

**REPORT OF THE CITIZEN
PARTICIPATION WORKSHOP
"WORLD CAFÉ" FOR THE REVISION
OF THE URBAN PLAN HELD ON
NOVEMBER 19, 2022**

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For :

Town of Baie-D'Urfé



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1. A look back at the session

The Town of Baie-D'Urfé organized a citizen participation activity held on November 19, 2022 between 9:30 a.m. and 12:30 p.m. at the Alexander von Humboldt German International School gymnasium. In all, and without taking into account the representatives of the Town of Baie-D'Urfé who participated in the exercise, **41** citizens participated in the entire activity, while about ten citizens participated partially. The session lasted 2 hours and 30 minutes and was divided into two main sections, the content of which is presented below.

The event was video recorded and shared on the town website. Citizens who were not able to participate in-person were invited to view the recording and send comments to info@baie-durfe.qc.ca. As of December 15th, 2022 no correspondence was received.

Section 1 : Welcoming Participants and Contextualizing

- Welcome from the Director General ;
- Welcome from the Mayor ;
- Presentation of the context of the activity and the urban plan by APUR ;
- Summary of Interim Control Regulation (ICR) by APUR ;
- Presentation of the strategic vision and territorial issues identified by APUR presented through 3 major distinct themes:
 - o Issues related to the built environment ;
 - o Population issues ;
 - o Transportation issues.

Section 2 : Thematic discussions

- Presentation of the recommended formula to guide the discussions, as well as the particularities of the exercise ;
- Presentation of the themes that will be the subject of exchanges between citizens within the various discussion tables:
 - o The built environment and landscape ;

- Environment, greening, tree preservation and planting ;
- Mobility.
- Period of exchange between citizens and presentation of the conclusions by a representative of each table:
 - Time allocated to discussions set at 20 minutes per theme ;
 - Time allocated for presentation of conclusions by representatives of the various tables set at 5 minutes per table.

The session concluded with an introduction to next steps, a brief period of questions and comments from participants, and closing remarks by the Director General and the Mayor.

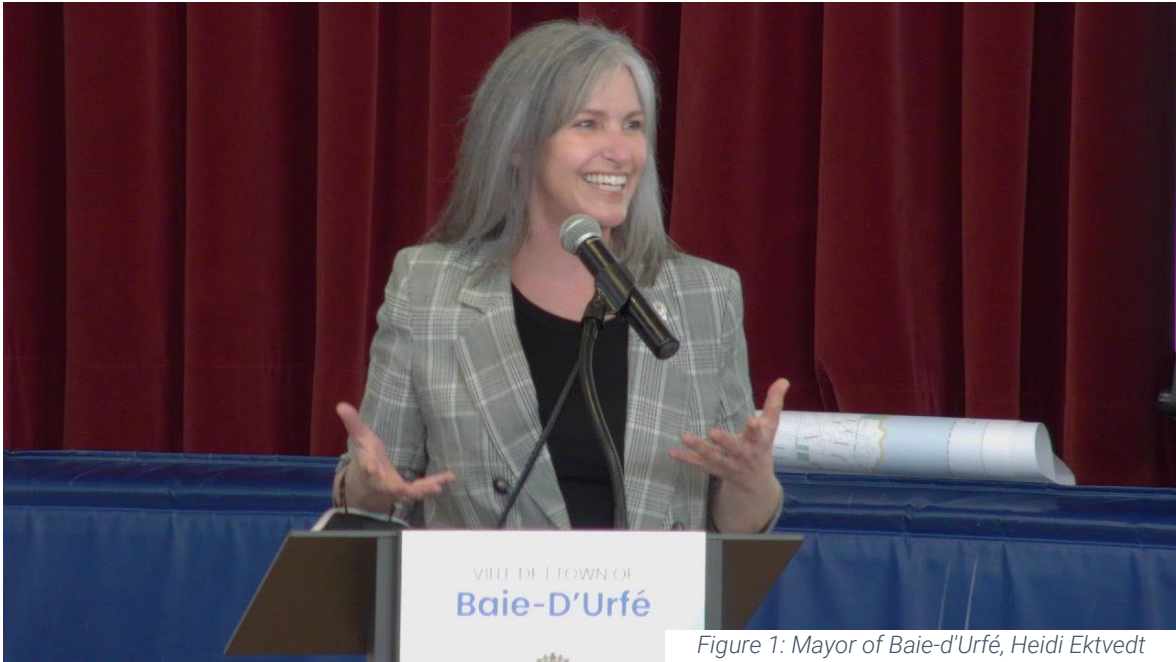


Figure 1: Mayor of Baie-d'Urfé, Heidi Ektvedt



Figure 2: Mayor of Baie-D'Urfé, Heidi Ektvedt and APUR

2. Taking stock of the main points raised by participants

This section summarizes the points raised by the representatives of the discussion tables and is divided according to the 3 themes addressed.

2.1. Theme of the built environment and landscape

Question 1: What is the main issue relating to the integration of new constructions within built-up spaces?

- The high land use coefficient of new constructions reduces the area left under vegetation cover on properties, in addition to generating issues related to respect for the privacy of the neighborhood ;
- The integration of architectural styles of certain new constructions within already built areas ;
- Light pollution (exterior lights of new construction and exterior lights illuminating trees) ;
- The large area occupied by impervious surfaces (semi-circular parking areas, swimming pools, etc.) ;
- Runoff infiltration and problematic drainage ;
- The proximity of certain constructions to the property lines ;
- The demolition of old buildings by developers to reconstruct buildings as large as possible that can have the effect of losing market value to surrounding properties that become less attractive to potential buyers ;
- Some new constructions have facades with too few openings facing the street, which generates a visual appearance that does not integrate well with existing areas.

Suggestions made by participants

- An inventory should be set up to identify properties suitable for development, as few opportunities seem to exist for new building insertions ;
- It would be relevant to discuss the permitted height of buildings within residential areas ;

- Several properties on the territory are not salvageable due to their current state, and specific procedures for their redevelopment must be put in place ;
- It is necessary to question how to frame the architectural insertion of new constructions within already built sectors ;
- It is necessary for the Town to provide staff to ensure sufficient supervision of construction projects to avoid the arrival of contractors at times that disturb the tranquility of the neighborhood, etc. ;
- It is necessary to create housing units that are more sustainable and adapted to the ecological transition, in particular through the use of adapted materials ;
- It would be desirable to clarify and specify discretionary criteria and objectives applicable to redevelopment projects to ensure a clear guideline, regardless of the composition of the TPAC or Municipal Council ;
- It would be relevant to study the possibility of setting up semi-detached dwellings if the services and the size of the lots allow it ;
- Regulations could limit the impermeable area, rather than the size of buildings ;
- The absence of an architectural guide suggesting the desired kind of appearance is counterproductive and generates significant delays in the acceptance of projects.

Question 2 : What type of development could accommodate the vacant land?

- Condos and rental apartments could make it possible to respond to the current problem of affordability on the territory, especially since the presence of sewers nearby is adapted to this type of development, would maximize the potential of existing infrastructure, and would integrate harmoniously with the sector that already has larger built complexes than the rest of the territory ;
- The land offers an opportunity to establish condos for autonomous or semi-autonomous retirees on West Surrey. These units could respond to retirees who are looking to downsize from a single family dwelling, while offering certain services adapted to this clientele ;
- The possibility of planning a mixed commercial/residential development is raised by some participants ;
- It would be relevant to study the possibility of increasing the housing supply of townhouses that by nature are more affordable for families and seniors ;
- Another option to be studied would be to install multigenerational housing, subject to conducting studies on the impact of these insertions on existing municipal infrastructure.

Suggestions made by participants

- Encourage its development by implementing more eco-responsible buildings, through sustainable construction techniques imposed by regulation ;
- Any project to be considered would have to take into account the nuisance generated by road noise due to the proximity of the highway ;
- It is proposed to harmonize the maximum height of the planned sites with that of the Maxwell Residence.

Question 3: Are there places on the territory that deserve to be highlighted (e.g. visual breakthroughs, architectural ensemble, heritage, etc.)

Suggestions made by participants

- Protect buildings with heritage value that should also benefit from specific identification ;
- Addition of some existing buildings that are not currently subject to specific protection ;
- Need to question the temporality of the transition from a regular property to a property with heritage value (e.g. 100 years = recognized as having heritage/historical value), as well as the applicable modalities in terms of protection. Element to be addressed due to the fact that the buildings in the area are starting to get old ;
- The type of new home built on Normandy should be considered in the development of architectural integration.

Question 4 : Could the industrial sector benefit from an "intensification" of its buildings? What would be the acceptable limit in height and location on the ground?

- The intensification of activities should be accompanied by a revision of the provisions relating to the number of occupants who can operate within a building, so as to maximize the potential of existing buildings that are subject to volume limitations.

Suggestions made by participants

- Add more space under vegetation cover ;
- Provide specific provisions for the control and supervision of heat islands ;

- Promote new construction incorporating measures relating to sustainable construction techniques ;
- Advocate for taller buildings ;
- Advocate the development of green roofs ;
- Encourage the use of roofs in older buildings (e.g. greenhouses/gardens) ;
- Prohibit heavier, polluting industries that generate negative externalities ;
- Promote the arrival of industries that are greener, as well as industries that work in indoor vegetable production.



Figure 1 : Citizen presenting the conclusion of the exchanges

2.3. Theme of the environment, greening, preservation and planting of trees

Question 1: Do you consider that the framework for the preservation of trees and green spaces on private property is sufficient at present? Why?

- Requirements for planting replacement trees during construction projects or following the cutting of trees are not sufficient, especially when it comes to ensuring the conservation of the existing environmental canopy ;
- It would be relevant to establish a biodiversity plan in order to preserve the existing, but also to improve the current state of the territory in this regard ;
- The species of trees to be planted, as well as their number, should be clarified and adapted to the context of insertion ;
- The planting requirements are not adapted (diameter of the trunk at planting, etc.) and require the use of a specialist systematically ;
- Particular attention to permitted tree species is necessary to promote the planting of native species ;
- Tree cutting monitoring should be tighter, especially on weekends ;
- Backyard planting requirements should be increased ;
- Fines should be increased for unauthorized tree cutting to deter potential offenders;
- Particular attention should be paid to the existing environment within the land during development projects ;
- The maintenance of trees and green spaces on private property should be regulated within the regulations.

Suggestions made by participants

- A register of existing trees should be established ;
- The possibility of establishing a program similar to the "humanized landscape" in force in L'Île-Bizard should be studied ;
- A guide to advise citizens on planting and caring for trees should be developed ;
- Cedar hedges should not be considered trees for the purposes of mandatory replacement ;
- It is suggested that spot inspections of replaced trees be conducted to ensure they are healthy and persistent.

Question 2: Are there any places on the territory that you consider to be deficient in trees, green space or greening? Please identify them.

- Some green spaces, including parks on Clark Graham and park on Morgan, lack shaded areas, which does not encourage their use ;
- Fritz Park, as well as the Lakeshore corridor should be given special attention ;
- The commercial area is problematic due to the absence of trees and the predominance of asphalt and impervious surfaces ;
- Between Victoria and Churchill streets, a space would benefit from being the subject of a tree-planting exercise (HQ right-of-way/easement) ;
- The small parks of the territory would benefit from more tree planting ;
- A space between Surrey Street and the highway with many dead or sick elms should be the subject of a program to replace them ;
- The Morgan Corridor ;
- The section of Westchester Street between Stafford and Churchill Streets ;
- Surrey Street near Morgan ;
- Balsam Park.

Suggestions made by participants

- It would be relevant to set up a biodiversity plan in order to preserve the existing, but also to improve the current state of the territory in this area ;
- An starting replacement program for trees that are destined to die in the coming years should be put in place (e.g. Morgan Road) ;
- It would be beneficial for an arborist to work for the town in order to inform citizens and make recommendations ;
- The construction of a permanent skating rink, rather than small temporary rinks, would limit the floor area dedicated to them and plant more trees within the areas thus cleared.

Question 3 : Could the industrial sector be denser if environmental offsets were required? What could those measures be?

- Without promoting the intensification of activities and the densification of the industrial park, it is raised the need to increase the requirements in terms of development and planting on the facade of buildings ;
- Green/green roof requirements ;

- It is proposed to study the possibility of compensatory planting measures within the southern sector in order to limit the impact of the low environmental canopy within the industrial park ;
- It was raised by some participants that it is difficult to imagine how an intensification of activities and densification of the industrial park could not have a negative impact on its environmental characteristics.



Figure 2 : Citizen ideation



Figure 3 : Citizen ideation

2.5. Theme of sustainable mobility

Question 1: What are the main constraints to the use of active transportation within the territory?

- The dangerousness of certain intersections that would benefit from being the subject of the development of speed bumps ;
- Safety issues related to travel when it is dark due to the lack of lighting in traffic lanes ;
- The absence of gravel shoulders on either side of the traffic lanes that allows pedestrians to move away when car pass near them ;
- Excessive traffic speed ;
- On-street parking ;
- Potholes ;
- The sidewalk between Morgan and Alexander Von Humboldt School stops at the west carriage entrance of the school and does not continue east ;
- The lack of cameras and lighting in the parking lot of the train station generates a safety problem.

Question 2 : Can you identify problematic intersections or sections when using active transportation? Why?

- The Morgan/Lakeshore intersection due to high traffic flow ;
- Churchill/Surrey intersection due to high traffic flow ;
- Surrey Street (particularly the section between the commercial area and the intersection with Dorset Street) due to high traffic volume and excessive traffic speed ;
- Westchester Street ;
- Victoria Street ;
- Churchill Street and Lakeshore Street as a whole due to traffic volume, limited width of the right-of-way/driveable lane and lack of respect for signage by cyclists;
- Surrey/Morgan intersection due to high traffic flow ;
- The junction between Surrey and Cambridge streets due to high traffic flow.

Question 3 : Where would you add bike lanes (dedicated or not)?

- It is mentioned that the streets are too narrow for dedicated bike lanes, especially when vehicles are parked and two vehicles coming from opposite directions pass each other ;
- It is also mentioned that it is already user-friendly to use existing traffic lanes by bicycle without having to build a bike path as such ;

- On Victoria Street where it is proposed to be based on Beaconsfield Boulevard where a bike lane is painted on the ground ;
- It is suggested to develop an active travel link from the south of the town to the industrial park to the north, then to boulevard Saint-Jean or Saint-Charles which crosses Highway 40.

Question 4: Identify areas that you consider problematic in terms of parking.

- Parks, in general, do not have enough parking for visitors ;
- All streets where vehicles are parked and where the town does not systematically apply the maximum parking time of four (4) hours. It was suggested by some participants to provide parking permits ;
- St. Andrews, Oxford and Cambridge streets, which are often used by John-Abbott students to park and generate problems with the availability of on-street parking spaces ;
- The space located near the Morgan Park Pumptrack ;
- The surroundings of the 3 schools and the Whiteside Taylor CPE ;
- Shoulder on Lakeshore, Lakeview and Sunny Acres streets when parking corporate tool vehicles working on properties (e.g. landscaping companies);
- The stretch of Sunny Acres Street, close to the intersection with Surrey Street where there is a lack of parking spaces.

Question 5 : Do you have any measures in mind that could encourage sustainable mobility?

- Provide pedestrian crossings to access parks, including Morgan and Fritz ;
- Secure travel by installing flashing lights near schools during hours of attendance by children ;
- Create one-way lanes to limit the impact of vehicular traffic ;
- Plan the integration of flower boxes in the middle of the streets during the summer period to limit the speed of traffic (e.g. Dorval) ;
- Develop a link to the REM and/or the industrial park ;
- Study the possibility of providing a shuttle to the REM (possibly from the train station parking lot or the commercial area parking lot where a service station was formerly located) ;
- Provide speed limits based on time slots near schools ;
- Improve the connectivity of the various existing pedestrian and cycling paths on the territory (e.g. east side of Morgan) ;

- Install speed radar to encourage reducing the speed of vehicles ;
- Seek provincial or federal subsidies to promote active transportation ;
- Study the possibility of developing a new access to the train station ;
- Ensure universal accessibility for access to the train ;
- Discuss with the STM to change the route of bus 200 so that it gives direct access to the REM station.

3. Conclusion

The activity session, which brought together a good number of committed citizens, was a success appreciated by most of the participants. We applaud the commitment and involvement of citizens who gave their opinion and shared their concerns about the issues experienced on the territory.

The elements raised by the participants identified in this document will guide the reflection on the revision of the content of the urban plan, as well as the regulatory apparatus that will be drafted in the coming months.

It should be noted that citizens will be invited to participate in two (2) other "World Cafe" type activities during 2023 where they will be able to formulate their opinions and suggestions relating to the specific content of the normative and discretionary regulations being drafted. The juxtaposition of the elements raised during the meeting of November 19, 2022 and the elements that will be raised during these subsequent activities will ensure a specific consideration of citizen issues and considerations within the planning documents and regulations that will eventually come into force on the territory, thus aligning with the Municipal Council's desire to involve citizens in the process.

Annexes

A. Plates annotated by citizens



Hire a town Arborist

- manage succession planting of trees on private and public property
- advise on where/what to plant

Enforce the planting of "replacement" trees after ash trees die, demolition/construction.
Tree size: Change requirement from 10cm diameter to 3cm diameter)

Add backyards to the Bylaws regulating the number of trees to be planted. To increase tree canopy density in the whole town not just along the streets

When applying for Demolition permit, a Landscaping plan should be submitted (not just plan for new house) including the number of trees to be planted (+ what kind of tree)

LIGHTING + Light Pollution

- Town should send emails/letters to all residents regarding light pollution - NOT lighting up houses and the use of directed lighting
- Respecting neighbors
 - SMART lighting of streets!! Directed lighting & streetlight intensity is very high

B. Photographs of the activity session



Figure 4 : Exchanges between citizens during the themes



Figure 5 : Table Representative at the microphone

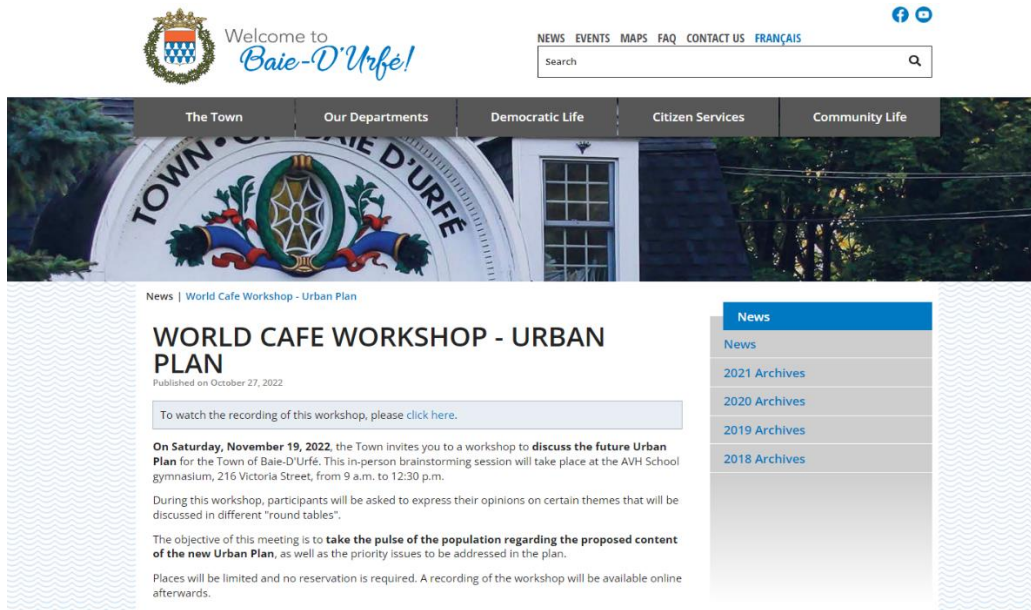


Figure 8: Exchanges between citizens during the themes

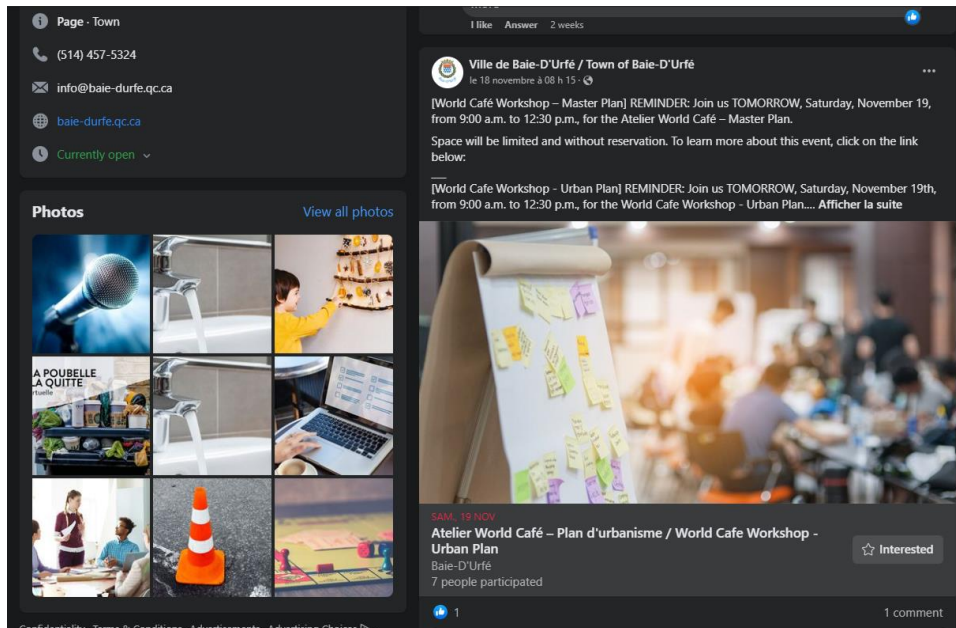


Figure 9: Exchanges between citizens during the themes

C. Invitations at the World Café Publications and on networks



Source: City of Baie-d'Urfé website



Source: Facebook, City of Baie-d'Urfé page