

Public Notice



**PUBLIC CONSULTATION MEETING**

**Draft By-law number CA29 0144 amending zoning by-law CA29 0040, subdivision by-law CA29 0041 and site planning and architectural integration by-law CA29 0042, to ensure concordance with by-law 04-047 of the Ville de Montréal Urban Plan following the coming into force of by-law 04-047-264 integrating the Special Urban Development Plan for boulevard Saint-Charles**

TO ALL PERSONS WHO MIGHT BE INTERESTED IN PIERREFONDS-ROXBORO BOROUGH'S DRAFT BY-LAW NUMBER CA29 0144:

NOTICE is hereby given by the undersigned:

THAT the Borough Council, following the adoption by resolution at the regular sitting held on September 9, 2024 of the draft by-law entitled as hereinabove, will hold a public consultation meeting on **Tuesday, October 1<sup>st</sup>, 2024, at 7 p.m.**, at the Borough Hall, located at 13665, boulevard de Pierrefonds, in conformity with the provisions of the Act respecting land use planning and development (R.S.Q. c. A-19.1).

THAT the object of draft by-law is to amend zoning by-law CA29 0040, subdivision by-law CA29 0041 and site planning and architectural integration by-law CA29 0042, to ensure concordance with by-law 04-047 of the Ville de Montréal Urban Plan following the coming into force of by-law 04-047-264 integrating the Special Urban Development Plan for boulevard Saint-Charles.

THAT in the course of this public meeting the Mayor of the Borough or another member of the Council will explain this draft by-law and the consequences of its adoption, and also hear parties who wish to express their concerns.

THAT this draft by-law is available for consultation on the "**Public Notice**" page of the Borough's website at <https://montreal.ca>.

In case of any discrepancy or difference between the French and English versions, the French version shall prevail.

GIVEN IN MONTREAL, BOROUGH OF PIERREFONDS-ROXBORO  
This nineteenth day of September of the year 2024.

The Secretary of the Borough

A handwritten signature in blue ink, appearing to read "J. Gauthier".

Me Jean-François Gauthier, MBA

/rl

PROVINCE DE QUÉBEC

VILLE DE MONTRÉAL  
BOROUGH OF PIERREFONDS-ROXBORO

DRAFT BY-LAW CA29 0144

BY-LAW NUMBER CA29 0144 AMENDING ZONING BY-LAW CA29 0040, SUBDIVISION BY-LAW CA29 0041 AND SITE PLANNING AND ARCHITECTURAL INTEGRATION BY-LAW CA29 0042 TO ENSURE CONCORDANCE WITH BY-LAW 04-047 RESPECTING THE VILLE DE MONTRÉAL URBAN PLAN FOLLOWING THE COMING INTO FORCE OF BY-LAW 04-047-264 INTEGRATING THE SPECIAL URBAN DEVELOPMENT PLAN FOR BOULEVARD SAINT-CHARLES

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At the Borough of Pierrefonds-Roxboro regular sitting held on September 9, 2024 at 7 p.m., in the council room located at 13 665, boulevard de Pierrefonds, in conformity with the Cities and Towns Act (L.R.Q., Chapter C-19), to which attend:

The Mayor of the Borough Mr. Dimitrios (Jim) Beis, Councillors Catherine Clément-Talbot, Chahi (Sharkie) Tarakjian, Benoit Langevin and Louise Leroux, all members of the Council and forming a quorum under the chairmanship of the Mayor of the Borough, Mr. Dimitrios (Jim) Beis.

The Director of the Borough, Mr. Dominique Jacob, and the Secretary of the Borough, M<sup>c</sup> Jean-François Gauthier, also attend the sitting.

WHEREAS a notice of motion of the present by-law was given on September 9, 2024;

GIVEN articles 110.4 and 113 of the Act respecting land use planning and development (R.S.Q., chapter A-19.1);

THE BOROUGH COUNCIL ENACTS THE FOLLOWING:

ARTICLE 1 Article 5 of Zoning By-law number CA29 0040 is amended by adding the following paragraphs to the list in the first paragraph:

« 14° Special parking standards

This document is included in Appendix N and forms an integral part of the present by-law.

15° Climate resilience factors

This document is included in Appendix O and forms an integral part of the present by-law.

17° Functional groups of tree species

This document is included in Appendix P and forms an integral part of the present by-law.

18° Tree types according to deployment

This table is included in Appendix Q and forms an integral part of the present by-law.”

ARTICLE 2 Article 13 is amended by:

- a) The addition, after the definition of “Main facade of the building”, of the following:

“CLIMATE RESILIENCE FACTOR (CRF):

An index expressing the ratio between the sum of climate-resilient areas, i.e. landscaping elements, and the surface area of the land on which they are located. The method for calculating this value is described in greater detail in Appendix O.”

- b) The addition, after the definition of “Home antenna”, of the following:

“WIDE-SPREADING TREE:

A tree with a minimum height at maturity of 15 meters and a canopy at maturity varying from 5 to 13 meters in diameter, or identified as a “wide spreading” in Appendix Q of this by-law.

MEDIUM-SPREADING TREE:

A tree with a mature height ranging from 8 to 15 meters and a mature canopy diameter ranging from 3 to 8 meters, or identified as “medium spreading” in Appendix Q of this by-law.

LOW SPREADING TREE:

A tree with a height at maturity of less than 8 meters and whose canopy at maturity can vary from 1 to 7 meters in diameter or identified as “low spreading” in Appendix Q of this bylaw.”

- c) The addition, after the definition of “Walkway”, of the following definition:

“URBAN WALKWAY:

A mobility corridor focused on active mobility that restricts travel to active modes on a safe axis. Other than pedestrians, cyclists (including those on power-assisted bicycles) and scooters, only emergency vehicles and delivery vehicles are authorized to use the corridor.”

- d) The second paragraph of the definition of “Traffic lane” is amended by adding the words “a pedestrian walkway,” after the words “an urban walkway,”

ARTICLE 3 Article 196 is amended by replacing the fourth paragraph and paragraphs 1 and 2 by the following text:

“The present by-law defines sectors for which special parking standards apply. These sectors are as follows:

- 1° Sector 1 or “Saint-Jean block sector”, as defined in Appendix N;
- 2° Sector 2 or “Train station sector”, as defined in Appendix N;
- 3° Sector 3 or “Saint-Charles Boulevard sector,” as defined in Section 4 of Chapter 20.”

ARTICLE 4 Article 207 is amended by:

- a) the addition, after the last line of the table “Two-family and three-family dwelling (h2)” uses’ (h2)”, of the following line:

Sector 3 b) boulevard Saint-Charles area)	See specific rules – Chapter 20 – section 4
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the addition, after the last line of the table “Usages habitation multifamiliale (h3)”, of the following line:

Sector 3 (boulevard Saint-Charles area)	See specific rules – Chapter 20 – section 4
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the addition of the following line after the last line of the “Collective housing (h4) table:

Sector 3 (boulevard Saint-Charles area)	See specific rules – Chapter 20 – section 4
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- d) the addition, after the last sentence of the 4<sup>th</sup> paragraph, of the following text: “For sector 3 – Boulevard Saint-Charles sector, specific rules on bicycle parking units are set out in chapter 20 – section 4.”.

ARTICLE 5 Article 211 is amended by:

- a) the addition, after the last line of the table “Uses” trade “(c)”, of the following line:

Sector 3 (boulevard Saint-Charles area)	See specific rules – Chapter 20 – section 4
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- b) the addition, after the last sentence of the 3<sup>rd</sup> paragraph, of the following text: “For sector 3 – Boulevard Saint-Charles sector, specific rules on bicycle parking units are set out in Chapter 20 – Section 4.”.

ARTICLE 6 Article 220 is amended by:

- a) the addition, after the last line of the “Community” uses (p) table, of the following line:

Sector 3 (boulevard Saint-Charles area)	See specific rules – Chapter 20 – section 4
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- b) “the addition, after the last sentence of the 3<sup>rd</sup> paragraph, of the following text: “For sector 3 – boulevard Saint-Charles sector, specific rules on bicycle parking units are set out in chapter 20 – section 4”.

ARTICLE 7 Article 207 is amended by adding the following line after the last line of the table “Commercial uses (c) (h3)” in article 211:

Sector 3 (boulevard Saint-Charles area)	See specific rules – Chapter 20 – section 4
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ARTICLE 8 Article 335 is repealed.

ARTICLE 9 Article 338 is repealed.

ARTICLE 10 Chapter 20 is amended by adding the following section:

**“SECTION 4: SPECIFIC PROVISIONS APPLICABLE TO  
THE BOULEVARD SAINT-CHARLES  
SECTOR**

**SUB-SECTION 1: INTERPRETATIVE PROVISIONS**

**347.1 GENERALITY**

Within the territory of the boulevard Saint-Charles sector defined in article 347.2, the provisions of the present section take precedence over any other provision of by-law CA29 0040.

However, any provision of the by-law that is not incompatible with the present section remains applicable.

**347.2 AREA OF APPLICATION**

This section applies to zones located within the “boulevard Saint-Charles Sector”, defined by the following zones: H2-3-169-1, C-3-169-2, C-3-170-1, H4-3-174-1, P-3-174-2, P-3-175-1, C-3-175-2, H2-3-198-1, C-3-209-1, C-3-213-1, C-3-214, C-3-216-1, C-3-219-1, C-3-220-1, C-3-221, P-3-222 , C-3-223-1, C-3-223-2, C-3-224-1, C-3-224-2, P-4-257 et C-4-258.

## **SUB-SECTION 2: USES**

### **347.3 OCCUPANCY REQUIREMENTS FOR HOUSING GROUP (H) USES**

A building must be occupied by a use in the “Housing (h)” group when authorized in the specifications chart.

When more than one category of use is permitted in a zone, the uses of these categories may be located in the same building, provided that part of the building is occupied by a use from the “Housing (h)” group. However, a “Commercial (c)” or “Community (p)” use may not occupy a floor located above a floor occupied by a “Residential (h)” use.

### **347.4 OBLIGATION TO OCCUPY A FIRST FLOOR BY A COMMERCIAL GROUP USE (C)**

This article applies to “Commercial (C)” main use zones.

The first floor of a new building, with the exception of common and circulation areas leading to dwellings and premises belonging to the “Housing (h)” group of uses, must be occupied exclusively by a use or combination of uses from the “Commercial (c)” group of uses authorized in the zone's specifications chart. Where applicable, a suite serving a commercial use must be served by a separate entrance from that of the residential use in the same building.

In an existing building, the conversion of a ground-floor suite occupied by a “Commercial (c)” use to a “Residential (h)” use is prohibited. However, such conversions are permitted on floors above the first floor, in accordance with the provisions of the zone's specifications chart.

## **SUB-SECTION 3: PARKING**

### **347.5 PROHIBITION TO INSTALL A PARKING SPACE IN CERTAIN YARDS**

No parking space may be located in a yard adjacent to boulevard Saint-Charles or an urban walkway, for all uses and all types of parking space.

In addition to the provisions of the preceding paragraph, the installation of a parking space within any other yard must be located at a distance of 5 meters from an urban walkway.

### **347.6 OBLIGATION TO PROVIDE CERTAIN PARKING SPACES INSIDE A BUILDING**

Parking spaces for a “Multi-family dwelling (h3)” or “Collective housing (h4)” use must be located inside a building. However, this provision does not apply to a space reserved for visitors or car-sharing.

**347.7 MINIMUM AND MAXIMUM NUMBER OF PARKING SPACES**

The minimum and maximum number of off-street parking spaces to be provided in the boulevard Saint-Charles sector are as follows:

1° For a use in the Housing group (h):

<b>“Two-family and three-family dwellings (h2)” use</b>	
Minimum number of spaces for residents	None
Maximum number of spaces for residents	1 space per dwelling unit

<b>“Multi-family housing (h3)” and “Group housing (h4)” uses</b>	
Minimum number of spaces for residents	None
Maximum number of spaces for residents	1 space per dwelling unit
Maximum proportion of visitor spaces	Up to 10% of the number of spaces
Maximum proportion of spaces reserved for small vehicles	Up to 30% of the number of spaces
Maximum proportion of spaces reserved for a car-sharing station	Up to 10% of the number of spaces, maximum of 6 spaces
Maximum proportion of tandem spaces	Up to 30% of the number of spaces

2° For use in any other category

<b>Use other than the “Housing (h)” group</b>	
Minimum number of spaces	None
Maximum number of spaces	1 space per 35 square meters of floor area

**347.8 CREATION OF AN OUTDOOR PARKING LOT CONTAINING 12 SPACES OR MORE**

This article applies to the following situations:

- 1° for the construction of a new parking lot with more than 12 spaces;
- 2° for the addition of more than 4 parking spaces totalling over 12 spaces;
- 3° for the redesign of a parking lot with more than twelve parking spaces, excluding the modification of pavement markings.

In addition to the provisions of paragraphs 1 and 2 of article 201, a parking lot covered by this article must comply with the following provisions:

- 1° It must be located at a minimum distance of:
  - a. 2 meters from a public street line;
  - b. 3 meters from another field line;
  - c. 2 meters from a main building.
- 2° The off-street parking area must be equipped with a lighting system.
- 3° At least 20% of the parking area must be landscaped in the form of landscape bays or strips. Each landscape bay or strip must:
  - a. have a minimum width of 2.5 meters;
  - b. have a minimum surface area of 15 square meters;
  - c. include landscaping or ground cover consisting of ground cover plants, perennials, shrubs or trees;
  - d. be surrounded by a mineral edging at least 0.15 m high and 0.15 m wide. This curb must be interrupted at ground level for a length of at least 0.5 m every 10 m to allow water to seep into the bay;
  - e. be located 50 millimeters below the surface of the parking area.
- 4° The parking area must be planted with trees so that the canopy covers 40% of the surface area of the parking spaces. Shade coverage must be calculated according to the vertical projection on the ground of the crowns of trees that have reached their mature canopy.
- 5° Notwithstanding article 201.1, asphalt is authorized as a surfacing material only for parking spaces, provided that the canopy of mature trees covers at least 60% of their surface area.
- 6° Any tree required under this section must be planted in a planting pit that complies with the following provisions:
  - a. a permeable bottom;
  - b. a depth of at least 0.9 meters below ground level;
  - c. a width of at least 2.5 meters;
  - d. volume of soil of at least 10 cubic meters for a medium or large spreading tree.

### **347.9 CREATION OF AN INDOOR PARKING LOT**

The following provisions apply to the creation of an indoor parking lot:

- 1° When a parking space is provided underground, it may extend beyond the perimeter of the building it serves and be located right up to the lot line, without regard to the applicable setbacks in the specifications chart;  
However, any portion of a basement parking lot exceeding the perimeter of the building must be located at a minimum depth of 1.2 meters from the average ground level;
- 2° The maximum height of the door giving access to vehicles to an indoor parking lot is set at 3.05 meters;



- 3° For any indoor parking lot with 4 or more parking spaces, the direction of traffic and the parking spaces must be indicated by a layout consisting of pavement markings and signage;
- 4° The below-grade access aisle to an indoor parking space may exceed 10%, without exceeding 14% at any point, under the following conditions:
  - The first 4-meter segment of the driveway from a sidewalk may not exceed a 10% inclination;
  - The driveway must be equipped with an automatic de-icing system or a specific coating designed to increase skid resistance.

#### **SUB-SECTION 4: BICYCLE PARKING**

##### **347.10 MINIMUM NUMBER OF BICYCLE PARKING UNITS**

The minimum number of bicycle parking units to be provided is as follows:

- 1° For a use in the “Housing (h)” group: 1 unit per 35 square meters of floor area, up to a maximum of 200 units;
- 2° For a use in a group other than “Housing (h)”: 5 bicycle parking units for one or more premises in the same building with a floor area greater than 100 square meters, plus 5 units for each additional 200 square meters of floor area, up to a maximum of 200 units.

##### **347.11 LOCATION OF BICYCLE PARKING UNITS**

The required bicycle parking units must be created at the following locations:

- 1° For a use in the “Housing (h)” group: bicycle parking units may be located inside or outside the building, but must be accessible to residents only. However, a visitor parking area comprising a minimum of three units and a maximum of 10% of the total number of bicycle parking units must be located outside, near the building's main entrance, and be accessible to all site users.
- 2° For a use in a group other than “Housing (h)”: bicycle parking units must be located outdoors, accessible to site users at all times.

#### **SUB-SECTION 5: ACCESS TO LOT**

##### **347.12 NUMBER OF ACCESSES TO A LOT**

In addition to the provisions of Chapter 9, the specific rules governing the maximum number of lot accesses in the boulevard Saint-Charles sector apply:

- 1° One access to the lot is authorized per main building in the case of a building occupied by a use in the “Two-family or three-family dwelling (h2)” category;

- 2° Two accesses to the lot are authorized per main building in the case of a building occupied by a “Multi-family dwelling” (h3), “Collective dwelling” (h4), “Commercial (c)” or “Community (p)” use.

**347.13 LOCATING AN ACCESS TO A LOT**

In addition to the provisions of Chapter 9, the location of an access to a lot must comply with the following specific rules for all uses in the boulevard Saint-Charles sector:

- 1° An access to the lot must be located at a minimum distance of 12 meters from the point of intersection of the curb or pavement of two traffic lanes;
- 2° An access to the lot must be separated from another access by a minimum distance of 15 meters.

**SUB-SECTION 6: TREE PLANTING AND GREENING**

**347.14 PROPORTION OF LAND WITH PLANTED SURFACE**

In addition to the provisions relating to the development of open spaces (chapter 12) and planting (chapter 13), a minimum proportion of a lot must be occupied by an open-ground planted area.

The minimum proportion of a lot's total area that must be planted varies according to the ratio of land area to built-up area (L.B.A.) on the lot in question, as shown in the following table:

Ratio of built-up area to land	Minimum proportion of total land area covered with vegetation
Less than 50%	30%
From 50% to 65%	20%
More than 65%	10%

Vegetated areas must be unsealed, permeable and covered with plant elements such as ground cover, shrubs or trees. The vegetated part of a stormwater management structure, including a rainwater retention basin, can be included in the calculation of the percentage of planted area.

In the case of a building with a built/land ratio of 85% or more, the surface area of a green roof can be included in the calculation of the required proportion of green surface area. Green roofs must have a minimum substrate thickness of 150 millimeters.

### **347.15 TREE PLANTING**

In addition to the other provisions of Chapter 13, the following specific rules concerning the minimum number of trees to be planted in the boulevard Saint-Charles sector apply:

- 1° For a lot occupied exclusively by a principal use in the “two-family or three-family dwelling (h2)” category: at least 2 trees per lot must be planted, including at least 1 in the front yard;
- 2° For a lot occupied exclusively by a main use in the “Multi-family dwelling (h3)” or “Collective dwelling (h4)” categories: at least 1 tree per 200 square meters of lot must be planted, at least half of which must be located in the front yard;
- 3° For a lot occupied by any other main use, whether or not mixed with a use from the “Housing (h)” group, at least one tree per 8 linear meters of lot width and lot depth in the case of a corner lot, where applicable, must be planted along the edge of any street line.

Trees required in the grassed or planted strip bordering any off-street parking space of 5 spaces or more pursuant to article 201 may be included in the calculation of trees required in the present article.

### **SUB SECTION 7: BUILDING ARCHITECTURE**

#### **347.16 SETBACKS REQUIRED FOR FLOORS ABOVE THE THIRD FLOOR**

For the construction of a new building of more than 3 storeys, all storeys above the third storey must be set back a minimum horizontal distance of 2 meters from the principal plan of the main façade must be provided for all floors above the third floor.

For the purposes of this article, the main facade plan corresponds to the general alignment of the exterior wall of the main facade at the level of the third storey of the building in question.

#### **347.17 OFF-ROOF STRUCTURE**

Notwithstanding section 258, for an off-roof structure to be considered a mezzanine, it must meet the following conditions:

- 1° the cumulative area of non-overlapping mezzanines within a suite does not exceed 40% of the area of the suite they cover;
- 2° all exterior walls of the mezzanine are set back at all points from the exterior walls of the storey it overlies by a minimum of:
  - twice its height for the main façade;
  - one times its height for another façade facing a traffic lane;
  - half its height for any other façade.

**347.18 MAXIMUM HEIGHT OF FIRST FLOOR**

The maximum height of the first floor is set at 0.2 meters above the average level of the center of the street, calculated over the total width of the lot.

**347.19 OPENING PERCENTAGE OF THE FAÇADE OF A COMMERCIAL ESTABLISHMENT**

For any main building, any portion of a façade adjacent to a suite occupied by a use in the “Commercial (c)” group is subject to compliance with the following minimum proportions of openings on the first floor:

- 1° Main façade: 30
- 2° Any other façade adjacent to a traffic lane: 20%.

For the purpose of calculating the opening proportion, the façade area corresponds to the portion of the building façade between the floor of the first floor and the floor of the storey immediately above or, where applicable, the ceiling of the top storey of the building. The surface area of a garage door or of an opening to create an access aisle to an indoor garage is excluded from the calculation of the opening proportion of a façade.

**SUB-SECTION 8: CLIMATE RESILIENCE FACTOR (CRF)**

**347.20 SCOPE OF APPLICATION**

This sub-section applies to the construction of a building or the extension of the floor area of a building by more than 2,000 square meters in the boulevard Saint-Charles sector.

The construction or extension of a building occupied by a use in the “Two-family or three-family dwelling (h2)” category is, however, excluded from the application of this sub-section.

A lot subject to this sub-section is not subject to the minimum requirements for the proportion of a lot with vegetated surface set out in article 347.14.

**347.21 RCF COMPLIANCE BASED ON THE SPACE/BUILDING RATIO**

A minimum climatic resilience factor must be respected on a property, which varies according to the use, the space/building ratio (S.B.R.) and the nature of the work, in accordance with the following tables:

1° for a building occupied exclusively by a use in the “Housing (h)” group:

Space / building ratio	Minimum climate resilience factor	
	Extension	New construction
Less than 35%	0.60	0.60
From 35% to 50%	0.45	0.60
More than 50%	0.30	0.50

2° for a building not occupied exclusively by a “Housing (h)” group use:

Space / building ratio	Minimum climate resilience factor	
	Extension	New construction
Less than 35%	0.40	0.45
From 35% to 50%	0.35	0.40
More than 50%	0.30	0.35

The climate resilience factor is calculated as shown in Appendix O of the present by-law.

ARTICLE 11 The specification charts for zones C-3-214, C-3-221, P-3-222, P-4-257 and C-4-258 in Appendix A of Zoning By-law CA29 0040 are replaced by the specification charts included in Appendix 1 of this by-law.

ARTICLE 12 Appendix A of Zoning By-law CA29 0040 is amended by adding the specification charts for zones H2-3-169-1, C-3-169-2, C-3-170-1, H4-3-174-1, P-3-174-2, P-3-175-1, C-3-175-2, C-3-209-1, C-3-213-1, C-3-216-1, C-3-219-1, C-3-220-1, H2-3-198-1, C-3-223-1, C-3-223-2, C-3-224, C-3-224-2 and C-4-256-1, all as presented in Appendix 2 of this by-law.

ARTICLE 13 The specification charts for zones C-3-169, C-3-170, P-3-173, P-3-174, C-3-175, C-3-209, C-3-210, C-3-212, C-3-213, C-3-216, C-3-217, C-3-218, C-3-219, C-3-220, C-3-223, C-3-224 and C-4-256 are repealed and removed from Appendix A of Zoning By-law CA29 0040.

ARTICLE 14 The zoning plan in Appendix C of Zoning By-law CA29 0040 is modified by the following amendments, as shown on the plan attached as Appendix 3 to this by-law:

- a) The following zones are created:
  - zone H2-3-169-1 is created from part of zone C-3-169;
  - zone C-3-169-2 is created from part of zone C-3-169;
  - zone C-3-170-1 is created from zone C-3-170 and part of zone C-3-169;
  - zone H4-3-174-1 is created from part of zone P-3-174;
  - zone P-3-174-2 is created from zone P-3-173 and part of zone P-3-174;
  - zones P-3-175-1 and C-3-175-2 are created by subdividing zone C-3-175;
  - zone C-3-209-1 is created from zones C-3-209 and C-3-210 and part of zone C-3-169;

- zone C-3-213-1 is created from zones C-3-212 and C-3-213;
  - zone C-3-216-1 is created from zones C-3-216, C-3-217 and part of zones H1-3-215 and C-3-218;
  - zone C-3-219-1 is created from zone C-3-219 and part of zone C-3-218;
  - zone C-3-220-1 is created from zone C-3-220 and part of zone H1-3-198;
  - zone H2-3-198-1 is created from part of the zone H1-3-198;
  - zone C-3-223-1 is created from part of zones C-3-223 and H1-4-246;
  - zone C-3-223-2 is created from part of zone C-223;
  - zones C-3-224-1 and C-3-224-2 are created by subdividing zone C-3-224;
  - zone C-4-256-1 is created from zone C-4-256 and part of zone C-3-223.
- b) Zones C-3-169, C-3-170, P-3-173, P-3-174, C-3-175, C-3-209, C-3-210, C-3-212, C-3-213, C-3-216, C-3-217, C-3-218, C-3-219, C-3-220, C-3-223, C-3-224 and C-4-256 are repealed and removed from Appendix C.

ARTICLE 15 Zoning By-law number CA290-0040 is amended by the addition, following Appendix N, of Appendixes “O”, “P” and “Q”, as presented in Appendixes 4 to 6 of this by-law.

ARTICLE 16 Article 33 of Subdivision By-law number CA29 0041 is amended as follows:

- a) by replacing the title of the article by the following title: “LAYOUT OF TRAFFIC LANES SHOWN ON URBAN PLAN”;
- b) by replacing, in the first line of the first paragraph, the words “street or section of street” by the words “traffic lane or section of traffic lane”;
- c) by replacing, in the third line of the first paragraph, the words “projected street or street section” by the words “projected traffic lane or section of traffic lane”;
- d) by adding, in the fourth line of the first paragraph, after the words “must respect the status”, the words “of urban walkway”.

ARTICLE 17 Article 36 of this by-law is amended as follows:

- a) In the first line of the first paragraph, the word “street” is replaced by the words “traffic lanes”;
- b) The addition, before the first paragraph, of the following paragraph:  
“1° Urban walkway: 8 m”;

ARTICLE 18 Chapter 5 of Site Planning and Architectural Integration By-law number CA29 0042 is amended by the addition, after section 7, of the following section:

**“SECTION 8: BOULEVARD SAINT-CHARLES SECTOR**

**82.7 SCOPE OF APPLICATION**

The provisions of this section apply to zone 12, “Boulevard Saint-Charles sector”, as defined on the plan in Appendix A, “Plan of areas subject to regulation”, of this by-law.

**82.8 REGULATED INTERVENTIONS**

Interventions subject to the objectives and criteria of this section concern:

- a cadastral operation resulting in the creation of a new lot;
- the construction of a new main building;
- main building extension;
- changes to the exterior appearance of a main building;
- the creation of a new parking space or modification to the layout of an existing parking space (excluding the modification of pavement markings);
- installation, modification or replacement of a sign.

For the purposes of this section, traffic lanes are considered public rights-of-way.

**82.9 GENERAL OBJECTIVES**

The general objectives for this sector are as follows:

- a) Encourage the redevelopment of certain industrial and commercial areas, giving priority to innovative and sustainable projects;
- b) Develop a multifunctional living environment on a human scale, characterized by a strong presence of local businesses;
- c) Creating an urban walkway centered on the use of active mobility;
- d) Diversify and improve mobility on boulevard Saint-Charles;
- e) Optimize development of the boulevard Saint-Charles sector by favouring compactness;
- f) Embellish the built environment and promote “cool islands” by encouraging the greening of public and private spaces.

**82.10 OBJECTIVES AND CRITERIA**

<b>OBJECTIVES</b>	<b>EVALUATION CRITERIA</b>
<b>CADASTRAL OPERATIONS</b>	
<p>Contribute to the creation of an urban walkway west of boulevard Saint-Charles</p>	<p>The intervention contributes to the creation of building lots and spaces that will enable the creation of an urban walkway.</p> <p>The intervention allows for the installation of buildings that will be framed by and have a human-scale relationship with the urban walkway.</p>
<p>Ensuring the continuity and coherence of the subdivision with the fabric of the surrounding area</p>	<p>The intervention preserves the characteristics of the urban fabric of the surrounding area.</p> <p>The intervention allows safe access for emergency vehicles.</p> <p>The intervention allows safe and optimal movement of vehicles, pedestrians and cyclists.</p> <p>Streets are designed to incorporate green elements and street furniture in the right-of-way.</p> <p>The proposed street grid and vehicular access avoid negative impacts on neighboring streets and through traffic.</p> <p>The intervention avoids the creation of unusable residual space that is not easily accessible on the site.</p> <p>Given the size and surface area of the site, the intervention will allow the optimization of the layout of the buildings, improve the quality of the landscaping and ensure that surface water is properly managed.</p>
<b>LAYOUT OF BUILDINGS</b>	
<p>Contributing to the creation and animation of an urban walkway west of boulevard Saint-Charles</p>	<p>The layout of the buildings provides a human-scale framework for the urban walkway.</p> <p>The layout of the buildings helps to create outdoor commercial spaces (terraces and so forth) to liven up the urban walkway.</p> <p>The layout of the buildings creates a complementary relationship between the interior commercial spaces and the urban walkway.</p> <p>Interconnectivity between the different segments of the urban walkway enables the networking of places of interest of a commercial, green, cultural or artistic nature in the area.</p>
<p>The layout of the buildings frames the public realm and enhances the quality of the urban landscape</p>	<p>The orientation and layout of the buildings frame the existing public realm, public squares, urban walkways, thoroughfares, intersections and parks, and highlight buildings and views of interest, in particular the water tower</p>



OBJECTIVES	EVALUATION CRITERIA
	<p>and views towards L'Île-Bizard.</p> <p>The orientation and layout of the buildings provide viable and accessible public spaces that encourage users to gather.</p> <p>Buildings should be set out in such a way as to ensure continuous and uniform alignment of façades along a thoroughfare or public square.</p> <p>Around a public square or along a pedestrian thoroughfare, the front setback of a building must provide sufficient clearance for the installation of a terrace, the development of amenity areas or the planting of trees.</p> <p>The clearance between two buildings allows for the development of a pedestrian walkway that can accommodate a variety of traffic flows.</p>
<p>The layout of the buildings optimizes the functionality of the site and minimizes the impact on adjacent areas</p>	<p>The layout of the buildings reduces the length of time users have to travel between the street, public transport stations, parking spaces and buildings.</p> <p>The buildings have been laid out with transverse spaces to ensure transparency and permeability between boulevard Saint-Charles and the urban walkway.</p> <p>The siting of a new building must fit in coherently with the existing or planned environment for the sector and ensure the functionality of the project.</p> <p>The layout of the buildings avoids the creation of unusable and inaccessible residual space on the site.</p> <p>The layout minimizes the visibility of storage, manoeuvring and handling areas, as well as mechanical and technical equipment.</p> <p>Significant clearance is provided between storage, manoeuvring and handling areas in commercial buildings adjacent to residential buildings.</p>
<b>VOLUMETRY</b>	
<p>The volumes of the built environment are harmonized with the overall context to maximize its visual impact.</p>	<p>The scale and volumetry of the buildings highlight intersections and buildings of interest, frame the public realm and reinforce the visual perspectives of interest.</p> <p>The volumetry limits the impact of sunlight and wind on the urban walkway by incorporating setbacks for the upper storeys.</p> <p>The relationship between the size of the buildings and the public domain is sufficient to ensure a proportionate framework.</p>

OBJECTIVES	EVALUATION CRITERIA
	<p>A basilaire facilitates the integration of a high-density building into the existing context.</p> <p>Architectural features of interest to the building that may have an impact on the volumetric composition are identified by special treatment.</p> <p>The volumetry of a new building respects and is inspired by the volumetry of the built environment of the significant surrounding area.</p> <p>The volumetric treatment of a building reflects the pedestrian scale of the street.</p>
<b>MAIN AND SECONDARY ENTRANCES</b>	
<p>The main entrances to the built environment are open to the public domain and attract different types of users</p>	<p>The entrance to a building creates a direct link with the public realm and the surrounding network of pedestrian walkways.</p> <p>The entrance to a building ensures that users have access to the public transport service points.</p> <p>If a building is located on a corner lot, the main entrance should be located at the corner of the building or facing the main street.</p> <p>The façade with the building's main entrance is identified from the streets adjacent to the development.</p> <p>The main entrance is universally accessible.</p>
<b>PEDESTRIAN AND CYCLE NETWORK</b>	
<p>The site's pedestrian and cycle networks are functional, safe and integrated with the public transport network and existing and planned urban networks</p>	<p>Short, direct paths are laid out to encourage pedestrian and cyclist movement and link the thoroughfares, parking areas, public transport stations and main entrances to the buildings.</p> <p>The planned streets, urban walkway and public spaces will provide safer and more attractive spaces for walking, cycling and physical activity. The project aims to create places that are suitable for young people, families and the elderly.</p> <p>The pedestrian and cycle paths on the site are linked to the public transport network and to the network of existing or planned pedestrian and cycle paths in the area and neighbouring areas.</p> <p>A network of pedestrian and cycle paths will link each of the buildings.</p>

OBJECTIVES	EVALUATION CRITERIA
	<p>The pedestrian walkways and landscaping divide the parking area into several smaller areas, designed to make the site more accessible and permeable.</p> <p>The large parking area serving several buildings is laid out in such a way as to define safe pedestrian circulation paths.</p> <p>Driveways or parking spaces avoid intersecting the links between an entrance leading to the building and pedestrian circulation paths.</p> <p>The pedestrian walkways are designed to accommodate the anticipated pedestrian traffic volumes over the entire site.</p> <p>The traffic lanes will aim to reduce the space reserved for cars and reduce the effect of heat islands in order to provide safe and comfortable paths for pedestrians and cyclists.</p>
<b>ACCESS, DRIVEWAYS, PARKING AND SERVICE AREAS</b>	
<p>Vehicular access, waiting lanes, traffic lanes and parking areas provide safe and comfortable routes for pedestrians and cyclists while minimizing disturbance to the public domain and the surrounding environment</p>	<p>The number of access aisles along a street is kept to a minimum.</p> <p>Sharing access aisles between adjoining properties is encouraged.</p> <p>Accesses to land and buildings are laid out and organized to encourage active modes of travel and reduce the presence of the car in the urban landscape.</p> <p>L'aménagement des allées d'accès sur les rues secondaires est privilégié.</p> <p>Access aisles, waiting lanes or traffic lanes should not be located between a building and the street.</p> <p>Waiting lanes and driveways are provided throughout the site.</p> <p>Outdoor parking spaces are located in rear or side yard.</p> <p>The length of the rows of parking spaces is kept to a minimum</p> <p>The driveways are located on the streets running across boulevard Saint-Charles.</p>
<p>Service areas and technical equipment are functional and concealed.</p>	<p>All storage, manoeuvring and handling areas, as well as mechanical equipment and waste and recyclable material disposal sites on a property, must be architecturally similar or harmonized with the main buildings.</p> <p>Residual materials management equipment should preferably be stored inside the main or accessory building.</p>

OBJECTIVES	EVALUATION CRITERIA
	<p>Storage of residual materials management equipment in indoor or semi-underground storage facilities outside buildings is encouraged.</p> <p>An architectural element completely conceals the waste management equipment storage area outside the building.</p> <p>An accessible area for temporary storage of residual materials management equipment on collection day is defined and delimited by landscaping or other features.</p> <p>A reception area dedicated to used snow meets the needs of the site.</p> <p>A reception area for used snow is located outside the parking area.</p>
<b>ARCHITECTURAL INTEGRATION</b>	
<p>High-quality architectural treatment contributes to the overall attractiveness of the built environment</p>	<p>The articulation of the façades is proportional and hierarchical, in harmony with the architectural style, function and structure of the building.</p> <p>Ornamental architectural elements highlight the building's structural components</p> <p>Architectural elements reinforce the connection between façades and the overall architectural character of the built environment.</p> <p>The façade of a building overlooking the public domain has a distinctive architectural treatment and fenestration.</p> <p>The top of a building is highlighted by a distinctive architectural element.</p> <p>The architecture of the buildings is contemporary and distinctive.</p> <p>For a group of buildings of the same type, a similar architectural treatment is recommended</p> <p>All the façades of a building have a similar architectural treatment</p>
<p>The architectural treatment of the ground floor contributes to the liveliness of the public realm and the comfort of pedestrians</p>	<p>The height of the ground floor stands out from the other floors.</p> <p>The façade of a ground floor facing a thoroughfare has a significant proportion of openings.</p> <p>The façade overlooking a thoroughfare features architectural features that break up the monotony.</p> <p>Architectural and ornamental details make it easy to identify and locate the main entrance to a building.</p>

OBJECTIVES	EVALUATION CRITERIA
	<p>The installation of continuous awnings and arcades over an entrance to a business or a shop window is encouraged.</p> <p>The installation of continuous awnings and arcades over an entrance to a business or a commercial window is encouraged.</p>
<p>The architectural treatment of the building incorporates energy-efficient and sustainable principles</p>	<p>The building incorporates a number of measures aiming to reduce its ecological impact, such as:</p> <ul style="list-style-type: none"> <li>• Low energy consumption (insulation and waterproofing that exceed construction standards, maximized solar gain in winter and limited in summer, heat recovery, use of renewable energies, etc.);</li> <li>• Reducing the need for drinking water (reusing grey water or rainwater, low consumption equipment, etc.);</li> <li>• The use of sustainable materials with a low environmental footprint, e.g. locally sourced, recycled, recovered, recyclable, made from organic materials, certified wood, etc.</li> </ul> <p>The openings in the building encourage sunlight and maximize occupant comfort</p>
<b>CLADDING MATERIALS</b>	
<p>The materials used to clad the built environment are of a high quality and help to reinforce the homogeneous character of the urban landscape.</p>	<p>Exterior cladding materials are harmonized on all façades.</p> <p>The use of complementary materials that accentuate a building's characteristic identity is permitted.</p>
<p>Cladding materials for the built environment help to achieve sustainable development objectives</p>	<p>The materials and architectural components of a building are of superior quality and stand up to weathering and routine building maintenance.</p> <p>The cladding materials and roof layouts comply with energy-efficient principles.</p> <p>The use of cladding materials with a high degree of reflectivity is recommended</p> <p>The installation of plant cover on the roof is recommended.</p> <p>Preference is given to the use of building products and materials that are extracted and produced in the region.</p>
<b>INTERFACE WITH THE PUBLIC SPACE</b>	
<p>The external landscaping blends in with the built environment and enlivens the public realm</p>	<p>The perimeter of the site must be landscaped.</p> <p>Exterior landscaping and urban furniture create rest areas adjacent to the building's ground floor.</p>

OBJECTIVES	EVALUATION CRITERIA
	<p>The exterior landscaping is inspired by existing high-quality landscaping.</p> <p>The integration of a terrace into a building is harmonious and respects the overall character of the site.</p> <p>The design of amenity areas and public squares encourages the temporary use of space in the form of terraces, stalls or children's play areas.</p>
<p>The outdoor features create a comfortable, attractive and safe environment for pedestrians and cyclists</p>	<p>Structural elements protect users from the elements at the entrance to a building, along a façade or a pedestrian or cycle path.</p> <p>Public spaces such as parvis, pedestrian walkways and urban gardens are given priority.</p> <p>The floor covering of a pedestrian or cycle path differs visually from the floor covering of the parking space.</p> <p>Cycle parking facilities for all users are easily accessible and do not conflict with other modes of transport.</p> <p>The exterior features are designed to offer:</p> <ul style="list-style-type: none"> <li>sufficiently wide pavements that provide a safe and comfortable environment for pedestrians;</li> <li>safe, easily identifiable pedestrian crossings (road markings and/or raised paving) at intersections with public streets;</li> <li>narrowing of the roadway at the intersections of streets served by public transport in order to reduce the crossing time for pedestrians;</li> <li>pedestrian traffic lights that offer a reasonable delay and give priority to pedestrians at intersections;</li> <li>a standardized choice of appropriate, glare-free urban lighting to improve visibility (seeing and being seen) for pedestrians at night;</li> <li>shaded areas and tree planting along the urban walkway and boulevard Saint-Charles to reduce the heat island impact caused by asphalt surfaces;</li> <li>uniform signage to enhance the urban and cultural heritage;</li> <li>ecological management of run-off water through the creation of more permeable surfaces;</li> </ul>
<p>The accessible street furniture, distinctive and unique, blends in with the overall character of the</p>	<p>The design of the street furniture contributes to the comfort of users and the conviviality of the area.</p> <p>The design, quality and consistency of the street furniture contribute to the distinctive image of the sector.</p>

OBJECTIVES	EVALUATION CRITERIA
project	The design of rest areas and street furniture must be appropriate (sufficiently numerous and of a suitable format), based on an inclusive approach to the population (reduced mobility, age).
<b>LANDSCAPING</b>	
Landscaping enhances the project's attractiveness and improves the urban landscape	<p>Landscaping, with its diversity of plants, directs views towards access points and the architectural and directional features of the site.</p> <p>The landscaping enriches and enhances the area around the building and the pedestrian walkways.</p> <p>The vegetation accompanies and complements the signage on the building and the directional signage on the site.</p> <p>The construction materials used for retaining walls, fences and other landscaping components on the site are in keeping with the architectural components of the built environment.</p>
Landscaping helps reduce the negative impact of parking spaces on adjacent residential areas	<p>Landscaping is aligned along the edges of traffic lanes and forms screens to conceal storage, handling, manoeuvring and parking areas.</p> <p>The reverberation of noise on facades is reduced by planting tree lines along Boulevard Saint-Charles.</p>
Projects comprising residential uses must include amenity areas dedicated to residents	<p>A project comprising residential uses must include private and common outdoor amenity areas or interior courtyards of a size and surface area adapted to the needs of the occupants</p> <p>The project includes facilities on the building itself (e.g. on the balcony or rooftop) to enable urban agriculture to be practiced.</p> <p>The layout of the site must be designed to clearly distinguish the residents' amenity area from the public amenity area.</p>
<b>SUSTAINABLE DEVELOPMENT</b>	
Landscaping and outdoor design reduces heat island effects and promotes ecological rainwater management	<p>The layout is adapted to the topography and allows natural drainage of the site.</p> <p>The planting of vegetation provides significant shaded areas for the site, the parking area and the surrounding area.</p> <p>Landscaping strips are of a size that ensures the viability and growth of plants.</p> <p>Landscaping encourages the replacement of permeable surfaces with planting of native species or species adapted to local conditions.</p> <p>The use of light-coloured flooring with a high degree of reflectivity or composed of permeable paving stones is</p>

OBJECTIVES	EVALUATION CRITERIA
	<p>desirable.</p> <p>A natural system for retaining, treating and recovering run-off water is integrated into the overall layout of the project.</p>
<b>SIGNAGE</b>	
<p>The signs are attractive and blend in with the main façade, the architecture of the building and the urban landscape</p>	<p>An integrated signage concept is planned for all the signs in a single project.</p> <p>The layout of the signs around the aisles makes it easier for users to find their way around.</p> <p>The layout, shape, design, colours, materials and lighting of the signs are in keeping with the architectural details of the building façade.</p> <p>Signs attached to buildings and freestanding signs have a distinct style in each category for the commercial concept as a whole.</p> <p>The continuity and alignment of the signs on the façades contribute to the liveliness of the site.</p>
<p>The siting and design of freestanding signs on a site are uniform and enhance the urban landscape</p>	<p>Freestanding signs are installed at the edge of a street or in a strategic location on the site.</p> <p>Detached signs located along the same street are aligned similarly.</p> <p>The different types of freestanding signs use similar materials, colours, typography and composition in their design.</p> <p>A single type of freestanding sign provides a uniform message and makes it easier for users to find their way around.</p>
<b>LIGHTING</b>	
<p>Lighting contributes to the liveliness of the public realm and the safety of user</p>	<p>The commercial concept incorporates a lighting concept in line with the street lighting.</p> <p>The commercial lighting concept highlights the building's façades and interesting architectural features.</p> <p>The commercial lighting concept ensures visibility and safety of the site.</p> <p>The commercial lighting concept highlights the signs.</p> <p>The network of pedestrian and cycle paths is lit entirely by low-level, directional luminaires.</p>



OBJECTIVES	EVALUATION CRITERIA
	The use of low luminaires and directional lighting in a parking area avoids disturbing the adjoining residential area.

ARTICLE 19 The plan in Appendix A “Plan of regulated zones” of by-law CA29 0042 is modified by the addition of “Sector 12: boulevard Saint Charles sector”, as shown on the plan in Appendix 6 of this by-law.

ARTICLE 20 Appendix D “Guide to the description of specific zones” of By-law CA29 0042 is amended by adding the following paragraph after the last paragraph:

**“ZONE 12 – BOULEVARD SAINT-CHARLES SECTOR**

Zone 12 corresponds to the area around boulevard Saint-Charles that is subject to special planning under the boulevard Saint-Charles special urban development planning program (SPP).”

ARTICLE 21 The present by-law comes into force in accordance with the Law.

**Appendix 1:**

Replaced specification charts for zones C-3-214, C-3-221, P-3-222, P-4-257 and C-4-258 in Appendix A of by-law CA29 0040.

**Appendix 2:**

Specification charts for new zones H2-3-169-1, C-3-169-2, C-3-170-1, H4-3-174-1, P-3-174-2, P-3-175-1, C-3-175-2, C-3-209-1, C-3-213-1, C-3-216-1, C-3-219-1, C-3-220-1, H2-3-198-1, C-3-223-1, C-3-223-2, C-3-224-1, C-3-224-2 and C-4-256-1 in Appendix A of by-law CA29 0040.

**Appendix 3:**

Amendments to Appendix C “Zoning plan” of by-law CA29 0040.

**Appendix 4:**

New Annex O “Climate resilience factor” to by-law CA29 0040.

**Appendix 5:**

New appendix P “Functional groups of tree species” of by-law CA29 0040.

**Appendix 6:**

New appendix Q “Types of trees according to their spreading” to by-law CA29 0040.

**Appendix 7:**

Amendment to Appendix C “Plan of regulated zones” of by-law CA29 0042.