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## PLANNING PROGRAM NO. 1108





MONTREAL URBAN AGGLOMERATION  
TOWN OF BAIE-D'URFÉ

By-law Number 1108

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By-Law concerning the Planning Program

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This By-Law is entitled the "By-Law concerning the Planning Program" and bears the number 1108. It repeals By-Law Number 1031, entitled "By-Law Decreeing the Passage of the Planning Program of the Town of Baie-D'Urfé," as amended by all its amendments, as well as any incompatible provision of any other by-law.

This By-Law comes into force in accordance with the law.

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Heidi Ektvedt, Mayor

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Marie-Hélène Brunet, Town Clerk

Notice of motion:            March 11 2025  
Adoption of by-law:        XX 2025  
Effective date:              XX 2025

Amendments to the By-Law	
By-law number	Effective date



## **CREDITS**

This land-use planning exercise was carried out by the Town Council of Baie-D'Urfé, in collaboration with the General Management and the Urban Planning Department.





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**CHAPTER 1.**  
**ADMINISTRATIVE**  
**PROVISIONS**  
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## 1.1. The planning program

### 1.1.1. Objectives pursued

The Planning Program is the Town's most important official document concerning land use planning and development. In particular, this document is used to:

- determine the Town's plans for the overall organization of its territory;
- specify the layout and the preferred location contemplated by the Town for the main activities in various parts of its territory, based on the development potentials and constraints of natural and built environments, and the concerns and expectations shared by citizens and organizations during public consultations;
- define intervention policies concerning the installation of facilities or infrastructures by taking into account the Town's needs and financial situation;
- coordinate the activities and investments of the Town's various departments. A schedule is derived from this document and taken into account when planning capital expenditures for 3-year periods and preparing annual budgets;
- promote its desired development vision with investors and various public or private development agents and raise public awareness of development issues;
- elaborate on the land use planning guidelines included in the Montreal Urban Agglomeration Land Use and Development Plan;
- make known the Town's basic intentions in terms of the controls it may want to establish within the urban planning by-laws.

### 1.1.2. Why a new planning program?

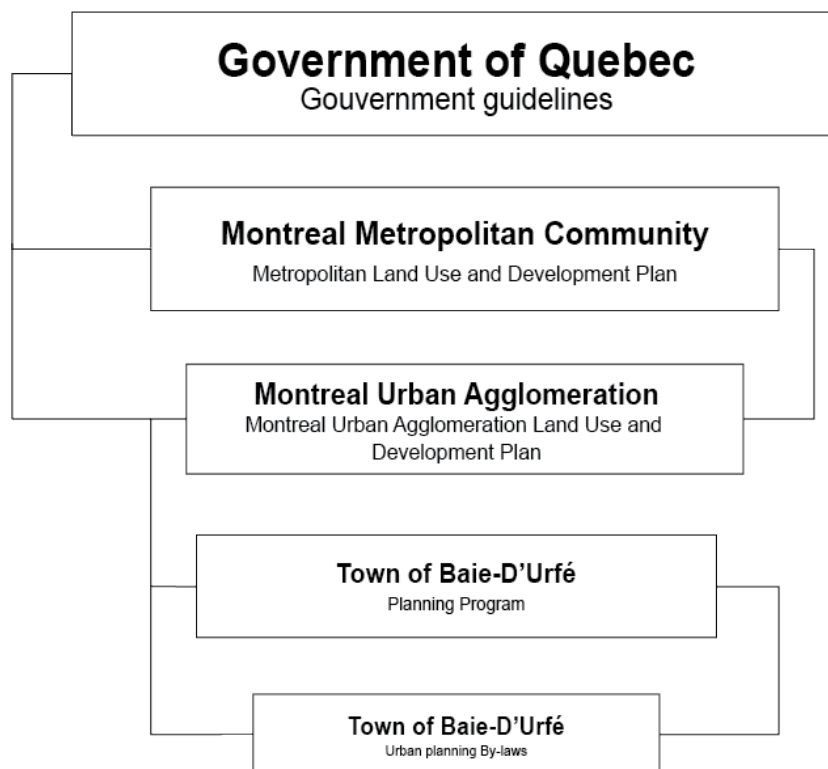
It should be noted that planning programs are essentially planning tools that towns and cities must develop under the *Act respecting Land Use Planning and Development*, CQLR, ch. A-19, which also sets requirements for their content. This planning, which is at first glance urban planning for the territory, is implemented through various actions, particularly through urban planning by-laws (zoning, subdivision, etc.), municipal by-laws, and municipal policies and actions.



During the planning process, the priorities for Baie-D'Urfé's territory are determined for the coming years. These priorities must also comply with the guidelines and objectives set by the Montreal Urban Agglomeration in its Land Use and Development Plan, which came into force in 2015. This Plan was prepared on the basis of the government's development guidelines discussed in the document entitled "*Pour un aménagement concerté du territoire,*" in addition to its amendments over the years.

Although local land use planning must take government and regional requirements into account, the Town of Baie-D'Urfé wishes to recognize the assets and distinctive features of its territory, which have been gained over the years, by reviewing its Planning Program. Furthermore, the Town wishes to affirm its development vision to ensure consistency in the implementation of various development actions.

Figure 1 - Planning Scales





Even though the territory is now almost fully developed, many challenges await the Town over the next few years. The updated planning program will address these challenges by focusing on key priorities. These include environmental issues and the fight against climate change, notably through proactive heat island management, increased greening, canopy preservation and enrichment, and best practices in stormwater management. The program also aims to promote the electrification of transportation, offering sustainable mobility solutions that will benefit the community.

In addition, this revision will provide a better framework for urban development by harmoniously integrating reconstruction projects and diversifying the industrial park in a responsible and innovative way. The latter will become a model of diversified, green and eco-responsible development, where innovation and sustainability will serve the community.

Ultimately, this update will reinforce and clarify Baie-D'Urfé's development orientations. It will guide the town and its citizens towards a resilient, sustainable and exemplary territory, where the preservation of existing assets and the integration of innovative initiatives combine to meet the challenges of today and tomorrow.



**CHAPTER 2.**  
**DEVELOPMENT**  
**CONTEXT**  
PLANNING PROGRAM  
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## 2.1. Overview of Baie-D'Urfé

### 2.1.1. General context

The Town of Baie-D'Urfé occupies a territory of 6.1 square kilometres along the northern shore of Lake Saint Louis in the western part of the Island of Montreal. The Town is bounded on the west side by the Macdonald College campus in Sainte-Anne-de-Bellevue, on the north side by the Trans-Canada Highway, and on the east side by the Town of Beaconsfield. A major road and rail transportation corridor runs through Baie-D'Urfé in an east-west direction. It includes Highway 20 and the Canadian National and Canadian Pacific railways, which connect Montreal to Ontario and Western Canada. Two-thirds of Baie-D'Urfé is located on the southern side of the Highway 20 corridor and has a residential use, while the northern third, between Highways 20 and 40, has been used to develop an industrial sector.

*Figure 2 - Bird's Eye View of Baie-D'Urfé*





## 2.1.2. Land use

Table 1 – Land Use

Use	Area (ha.)	%
Single-family residential	298.60	48.9
Multi-family residential	5.12	0.8
Residences for senior citizens	1.28	0.2
Playgrounds	6.46	1.1
Parks	17.89	2.9
Wooded areas	6.80	1.1
Cemetery	3.33	0.5
Institutions	7.87	1.3
Community facilities	3.46	0.6
Municipal facilities	1.61	0.3
Industries	207.92	34.1
Stores and businesses	2.14	0.4
Highway and railway rights-of-way	47.72	7.8
<b>Total</b>	<b>610.20</b>	<b>100.0</b>

Source: Town of Baie-D'Urfé



## **2.2. Physical context**

### **2.2.1. Cohabitation between neighbouring municipalities**

The Baie-D'Urfé's current zoning by-laws comply with the provisions of the Montreal Urban Agglomeration Land Use and Development Plan, which aims to ensure harmonious cohabitation between municipalities. The Town of Baie-D'Urfé borders two other municipalities, i.e. Beaconsfield to the east and Sainte-Anne-de-Bellevue to the west and north.

As far as Beaconsfield is concerned, in the area south of Highway 20, Baie-D'Urfé's single-family residential zoning is virtually the same as the zoning in Beaconsfield, with the exception that Baie-D'Urfé requires larger lots. The maximum height allowed for residential buildings is roughly the same in both municipalities, such that there is no risk that a house in Baie-D'Urfé will affect the sunlight on a property in Beaconsfield.

In the area north of Highway 20, Baie-D'Urfé's industrial park sits next to a large conservation area in the Rivière à l'Orme ecoforest corridor (Angell Woods) in Beaconsfield. Only a small part of the industrial park borders an area with predominantly residential use. However, due to minimum rear setbacks of 18 metres and a maximum height of 15 metres, no industrial operation can affect the sunlight on residential properties in Beaconsfield.

To the north, Baie-D'Urfé's industrial park is separated from Sainte-Anne-de-Bellevue's industrial park by the Trans-Canada Highway. The industrial zoning rules are roughly the same in both municipalities.

Finally, to the west, Baie-D'Urfé's only neighbour is McGill University's Macdonald College campus, where the maximum authorized building height is 6 storeys or 25 metres, with 10-metre rear setbacks from Baie-D'Urfé's municipal boundary.



## 2.2.2. Transportation

### 2.2.2.1. Road transportation

The planning program does not propose any major modifications to the existing street network, given that development of the residential sector is complete and development of the industrial sector is well underway. This does not, however, exclude the possibility of minor adjustments that may be required from time to time to meet specific community needs.

In the current context, the town favors maintaining bus routes to ensure sustainable and efficient mobility, particularly to serve residential areas south of Highway 20. Although the Réseau express métropolitain (REM) represents a step forward in terms of mass transit for certain regions, its location far from Baie-D'Urfé's residential areas limits its effectiveness in meeting local needs. The existing bus network therefore remains an essential piece of infrastructure, and maintaining it is one of the town's top priorities to promote equitable and sustainable access to public transit services.

Plans and schedules for the implementation of any transportation infrastructure improvements will have to be evaluated in consultation with the Town. As in the past, the Town will ensure that any proposed project respects its orientations and entails no financial obligation for its citizens. It will also continue to request any modifications required to guarantee direct, safe access to strategic destinations such as the Macdonald College campus and John Abbott College, while ensuring that the quality of life of its residents is preserved.

*Figure 3 - Morgan Street*



*Source: Google Maps*



### **2.2.2.2. Public Transportation**

The Town of Baie-D'Urfé strongly supports public transit as a pillar of sustainable mobility and is committed to promoting its use to meet the needs of its citizens and businesses. The town already benefits from a commuter train station linking the West Island of Montreal to downtown, and the service is set to evolve with the improvements planned as part of the “Train de l'Ouest” project.

The residential part of the town is served by four bus routes operated by the Société de transport de Montréal (STM), providing direct connections to Macdonald College, Fairview Centre in Pointe-Claire, Lionel-Groulx metro station and Dorval train station. A public cab service completes the offer. The industrial park, meanwhile, is currently served by a regular bus route, but some companies have to resort to private shuttles to meet their employees' transportation needs.

Although the upcoming arrival of a Réseau express métropolitain (REM) station near the territory represents an opportunity to expand the public transit offer, the Town recognizes that this infrastructure, located at a distance from residential neighborhoods, will not fully meet local mobility needs. Baie-D'Urfé therefore favors maintaining and improving existing bus routes to ensure efficient service for both residents and workers in the industrial park.

In this context, the planning program promotes an integrated approach to encourage active and collective travel, while reducing dependence on the automobile. To achieve this, measures will be implemented, including a review of parking requirements in the industrial park, with a targeted reduction in parking spaces to encourage more sustainable alternatives. This revision will complement efforts to limit the maximum number of parking spaces offered by industrial establishments and to introduce requirements for bicycle parking.

These initiatives aim to transform the area into one where sustainable mobility becomes the norm, while responding pragmatically to the needs of different users and economic players.



### **2.2.2.3. Active Transportation and Universal Accessibility**

The Town intends to facilitate and promote active mobility and public transportation. To that end, it has added provisions to its urban planning by-laws to require commercial, institutional or public establishments that employ people or receive clients to provide secure parking spaces for bicycles.

The Town also updated its parking by-laws to require that spaces be laid out and reserved for people with reduced mobility.

Finally, provisions are included in the site planning and architectural integration program by-law to provide people with reduced mobility with easy and safe access to all buildings designed for commercial, institutional or public use.

### **2.2.2.4. Rail Transportation**

Two major axes of the Canadian National and the Canadian Pacific railways share a corridor along the northern boundary of the Highway 20 right-of-way. The CP rail line has a branch line that serves two petrochemical sector industries and one food product industry in the eastern part of the industrial park. The CP track is also used by the commuter train.

## **2.2.3. Built heritage**

The town of Baie-D'Urfé boasts an exceptional built heritage, testimony to its history and unique identity. Several areas are of obvious heritage interest:

- Town Hall, enlarged and renovated in 1913 by architects Edward and William Maxwell, the riverside park at the heart of which it is located and Fritz Park, with its community center, constitute a space of exceptional value that embodies both institutional history and the importance of public spaces;
- The entire length of Lakeshore Road, as well as Oxford Street, offer a unique panorama where heritage architecture dialogues with the natural landscape, forming areas of interesting value;
- The Sunny Acres Street area, with its homogeneity and ambience, is considered an urban ensemble of interest that illustrates the evolution of local residential forms.

These areas are delimited in Appendix A of this by-law.



### **A wealth of heritage to preserve:**

An urban heritage assessment carried out by the City of Montreal in 2004 (Évaluation du patrimoine urbain - Arrondissement Beaconsfield - Baie-D'Urfé, Service de la mise en valeur du territoire et du patrimoine, Direction du développement urbain, Division du patrimoine et de la toponymie, Ville de Montréal, 2004) identified several buildings in Baie-D'Urfé as “buildings of exceptional heritage value”. This work laid the foundations for recognition of the town's architectural heritage.

In 2024, the agglomeration undertook an updated inventory of buildings constructed before 1940, in accordance with the new provisions of the Cultural Heritage Act (2021), which require the agglomeration to identify these buildings by April 1, 2026. This new inventory, based on the methodology of the Ministère de la Culture et des Communications du Québec (MCCQ), aims to provide a better understanding of the history, exterior features and heritage values of the buildings surveyed.

### **The inventory includes:**

- residential, institutional and agricultural buildings;
- secondary buildings such as barns, garages and sheds.

### **It is based on specific criteria:**

- historical, architectural and social value;
- perennity of original architectural features;
- state of maintenance.

### **Clear objectives have been defined:**

- spread knowledge of heritage buildings;
- strengthen protection, maintenance and renovation assistance mechanisms;
- rigorously supervise demolition requests.

As such, the built heritage inventory on the territory of the Town of Baie-D'Urfé is present in Appendix C of this by-law.

### **A living and evolving heritage:**



These buildings, located mainly in areas of exceptional or interesting heritage value, do not just tell the story of the past: they actively participate in the contemporary identity of Baie-D'Urfé. The preservation of this heritage aims not only to protect remarkable buildings, but also to strengthen the living environment, the sense of belonging and the attractiveness of the town for future generations.

### **2.2.3.1. Protection and Showcasing Policies**

The sectors and buildings of heritage interest are a fundamental part of Baie-D'Urfé's unique character. They also contribute significantly to the Montreal community's cultural heritage. Therefore, it is essential to make sure that they are protected.

The sector of exceptional value and its three heritage buildings that make up Fritz Park and the Town Hall site will always be protected because it all belongs to the town.

As concerns the other heritage buildings, including the notable place of worship (Dao En Temple), identified in the Appendix A of this By-law, they will be protected even beyond their interesting architectural features that can be seen from the public road, due to the strict application of the demolition By-law. Incorporating new structures into sectors of heritage value is easier because of the large lot size (2,000 and 4,000 square metres), the size of the front and side setbacks that will be required in the by-laws and the abundance of vegetation.

The strict requirements for minimum lot dimensions also offer the advantage of virtually ruling out any possibility of dividing up the properties.

Finally, enforcement of the by-law on site planning and architectural integration programs that was enacted pursuant to the requirements of the Montreal Urban Agglomeration Land Use and Development Plan will provide greater protection for buildings of heritage interest and better integration of additions and new structures.

### **2.2.4. Archeological heritage**

All land located between Lakeshore Road and the shore of Lake Saint Louis is considered to be of archeological interest. To protect potential archeological remains that might be found in its territory, the Town of Baie-D'Urfé will require a study of the archeological potential of the land concerned by the project before any new public right-of-way can be created. Such a study will need to be completed by a recognized professional and include:



- a summary of existing historical and archeological information;
- a description and characterization of the archeological potential using a map.

If the study finds that there is tangible archeological potential, Council may decide to abandon the project or set conditions for its implementation.

The terms and conditions for enforcing this policy are set out in the by-law on site planning and architectural integration programs.

### **2.2.5. Natural heritage**

According to the Montreal Urban Agglomeration Land Use and Development Plan, Baie-D'Urfé has three types of territories of environmental interest: mosaics of natural habitats, a predominantly natural riverbank and shore, and the Rivière à l'Orme ecoforest corridor, partially located in Baie-D'Urfé's territory near Angell Woods in Beaconsfield.

The mosaics of natural habitats are all found in the industrial park. They are made up of sections of the Rivière à l'Orme that have not been channelled, woods, natural wild land and a small wetland. The other territory of environmental interest is part of the Lake Saint Louis littoral zone that extends from Fritz Park to the border of Sainte-Anne-de-Bellevue. Both small parts of the Rivière à l'Orme ecoforest corridor that are adjacent to Baie-D'Urfé are also located in the industrial park.

Construction, building extension or landscaping projects that affect properties located wholly or partially in said territories of environmental interest are subject to certain conditions in order to maximize the conservation, enhancement and integration of woods and wetlands and boost biodiversity.

In addition, Quebec's Protection Policy for Lakeshores, Riverbanks, and Littoral Zones applies to the riverbanks of interior watercourses or Lake Saint Louis.

### **2.2.6. Landscape and waterfront roads**

Lakeshore Road that runs through Baie-D'Urfé is sometimes considered a waterfront road and sometimes a scenic route due to the vista clearing it offers onto Lake Saint Louis, as shown in the spatial organization design (Appendix A of this document). Almost all of the over-half-a-kilometre section of Lakeshore Road



that runs from the Town Hall property line to the western edge of Fritz Park overlooks Lake Saint Louis. This panorama will continue to be protected because all of this land is publicly owned.

Furthermore, several private properties that are shallow in depth and make up another half-kilometre of Lakeshore Road also intermittently offer interesting vista clearings.

Once again, enforcement of the site planning and architecture integration programs by-law will make it possible to better protect the character of Lakeshore Road and the views of Lake Saint Louis.

### **2.2.7. Adapting to climate change**

Faced with the challenges posed by climate change, Baie-D'Urfé has set itself apart by its proactive and ambitious approach to the problems identified on its territory. The town is adopting an integrated approach, aligning clear objectives and concrete measures with local priorities, while drawing on the guiding principles of its Site Planning and Architectural Integration Program (SPAIP).

Three of the key measures set out in the Schéma d'aménagement et de développement de l'agglomération de Montréal are directly applicable to Baie-D'Urfé: reducing urban heat islands, increasing canopy cover and protecting trees. These actions are part of a global vision aimed at strengthening environmental resilience, preserving natural resources and improving the quality of life of citizens and workers. This proactive approach reflects the town's commitment to building a resilient, sustainable and exemplary territory for future generations.

#### **2.2.7.1. Heat islands**

Baie-D'Urfé's heat islands, mainly located in the industrial park and commercial sector, result from the vast asphalt surfaces and flat roofs of industrial and commercial buildings. The town is committed to mitigating these effects by implementing measures in line with its objectives of greening and reducing impervious surfaces:

- **Development of clear or vegetated roofs:**

The Town is encouraging the integration of reflective materials or vegetated roofs in construction or expansion projects. These approaches help limit heat build-up



and improve the thermal comfort of buildings while reducing environmental impacts.

- **Promotion of permeable spaces:**

The Town recommends the use of permeable materials in parking and maneuvering areas. These materials allow natural infiltration of rainwater, reduce impervious surfaces and help prevent local flooding.

- **Encouraging a low floor area ratio (FAR):**

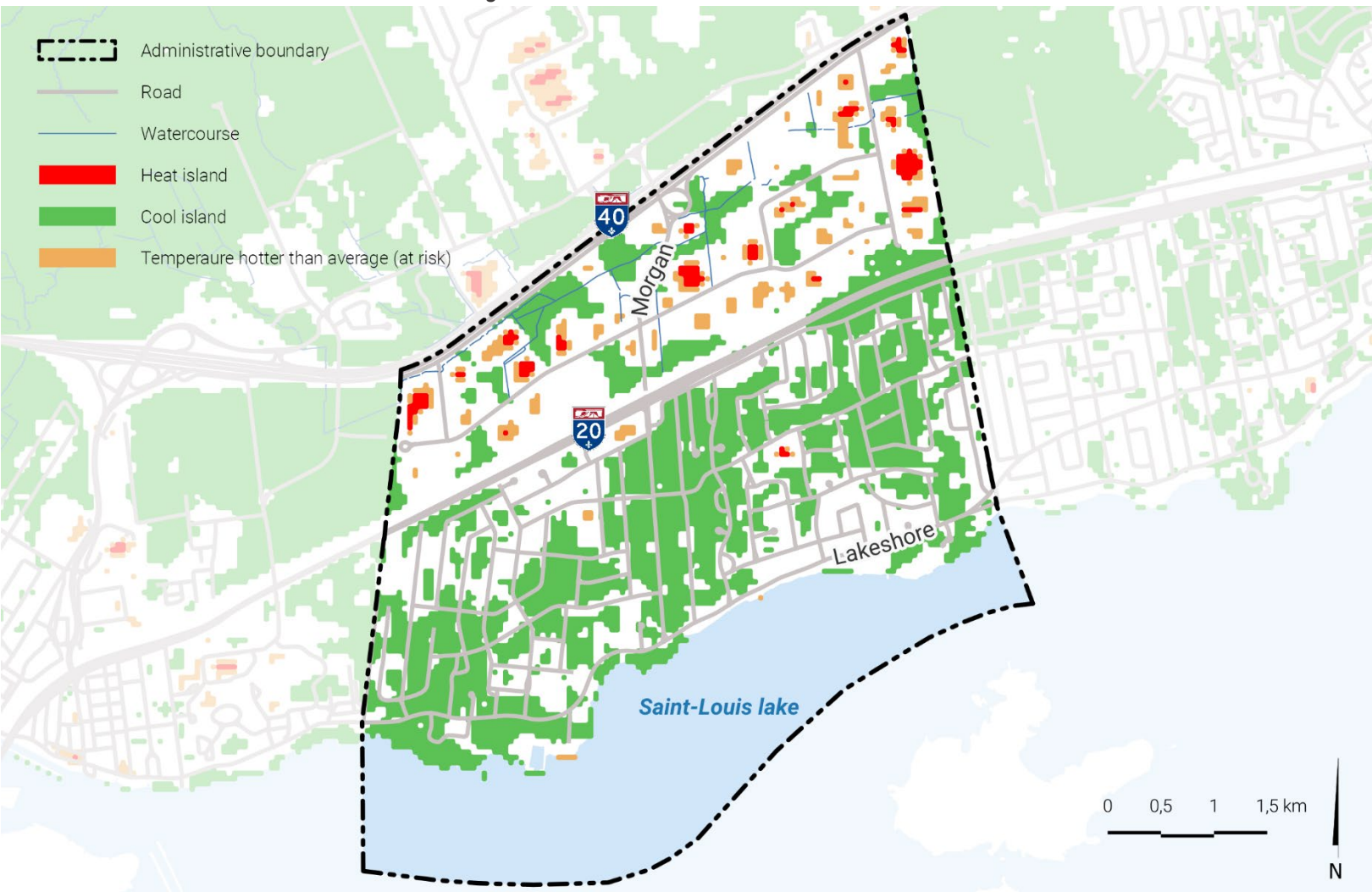
The Town encourages a low FAR in order to reduce the artificialization of land and preserve natural spaces. This approach helps to improve stormwater management, protect natural habitats, and maintain harmony between buildings and their surroundings.

- **Integrating urban vegetation:**

The greening of industrial and commercial spaces, including the planting of suitable trees, is strongly encouraged. This initiative aims to create islands of freshness, improve the visual and ecological appearance of the industrial park, and increase the canopy index. It also contributes to enhancing biodiversity, reducing environmental impacts and supporting the town's commitment to fighting climate change.



Figure 4 - Location of Heat and Cool islands



Source: Greater Montreal in statistics – CMM Observatory

### 2.2.7.2. Tree canopy and protection

According to the CMM Observatory, the canopy index for the Town of Baie-D'Urfé was 34.3% in 2021, marking a significant decrease from its peak of 37.9% in 2017. This decline reflects increasing pressure on the Town's tree heritage, which includes all trees 3 metres or taller, whether in natural or man-made settings.



Table 2 – Changes in Baie-D'Urfé's Canopy Index from 2011 to 2021

Year	Canopy Index
2021	34.3%
2019	36.9%
2017	37.9%
2015	36%
2011	34.5%

Source: Greater Montreal in statistics – CMM Observatory

Although Baie-D'Urfé's canopy index remains higher than the Montreal average of 25.5%, the Town recognizes the urgent need to halt this loss and take concrete action to protect and enhance its tree cover.

To respond to canopy loss and protect Baie-D'Urfé's arboreal heritage, the Town is committed to integrating ambitious, structured orientations into its planning program. These measures aim to :

### 1. Preserve the arboricultural heritage

- Encourage the conservation of existing trees by limiting their felling to strictly necessary cases.
- Protect trees during construction with buffer zones and appropriate measures to minimize impacts on roots and wooded areas.
- Preserve mosaics of natural environments in industrial zones and other wooded areas, in order to maintain ecological connectivity.

### 2. Enhance the canopy

- Promote practices that encourage a gradual increase in tree cover across the territory.
- Support the planting of adapted and diversified trees in development projects, giving preference to local and resilient species.



- Encourage the revegetation of open spaces and front yards to improve the visual and ecological quality of developments.

### **3. Encourage biodiversity and resilient planting.**

- Plant local and native species to enhance ecological resilience and biodiversity.
- Encourage landscaping schemes that reduce mineralized surfaces and increase plant cover to help combat heat islands.

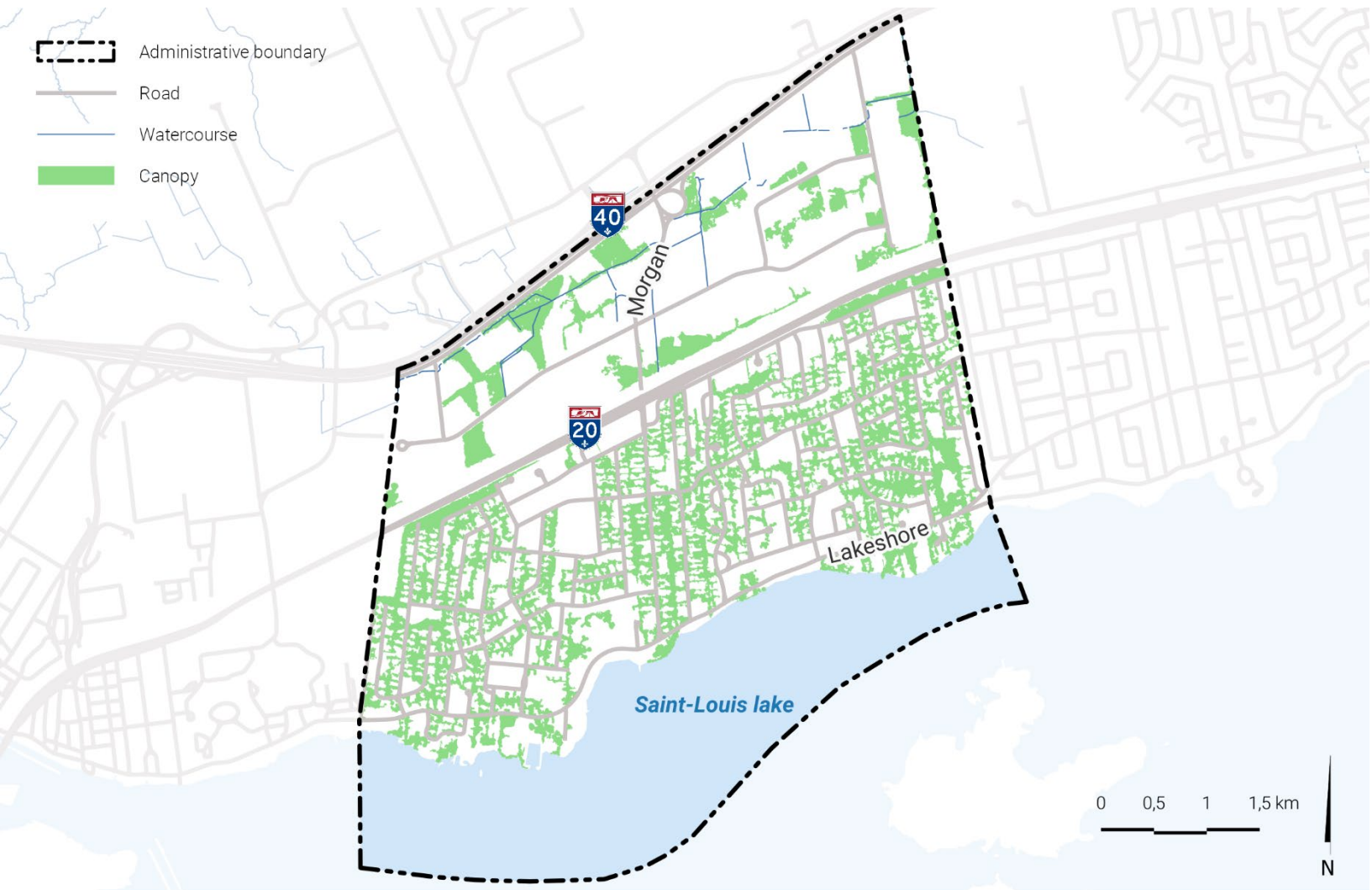
### **4. Adopt sustainable tree management during construction work**

- Plan protective measures before work begins to limit impacts on trees and their roots.
- Incorporate advanced preservation practices, such as soil aeration and planting techniques that promote the health of existing and new trees.

These orientations reflect Baie-D'Urfé's desire to protect and enrich its arboreal heritage while embracing sustainability and climate resilience. The planning program is intended to be a flexible, evolving framework, enabling the town to adapt to environmental challenges and build a green, harmonious territory for future generations.



Figure 5 - Location of the Canopy



Source: Greater Montreal in statistics – CMM Observatory

## 2.2.8. Man-made constraints

### 2.2.8.1. Road noise

Baie-D'Urfé plans to update its by-laws that require the creation or maintenance of wooded areas in the sections of the industrial sector that are adjacent to highways and has acquired land with berms and wooded areas to reduce the noise along the southern edge of Highway 20. Several other projects are being studied to



improve the situation. In addition, the urban planning by-laws will provide soundproofing rules for some of the sensitive uses that are planned on the "to be built" identified in Appendix A of this Planning Program and located adjacent to a highway or a main railway.

## **2.2.9. Characteristics of Baie-D'Urfé's territory**

According to the most recent Statistics Canada census in 2021, Baie-D'Urfé had a population of 3,764 people living in 1,325 households at the time.

### **2.2.9.1. Demographics (age and gender)**

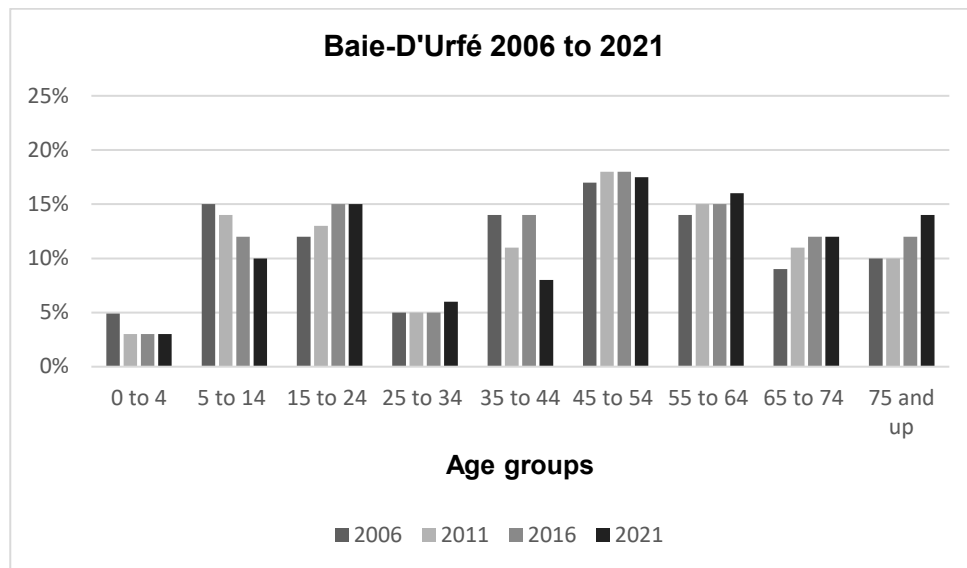
The residential sector of Baie-D'Urfé is now almost entirely developed. Very few lots are still vacant. Due to the increasing scarcity of land for construction in this sought-after residential area, the most recently built homes have an above-average value. Furthermore, overall, the value of the existing homes has increased considerably, to the point where they are attainable to 2nd or 3rd-home buyers, who are often over 45 years old. Additionally, property owners in Baie-D'Urfé are attached to their living environment and reluctant to move. However, since 2016, the population in Baie-D'Urfé has decreased by 1.5%. In fact, the population went from 3,823 people in 2016 to 3,764 in 2021 (-1.5%). This decrease is particularly noticeable in the number of 0-to-14-year olds, which went from 595 people in 2016 to 510 people in 2021 (-14.3%), and in the number of 15-to-64-year olds, which went from 2,315 people in 2016 to 2,275 people in 2021 (-1.7%). As for the 65 and up age group, their numbers are higher than in 2016, by around 7.7%, from 915 to 985 people. The aging population and exodus of children who become adults and leave the family home to go live in a different city may explain the population decline in Baie-D'Urfé. Furthermore, the general increase in home prices and the continuously rising inflation rates since the COVID-19 pandemic are slowing the rate of new families moving into town.

During the 2006-2021 period, Baie-D'Urfé's age pyramid shows that the ratio of the 25-34 age group is a lot lower than in the entire Island of Montreal. However, the 5-24 and 45-64 age groups have higher ratios. Based on the analyses performed during the revision of the Planning Program in 2016 for the 1996-2011 period, the differences were similar, particularly among 5-to-14-year-olds and 25-to-34-year-olds. As mentioned earlier, this sociodemographic trend indicates that young adults are moving out of Baie-D'Urfé. This trend may be explained in large part by the fact that young people are moving out of their family home to study or start their career elsewhere. However, there is some evidence of people moving



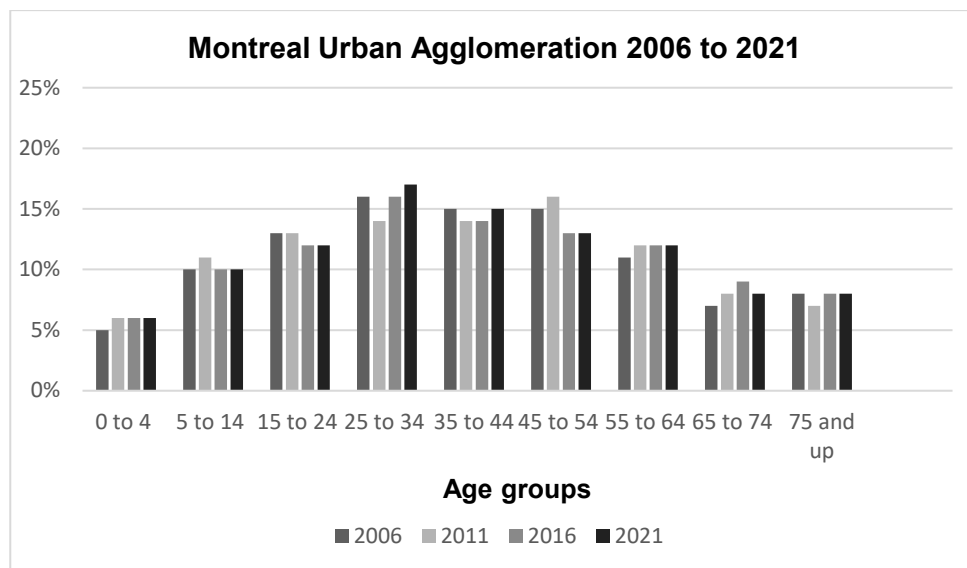
away from Baie-D'Urfé as young adults and then coming back to the Town to raise their family a few years later.

Figure 6 - Distribution of Age Groups in the Territory of Baie-D'Urfé



Source: Statistics Canada

Figure 7 - Distribution of Age Groups in the Montreal Urban Agglomeration



Source: Statistics Canada

Despite the continuous population decline, the population changed little between 2006 and 2021, going from 3,902 in 2006 to 3,850 in 2011 (-1.3%), and to 3,823 people in 2016 (-0.7%), and ending up at 3,764 in 2021. While the total population



remained stable during this 15-year period, the age pyramid has not changed in the last 30 years.

Another characteristic that the chart shows us is that the number of people in the 65-74 and over 75 age groups has increased. This increase is greater in Baie-D'Urfé than in Montreal as a whole. This phenomenon can be explained by two factors. The first is an increase in life expectancy attributable to improved living conditions and healthcare. The second is the natural aging of the local residents who have chosen to stay. This second factor should potentially fade in time and the distribution should become more stable.

### **2.2.10. Parks, green spaces and playgrounds**

Baie-D'Urfé has 17.9 hectares of parks and 6.5 hectares of playgrounds developed for active recreational purposes. This total of 24.4 hectares of green spaces represents 65 m<sup>2</sup> per capita, which largely exceeds the generally accepted standard of 18.6 m<sup>2</sup> (200 square feet) in North America. In the residential sector, the Town also owns 6.8 hectares of land in a natural state, i.e. wooded and zoned for parks. When added to the parks and playgrounds, these properties bring the total to 82 m<sup>2</sup> of green spaces per capita.

The Town's community facilities in the Red Barn and the Whiteside Taylor Centre total 3.5 hectares. A large portion of this area has been developed into outdoor sports fields and playgrounds. Most of the 7.9 hectares of institutional properties (three schools and a church) can also be used as playgrounds.

In Baie-D'Urfé, these facilities are also very well spread out in order to better serve residents. Considering that Baie-D'Urfé is a town of single-family homes on very large lots, where each family has its own private green space, it is understandable why the Planning Program does not propose additional green spaces.

Given that the Town is now almost entirely developed and its population is stable, the Planning Program does not propose any other modification or addition to the existing network, except perhaps in the industrial sector.

However, this does not prevent the Town from creating new parks without amending the Planning Program or the zoning by-law. It should also not prevent the Town from rezoning spaces used for purposes other than parks as "parks" in other zones. However, the Planning Program prohibits any move in the opposite direction, i.e. replacing an existing park with another use, without having to amend the Planning Program and by-laws. Any similar type of project would absolutely be subject to a public consultation in each case.



*Figure 8 - Waterfront Park on Lake Saint Louis*



*Source: Town of Baie-D'Urfé*



Figure 9 - Location of Parks and Green Spaces



### 2.2.11. Residential function

The residential part of Baie-D'Urfé has developed with a water supply network, but, for the most part, without sanitary sewer services. The use of individual wastewater treatment systems required larger lots, resulting in a residential density generally two or three times lower than that found in a typical single-family subdivision.



Only a small section of Surrey Street, west of Morgan, is connected to the industrial park's sewer system, which has enabled the development of the Maxwell residence, two condominium buildings and townhouse complexes. As for the rest of the residential sector, its current vocation is mainly composed of single-family detached homes.

Any future development or transformation will have to be part of a coherent and concerted effort to preserve the area's unique identity while meeting the community's future needs.

### **2.2.12. Commercial function**

Baie-D'Urfé has a commercial zone located at the intersection of Morgan Street and Highway 20, near the train station. This small complex, well positioned at the main entrance to the residential sector, meets the needs of the local community.

However, the potential impact of the completion of the A20/Morgan interchange, as proposed by the Agglomération and the Ministère des Transports, remains to be assessed and studied in due course. This will determine whether adjustments are needed to improve synergy between the commercial zone and the neighboring industrial sector.

The planning program confirms the area's current commercial vocation, while taking a considered approach to its future development. No new commercial zone is planned at the moment, although the industrial sector could host a business services hub to complement the current offer and meet the specific needs of the region's workers and businesses.

### **2.2.13. Industrial function**

Under development since the early 70s, Baie-D'Urfé's industrial sector now has 74 companies that provide jobs to nearly 4,700 people. The table below, which breaks down the distribution of these companies according to the Statistics Canada classification, shows us that manufacturing and the wholesale trade are the predominant sectors.



Table 3 – Industrial Sector in the Territory

Sector	Companies	Employees
Manufacturing	44	3,399
Wholesale trade	18	840
Transportation and warehousing	3	63
Professional, scientific and technical services	5	302
Administrative and support, waste management and remediation services	3	75
Accommodation and food services	1	10
<b>Total</b>	<b>74</b>	<b>4,689</b>

Source: Town of Baie-D'Urfé

The existing companies occupy 85% of the Town's area zoned for industrial use, which leaves room for about 10 other companies and the creation of approximately 600 jobs.

## 2.2.14. Management of land along highway 20

The Master Plan recognizes the importance of managing the land along Highway 20, taking into account issues related to noise and dust. Although the development of these lands presents certain environmental constraints, solutions can be explored to mitigate nuisances and maximize their use potential.

Possible measures could include the installation of noise barriers, the creation of vegetated areas to reduce noise nuisance, and the application of specific construction standards, such as the use of sound-absorbing materials or strategic building orientations. These approaches would contribute to improving the quality of life in adjacent areas, while ensuring compliance with environmental standards.



Any future consideration of the use of these lands must be based on a balanced approach that is adapted to the evolving needs of the community, while meeting the requirements of sustainability and resilience.

### **2.2.15. Lot dimensions**

Baie-D'Urfé's residential sector has an extraordinary natural character due to the fact that all of its homes are sited on large lots, which are ideal for large gardens and lawns and the conservation of many trees. This Planning Program sets the minimum lot size (most of the existing lots total 15,000 square feet) at 1,500 square feet (16,146.4 square feet).

In addition, much of Baie-D'Urfé's special character comes from its large waterfront residential properties on Lake Saint Louis. This Planning Program sets the minimum lot size for lots located in the 300-metre (984') lakeshore corridor measured from the lake's high water line at 2,000 square metres, as shown in the Montreal Urban Agglomeration Land Use and Development Plan. However, it sets the minimum lot size for lots on the south side of Lakeshore Road at 4,000 square metres (43,057 square feet), which is twice the minimum size required by the Plan.

### **2.2.16. Volume of constructions**

Baie-D'Urfé's urban planning by-laws already set high standards for building sizes, shapes and materials. The by-laws also include provisions governing the planning and use of outdoor spaces and tree conservation.

However, a number of recently built large homes contrast sharply with the smaller homes that still form Baie-D'Urfé's basic built landscape. With the significant and continuous rise in land values, smaller houses are now being purchased and demolished so that their lots can be used for larger houses, without any regard for the general character of the street.

These new houses and extension projects for existing houses are often designed to appear larger and more imposing than the surrounding homes, reduce the size of the yard and vegetation, and urbanize the neighbourhood.

The trend toward large houses affects the sustainability of the community because it reduces the number of suitable houses for young couples and senior citizens. The increase in house size is often accompanied by an increase in paved driveways, patios and pools, etc. This adds to the load on the storm drainage system and reduces yards and vegetation.



One of the main housing objectives of the Town of Baie-D'Urfé, which arises from the Planning Program, will be to use municipal zoning by-laws to control the increase in average house size and encourage sustainable development.



## 2.3. Summary of challenges

The table below shows the most important issues in the territory of the Town of Baie-D'Urfé:

*Table 4 – Summary of Issues in the Territory*

Themes	Issues	Explanations
<b>Built environment</b>	The affordability of the properties	Properties are rare and homes in the Town's territory are expensive as a result.
	The built form of new structures and extensions	These new structures are putting more pressure on municipal infrastructures, creating storm water management problems, and do not blend with existing surrounding built environments.
	Preservation of built heritage and sustainable management of buildings	Some buildings of heritage value should be better protected. In addition, a more restrictive framework for building demolition needs to be considered in order to encourage the maintenance and renovation of existing structures.
<b>Population</b>	The diversity of housing typologies	The lacking diversity in housing typologies within the housing stock prevents certain households from being able to settle there.
	The accessibility of public and community spaces	The accessibility of public and community buildings and spaces needs to be regulated so that the needs of an aging population are met.
<b>Transportation</b>	Road noise and air quality along Highway 20	The proximity of Highway 20 raises considerations related to the quality of the noise and air environment. These conditions call for thoughtful management



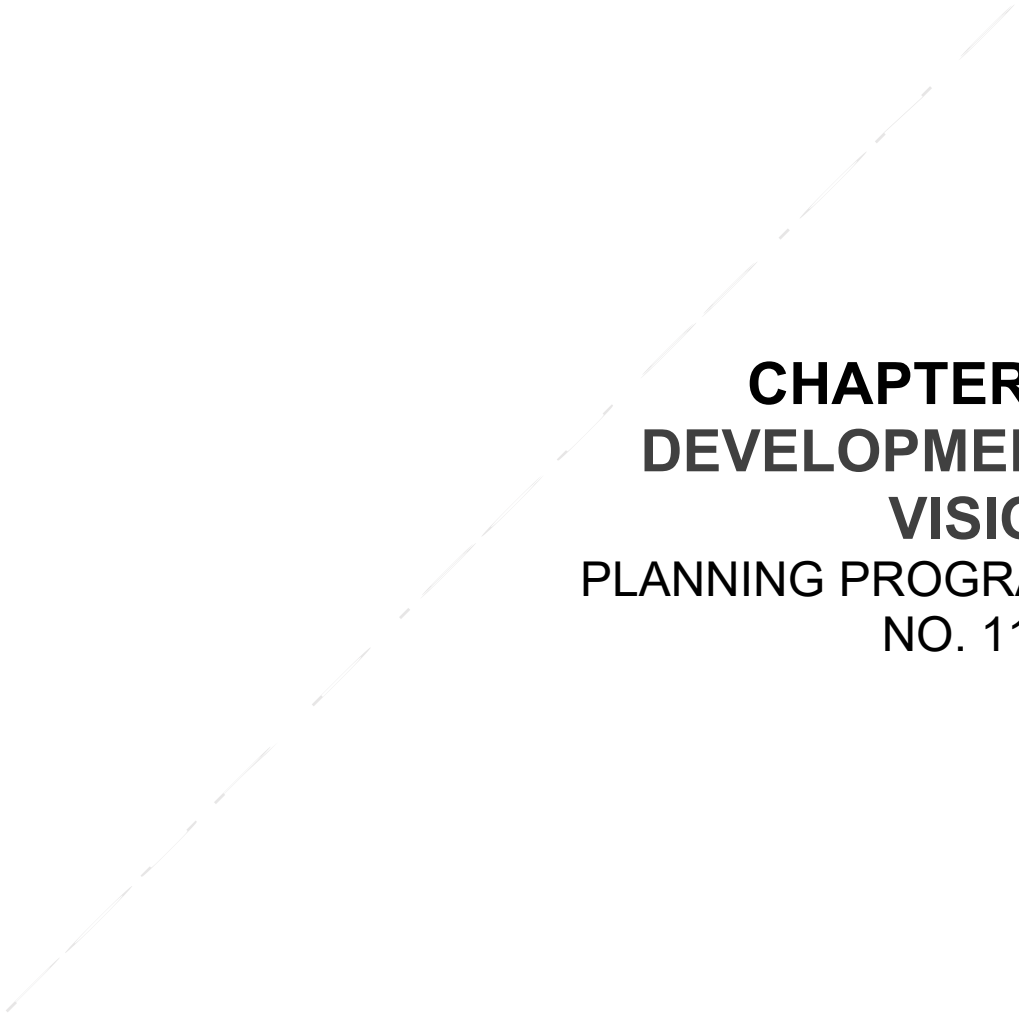
Themes	Issues	Explanations
		of urban development and mitigation measures that help preserve a pleasant living environment for nearby residents and workers.
	Improving the environment for active travel	The current mobility network offers scope for development to better integrate active travel. Optimizing pedestrian and cycling infrastructures, combined with initiatives to promote responsible behavior on the roads, could encourage more residents to adopt active modes of transportation in a safe, user-friendly environment.
	The arrival of the REM and limited connectivity opportunities	The arrival of the REM, although located at some distance from Baie-D'Urfé's residential neighborhoods, could primarily benefit workers in the industrial park. Residents, for their part, will continue to rely on existing mass transit solutions, such as bus routes. The thoughtful integration of REM will have to be evaluated in complementarity with local infrastructures, taking into account the specific needs and realities of the community.
<b>Environmental</b>	Reducing urban heat islands and creating urban cool islands	<p>The presence of large areas of asphalt and impermeable surfaces in industrial and commercial zones, such as the industrial park and the area around the shopping center, contributes to the development of heat islands. These areas concentrate heat, accentuating thermal differences and increasing energy requirements for building cooling. This environmental challenge, particularly acute in these areas, calls for thoughtful management to improve thermal comfort and strengthen Baie-D'Urfé's climatic resilience.</p> <p>To address these challenges, specific strategies will be implemented,</p>



Themes	Issues	Explanations
		<p>particularly in industrial and commercial zones:</p> <p><b>1.Greening and integration of urban vegetation:</b></p> <ul style="list-style-type: none"> <li>• Encourage the planting of large-scale, adapted trees in parking areas, open spaces and buffer strips.</li> <li>• Integrate vegetated or light colored roofs in new industrial and commercial projects to reduce heat accumulation and improve the visual quality of sites.</li> <li>• Create vegetated corridors linking existing green spaces to increase ecological connectivity in the industrial park.</li> </ul> <p><b>2.Reducing impermeable surfaces:</b></p> <ul style="list-style-type: none"> <li>• Encourage the use of permeable or semi-permeable materials in parking areas, loading zones and outdoor spaces of industrial and commercial buildings.</li> <li>• Review the design of asphalt surfaces to include vegetated, permeable islands that reduce stormwater runoff and heat effects.</li> </ul> <p><b>3.Enhancement of the urban canopy:</b></p> <ul style="list-style-type: none"> <li>• Increase tree cover in the industrial park and around the shopping center by planting local, resilient species.</li> <li>• Conserve existing trees and prioritize their protection in all development projects to maximize their positive impact on air quality and heat reduction.</li> </ul> <p><b>4.Integration of innovative solutions:</b></p> <ul style="list-style-type: none"> <li>• Promote the installation of passive cooling systems for industrial and</li> </ul>



Themes	Issues	Explanations
		<p>commercial buildings, such as solar screens and green walls.</p> <ul style="list-style-type: none"> <li>• Explore partnerships with companies in the industrial park to implement pilot projects focused on sustainability and combating heat islands.</li> </ul> <p>By integrating these measures, the industrial park and shopping center can become models of sustainable development where economic development and environmental protection coexist harmoniously. These initiatives are part of an ambitious vision for Baie-D'Urfé, aimed at providing a resilient and attractive living environment while promoting a balance between community needs and environmental imperatives.</p>
	Vegetation loss	<p>New structures and landscaping are causing the vegetation cover to shrink. Adapted regulatory measures will need to be considered in order to slow this loss and ensure that the territory becomes greener.</p>
	Decrease in forest cover	<p>The percentage of territory covered by forest needs to be improved and the existing trees need to be protected as much as possible.</p>



**CHAPTER 3.**  
**DEVELOPMENT**  
**VISION**  
PLANNING PROGRAM  
NO. 1108





## 3.1. Strategic vision

### 3.1.1. 2022-2026 Strategic vision

In 2021, the Town of Baie-D'Urfé adopted a report on its strategic vision for the 2022-2026 period. The report is a statement on the Town's desired future and is the product of a strategic thought process undertaken by the Town in collaboration with its population.

This vision, which offers a broader view of the issues and intentions that require action, must be taken into account and its intentions for land use and development must be reflected in the Planning Program so that concrete actions can be taken along these lines.

Accordingly, even though the 2022-2026 strategic vision touches on several aspects of life in Baie-D'Urfé that go beyond land use and development considerations and issues, several of these aspects are relevant and their implementation depends in large part on the planning documents in force. The major pillars that support this vision are summarized in the following figure:

Figure 10 - Strategic Vision



Source: Town of Baie-D'Urfé



## 3.2. Land use and development guidelines

To achieve the above-mentioned conditions of the strategic vision, which are more general in nature, the Planning Program must propose concrete implementation methods.

The land use and development guidelines shown in the table below are more than mere intentions; they provide a tangible explanation of how the Town hopes to achieve its future land use and development objectives. The following table describes the general use and development guidelines:

*Table 5 – General Use and Development Guidelines*

1. Preserve and enhance the environmental framework	
1.1	Include provisions in the by-laws that deal with the design of flat roofs so that they are designed to reflect the rays of the sun.
1.2	Require the roofs of larger-sized buildings to have a minimum green area, especially in industrial and commercial sectors.
1.3	Require a certain percentage of shade coverage to be achieved in large parking areas in order to reduce heat islands.
1.4	Reduce the ratios for the number of required parking areas in some cases, especially for industrial uses.
1.5	Increase the permeable area in parking areas by using more pervious surfacing materials.
1.6	Require islands of green space to be incorporated into large parking areas.
1.7	Require that all felled trees be systematically replaced in order to preserve the "country in the city" aspect and the picturesque character of the territory.
1.8	Make stricter lot greening requirements to preserve the natural beauty of the outdoor environment, improve the air quality, reduce heat islands and increase the percolation of rainwater.
1.9	Require the development of swales where a border is required around a parking area to reduce pressure on municipal infrastructures.
1.10	Officially prohibit the discharge of storm water and rain runoff from roofs into the storm sewer system and open drains in order to optimize infrastructure use.
1.11	Produce a guide for citizens on planting and caring for trees.



- 1.12 Take an inventory of all trees present in the territory and keep this inventory up to date.

## 2. Regulate and protect the intrinsic characteristics of the built environment that are specific to Baie-D'Urfé

- 2.1. Regulate new residential structures across the entire territory through a by-law on site planning and architectural integration programs (SPAIP) to ensure that they blend with the existing built environment.
- 2.2. Review the maximum site coverage in certain sectors in order to reduce the building density of new structures and facilitate their integration into the built environment.
- 2.3. Manage the alignment of new structures to slightly modify the applicable minimum front setbacks and avoid excessively large gaps between main buildings when adjacent buildings are non-compliant but protected by acquired rights.
- 2.4. Make stricter requirements for building maintenance.
- 2.5. Diversify the housing typologies authorized in targeted sectors to meet the needs of the entire population.
- 2.6. Take a full inventory of the Town's built heritage across its territory and propose special protection for buildings of significant heritage value.

## 3. Optimize and maximize the development potential of strategic sectors

- 3.1. Increase the building density area of lots within the industrial park and set prohibitive standards to conserve free spaces and regulate outdoor storage.
- 3.2. Increase the maximum height of buildings located in the industrial park to 4 storeys and set standards for greening lots and roofs.
- 3.3. Regulate the development of the sector for construction to diversify the current range of housing typologies offered.
- 3.4. Set construction standards that promote more environmentally-friendly buildings in the sector where they will be built.

## 4. Begin the transition to sustainable mobility

- 4.1. Consolidate the mobility corridor between access points in the public transportation network and the industrial sector to encourage the use of active modes of transportation.



4.2. Pass regulatory provisions to encourage transportation electrification (e.g. number of spaces for electric vehicles, car sharing, charging stations, etc.)

4.3. Improve the layout of the road network to make it safer for all travel, including active mobility (pedestrians and cyclists).

4.4. Finish or extend certain sections of sidewalk so that they can serve school zones, especially the section on Victoria Drive to the east of Alexander Vom Humboldt School.

4.5. Improve the lighting on certain sections of roads to improve the safety of all users.

4.6. Plan to install speed bumps or other similar measures to reduce the speed of automobiles in problematic sections.



### 3.3. Main land uses, densities and implementation of the planning program

Baie-D'Urfé's Planning Program must be in keeping with the main land uses and variation in residential density outlined in the Montreal Urban Agglomeration Land Use and Development Plan. This Plan divides up the Town's territory between three main uses:

- predominantly residential use throughout the territory south of Highway 20;
- within this predominantly residential use, large green or recreational spaces, i.e. Fritz Park, including the entire bank of Lake Saint Louis to the Town Hall, as well as Bertold Park;
- the industrial park, which includes the entire part of the territory between Highways 20 and 40.

#### 3.3.1. Lots along the Saint Lawrence river

The shoreline of the Saint Lawrence River is subject to the *Transitional Regime for the Management of Floodplains, Shorelines and Coastlines* implemented by the Quebec government to replace the *Protection Policy for Lakeshores, Riverbanks, Littoral Zones and Floodplains* adopted pursuant to the *Environment Quality Act* (R.S.Q., c. Q-2, s. 2.1). The shoreline is 4.0 kilometres long, with 3.3 km under the control of private owners and 700 metres owned by the Town.

The Transitional Regime comprises a number of regulations, which means that it may be imposed on citizens, and has the following objectives:

- harmonize the provisions applicable to Quebec's entire territory;
- incorporate regulatory provisions that institute a municipal regime for authorizing activities on shorelines, coastlines and floodplains;
- update certain provisions of the *Regulation respecting the regulatory scheme applying to activities on the basis of their environmental impact* so that its content is better adapted to the impact of certain activities on the safety of people and property;
- improve and update the standards regarding the resilience of structures and facilities in response to more frequent flooding in recent years;
- improve controls of agricultural practices in littoral zones;



The Transitional Regime also pursues the same objectives as the Policy:

- ensure the sustainability of bodies of water and watercourses, and maintain and improve their quality by ensuring adequate, minimum protection of lakeshores, riverbanks, littoral zones and floodplains;
- prevent the degradation and erosion of lakeshores, riverbanks, littoral zones and floodplains by encouraging their preservation in their natural state;
- preserve and maintain the quality and biological diversity of the environment by limiting activities which may give greater accessibility to and permit the development of lakeshores, riverbanks, littoral zones and floodplains;
- in the case of floodplains, ensure the safety of persons and property and protect plants and wildlife characteristic of floodplains by taking into account the biological characteristics of that environment, and ensure the natural streamflow is not impeded;
- promote the rehabilitation of degraded riparian zones by using the most natural techniques possible.

### 3.3.2. Density

As part of the five-year review of its planning By-laws, Baie-D'Urfé must comply with the objectives of the Schéma d'aménagement et de développement de l'agglomération de Montréal, which sets a gross residential density threshold of 40 dwellings per hectare for TOD (Transit Oriented Development) areas. This objective is designed to promote sustainable land management, optimal use of existing infrastructures and limit urban sprawl in the metropolitan area.

However, Baie-D'Urfé has unique characteristics that influence its ability to meet these requirements. With a current gross density of just 2.4 dwellings per hectare, the town is characterized by a residential fabric consisting mainly of large single-family properties surrounded by generous green spaces. This airy residential setting, coupled with a dense canopy, is an essential component of the community's identity and quality of life.

In order to reconcile regional densification objectives with local particularities, Baie-D'Urfé proposes a net density of 60 dwellings per hectare in the strategic zones identified, namely H-6, H-7, H-8, H-9 and C-1. These zones, located within or on the outskirts of the TOD perimeter, offer significant potential for measured densification, compatible with local identity and existing infrastructures.



This approach, based on targeted densification, enables Baie-D'Urfé to meet expectations while preserving its unique living environment. The net density of 60 dwellings per hectare takes into account the fact that no new streets or parks will be created, thus concentrating development efforts on already available and developable land.

This proposal reflects a balanced and ambitious vision, aimed at meeting metropolitan objectives while maintaining the authenticity and harmony of the Baie-D'Urfé territory.

The perimeter of the TOD area and the zones identified are illustrated in Appendix A of this by-law, reinforcing the Town's commitment to thoughtful, sustainable development.

### **3.3.3. Description of use categories**

#### **Office**

Building or part of a building used for business purposes

#### **Commercial**

Establishment used for commercial purposes (retail, wholesale, storage) that may be combined with an office function. Businesses that create nuisances likely to affect the quality of living environments and whose activities are incompatible with the surrounding environment fall into the category of “Industry” use.

#### **Components of the “Large right-of-way or major public infrastructure” main use**

Category of uses related to transportation activities and public service facilities that may generate significant nuisances for the neighborhood, such as, but not limited to, port, rail (marshalling yard) or airport infrastructures, water purification and treatment facilities or infrastructures, major facilities for the collection, sorting, reclamation and elimination of residual materials, or major facilities for the storage and elimination of used snow.

#### **Conservation**

Area reserved for the protection, enhancement and development of biodiversity and natural and landscape heritage. This category includes nature parks, some large parks (like Mount Royal Park) and local parks, municipal land, and areas protected by a non-municipal body.

#### **Recreational, cultural or institutional facilities**

Area including structures or lands that are reserved for group, recreational, cultural or institutional activities and play an important role for the population in the fields of education, healthcare, sports, culture or tourism.



### **Industrial**

Group of businesses and institutions that have an economic function, such as manufacturing, processing, assembly, distribution or the provision of services to companies. Light industry differs from heavy industry in that it encompasses activities that create few nuisances for the surrounding neighbourhood (noise, smoke, dust, vapor, gas, radiation, odours). To preserve the harmony between urban activities in the territory, planning guidelines are strongly recommended in sectors with industrial activities that cause major inconveniences for property and people. Examples of light industrial uses: video and audio, accessories for clothing, toys, pharmaceutical products, electronic products, etc. Examples of heavy industrial uses: steelworks, coal, gypsum, heavy machinery, metals, paint, plastics, chemicals, cement, etc.

### **Public infrastructure**

Lands and buildings reserved for public utilities. These include, but are not restricted to, railroads, power transmission lines, marshalling yards, public works yards, essential facilities for operating the metro system and public thoroughfares. Excluded from this category of uses are those related to the “Major right-of-way or major public infrastructure” component.

### **Extensive recreational facilities, equipment or support structures**

Recreational equipment that requires light support structures, and their accessory buildings, which are used for extensive recreational activities that generally take place outside. The facilities and equipment generate few impacts on the surrounding environment. This specifically concerns welcome or interpretation centres, observation posts, belvederes, stands, promenades, a foot or bicycle paths, recreational areas, playgrounds, picnic areas, service buildings and storage yards for site maintenance needs as well as parking lots and their entrances.

### **Intensive recreational facilities, equipment or support structures**

Intensive recreational activities that take place in outdoor spaces requiring large support structures or inside large buildings. These support structures and buildings require substantial changes to be made to sites, the topography and the vegetation coverage. Examples include golf courses, sports fields or courts, swimming pools, lap pools, beaches, marinas, playgrounds, etc.

## **3.3.4. Summary of Use Compatibility**

Table 6 is a schedule that provides a quick overview of the compatibility of use categories with the land-use allocations specified in this Planning Program. It clearly identifies the use categories that are considered fully compatible or compatible, but under certain conditions, for all main uses outside the urbanization perimeter and specific uses within the urbanization perimeter.



The zoning by-law, including the division of zones in the zoning map, as well as their authorized uses, will need to be consistent with this schedule in order to reflect the use assigned to each part of the Town's territory.

The following table summarizes and illustrates the compatibility of uses based on the division of the territory by use. A dot “ • ” means that the category of use is considered compatible with the land use and may therefore be authorized in the *Zoning By-Law*. Where conditions apply, they are indicated with a note, which is explained on the following page.

Table 6 – The Main Land Uses

		Uses			
		Residential dominance	Commercial dominance	Industrial dominance	Large green or recreational space
<b>Use Categories</b>	Residential	•			
	Commercial	•	•	•	• <sup>1</sup>
	Office	•	•	•	• <sup>1</sup>
	Recreational, cultural or institutional facilities	•	•	•	•
	Intensive recreational facilities, equipment or support structures				• <sup>2</sup>
	Extensive recreational facilities, equipment or support structures				•
	Industry of any type			•	



		Uses			
		Residential dominance	Commercial dominance	Industrial dominance	Large green or recreational space
	Components of the "Large right-of-way or major public infrastructure" main use			•	
	Conservation	•	•	•	•
	Park	•	•	•	•
	Public infrastructure	•	•	•	•
	Cemetery	•		•	•

1: Only businesses or offices that complement recreational facilities

2: Including golf courses



**APPENDICES**  
**PLANNING PROGRAM**  
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## **APPENDIX A - Spatial organization design for the territory**



## **APPENDIX B - LAND USE MAP**

## **APPENDIX C - BUILT HERITAGE INVENTORY**

**Built heritage inventory**

<b>Number</b>	<b>Street name</b>	<b>Civic number</b>	<b>Property class</b>	<b>Heritage value</b>
1	Cambridge	15	Main building	Strong
2	Lakeshore	19992	Main building	Superior
3	Picardy	20	Main building	Superior
4	Lakeshore	20010	Main building	Superior
5	Place Wilson	20026	Main building	Medium
6	Lakeshore	20094	Main building	Superior
7	Lakeshore	20122	Main building	Superior
8	Lakeshore	20122	Secondary building	Medium
9	Lakeshore	20154	Main building	Medium
10	Lakeshore	20154	Secondary building	Medium
11	Lakeshore	20180	Main building	Superior
12	Lakeshore	20237	Main building	Medium
13	Lakeshore	20237	Secondary building	Medium
14	Lakeshore	20270	Main building	Strong
15	Lakeshore	20285	Main building	Superior
16	Lakeshore	20329-20331	Main building	Strong
17	Lakeshore	20329-20331	Secondary building	Superior
18	Lakeshore	20358	Main building	Medium
19	Lakeshore	20360	Main building	Medium
20	Lakeshore	20389	Main building	Superior
21	Lakeshore	20389	Secondary building	Medium
22	Lakeshore	20410	Main building	Superior
23	Lakeshore	20475	Main building	Medium
24	Lakeshore	20477	Main building	Superior
25	Lakeshore	20625	Main building	Strong
26	Lakeshore	20684	Main building	Superior
27	Lakeshore	20690	Main building	Strong
28	Lakeshore	20713	Main building	Medium

29	Gay Cedars	20726	Main building	Strong
30	Gay Cedars	20726	Main building	Strong
31	Gay Cedars	20726	Main building	Superior
32	Gay Cedars	20746	Main building	Medium
33	Lakeshore	20758	Main building	Strong
34	Lakeshore	20790	Main building	Superior
35	Lakeshore	20790	Secondary building	Strong
36	Lakeshore	20799	Main building	Medium
37	Lakeshore	20802	Main building	Superior
38	Lakeshore	20826	Main building	Strong
39	Lakeshore	20826	Secondary building	Superior
40	Oakridge	211	Main building	Superior
41	Oxford	32	Main building	Strong
42	Magnolia	41	Main building	Low
43	Oxford	41	Main building	Medium
44	Oxford	43	Main building	Low
45	Saint-Andrew's	47	Main building	Low
46	Saint-Andrew's	63	Main building	Medium
47	Oxford	64	Main building	Medium
48	Oxford	84	Main building	Strong