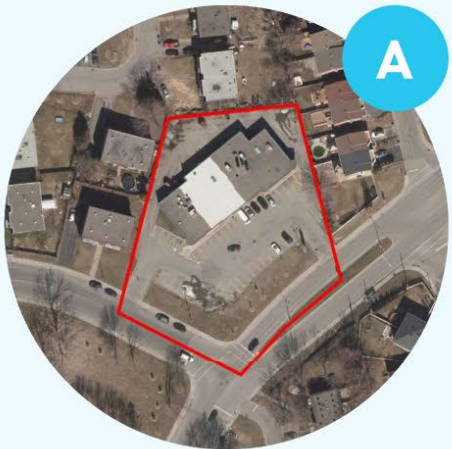
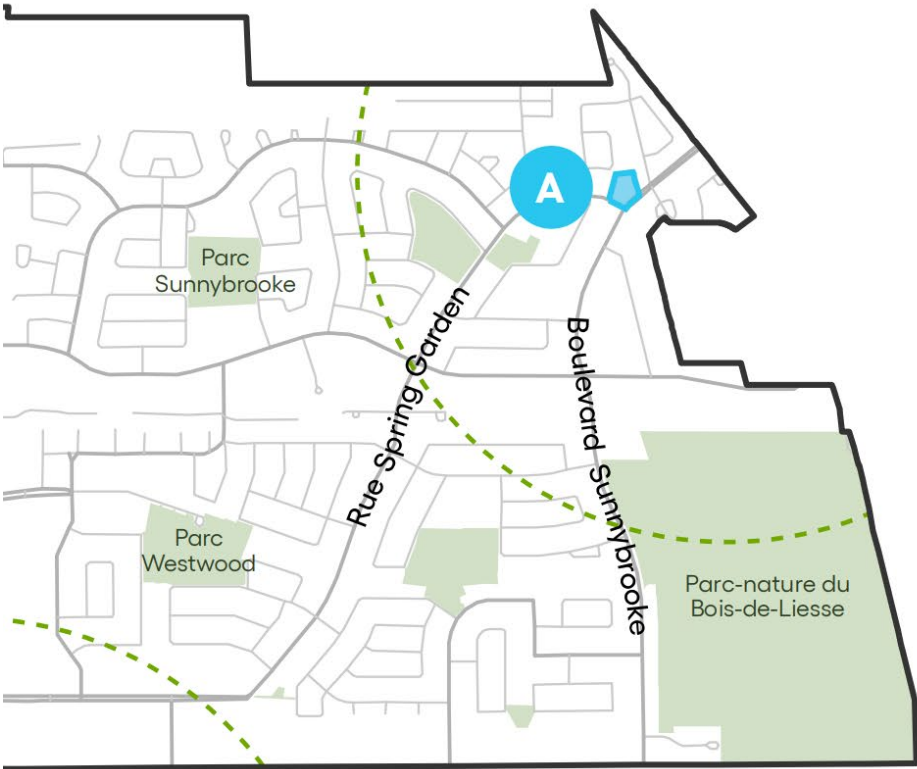
Did You Know?

- > **The current maximum height is 32 metres**
- > Current regulations allow for a **density of 145 dwellings per hectare** in the city's multi-dwelling residential sectors

05 — PROPOSED REGULATORY FRAMEWORK

Proposed Framework – Sunnybrooke

NOTE: The following proposed regulatory framework was presented to the public during Open House events in April 2024. It was subsequently discussed and adjusted and will be adapted in the final planning by-laws to reflect the development choices resulting from these public consultations.



Spring Garden and Sunnybrooke intersection

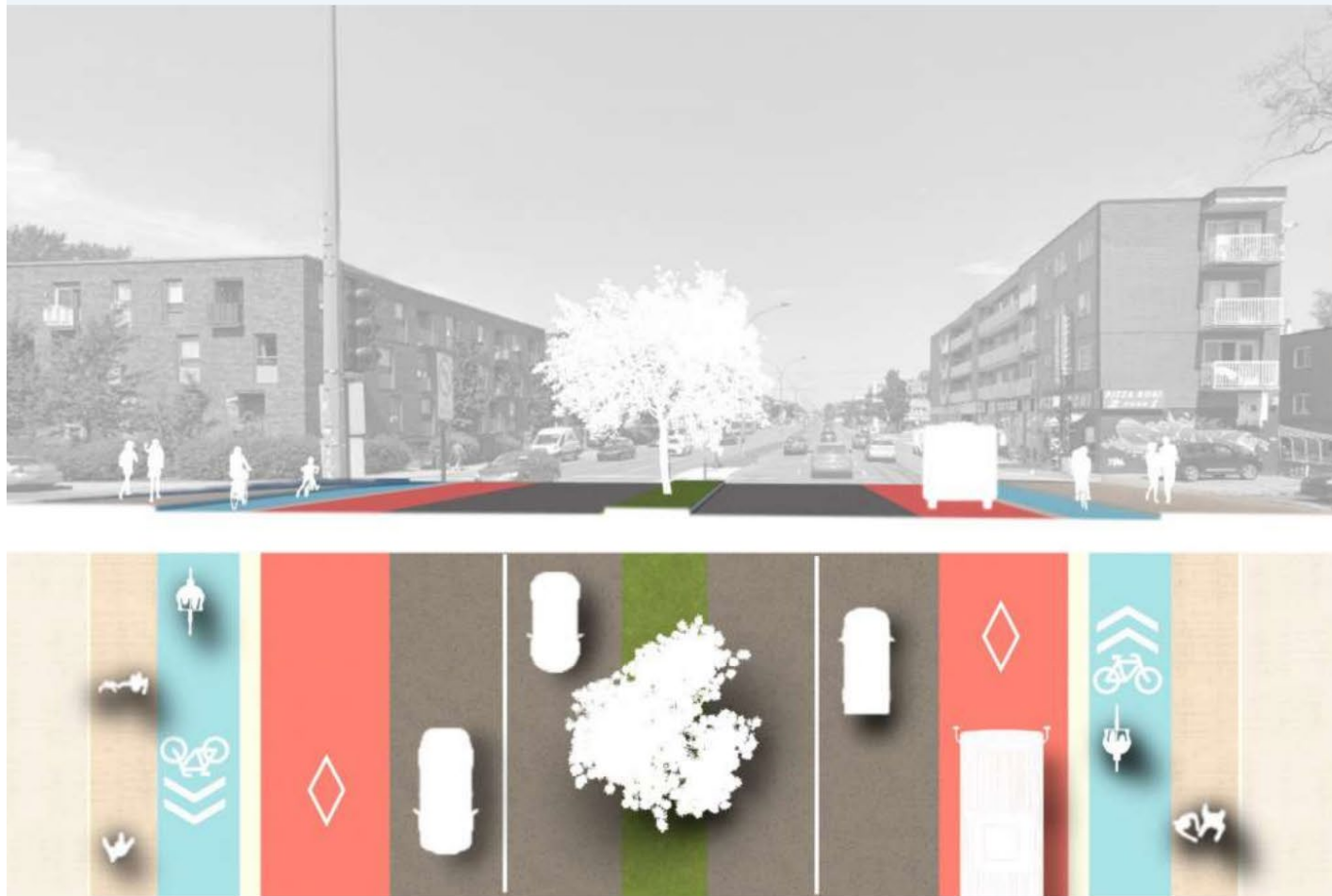
-----	PROPOSED MAXIMUM HEIGHT	-----
	15 m (~ 4 floors)	
	✓	
-----	PROPOSED MINIMUM DENSITY	-----
	60 dwellings per hectare	
	✓	
-----	GROUND-FLOOR USES	-----
	Minimum 66% commercial use in TOD areas, at intersections on Sunnybrooke Boulevard and where commercial activities are present	

Did You Know?

- > There are **currently no height restrictions** in this area.
- > Current regulations allow a **density of 145 dwellings per hectare** in the city’s multi-dwelling residential sectors

05 — PROPOSED REGULATORY FRAMEWORK

Mobility



- **Sustainable mobility improvement strategies to be implemented over time include:**
- > Sustainable Mobility Masterplan integrating the addition of active transportation corridors to REM stations
 - > Optimization of bus and mass transit network (in collaboration with the STM)
 - > Improvement and safety programme for bike paths, sidewalks and intersections
 - > Programme to improve public spaces near bus stops
 - > Study and action plan to optimize traffic flows
 - > Steps to encourage the extension of the Jacques-Bizard corridor

