DORVAL

Special Planning Program

Michel-Jasmin Sector

DORVAL

atelier urbain

Special Planning Program Michel-Jasmin Sector

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Context

1.1 Planning Context

Urban Planning

In Dorval's 2015-2031 Sustainable Master Plan, the Michel-Jasmin sector is part of the "employment and economy" designation, which refers to areas with high employment rates. The Michel-Jasmin sector is described as an unstructured area whose appeal is currently impacted by issues related to the coexistence of different uses. The goal is to take advantage of the sector's proximity to the intermodal transportation hub to turn it into a true business hub developed according to the highest standards of sustainable construction and development. More specifically, the quality of its architecture, urban design, and harmonious integration into its environment should guide the sector's planning. The vision described is that of an eco-park inspired by international benchmarks in eco-construction, architecture, and urban design.

The City of Dorval recently conducted a public consultation as part of the revision of its urban Master Plan and By-laws. This process highlighted the need for detailed planning for the Michel-Jasmin sector. Several guidelines emerged from this consultation exercise. These include increasing greening, promoting the development of active mobility, focusing on a circular economy, and dedicating the western end of the sector to light industrial and commercial activities generating nuisances.

Surrounding Changes

Many projects have recently been launched or are in the planning stages near the Michel-Jasmin sector. Among these, several hotels and residential buildings with higher density and up to 12 storeys have been approved. Montréal-Trudeau International Airport, which shapes the urban landscape and the vocation of adjacent sectors, is currently working on transforming its infrastructure to accommodate a growing number of visitors, along with greening its facilities.

At the same time, several major road infrastructure repair projects are planned. The redevelopment of the VIA Rail-Exo station will facilitate and secure active travel on both sides of the facilities, and the redevelopment of the Dorval roundabout, which will include facilities promoting active mobility, will have an impact on traffic around the Michel-Jasmin sector.

Selected References for the Michel-Jasmin Sector

Inspiring Architecture
Hubert Reeves Eco-Campus
Source: Lemay

Rainwater Management
Source: Ville de Québec

Greening
Source: Brisson Paysagiste

Advanced Planning Tools

The City of Dorval must ensure that its planning and regulatory tools comply with the *Plan métropolitain d'aménagement et de développement* (PMAD) of the Communauté métropolitaine de Montréal and the *Schéma d'aménagement et de développement* (SAD) of the Agglomération de Montréal.

The PMAD sets objectives for densification.

The SAD identifies the SPP sector as one that needs to be transformed. Due to the presence of major road transport routes, the plan aims to consolidate the existing industrial fabric by focusing on both promising future niches and those that contribute to its reputation. Housing is not permitted in this large zone due to the possibility that certain establishments may pose risks to the neighbourhood and thus constitute sources of anthropogenic constraints. In this zone, defined as "an economic area grouping together a set of establishments that produce goods or provide services," only the following uses are permitted:

- All types of industry;
- Offices;
- Commerce;
- Recreational, cultural, or institutional facilities;
- Components of major uses;
- Large-scale developments or major public infrastructure (e.g., airport infrastructure, sanitation or water treatment facilities, large-scale snow storage and disposal facilities).

2030 Green Economy Plan

The Quebec government's *Plan pour une économie verte 2030* (PEV 2030) aims to transform the province's economy to achieve carbon neutrality by 2050. This plan sets out strategies and investments to reduce greenhouse gas (GHG) emissions, boost green innovation, and make Quebec's economy more sustainable. The plan will require a profound transformation of Quebec industries, shifting them toward more environmentally friendly practices by encouraging them to adopt clean technologies, reduce their GHG emissions, and electrify their operations.

Metropolitan Economic Development Plan

The City of Montréal's *Plan de développement économique 2023–2027* aims to position the city as a leading hub for innovation, creativity, and sustainability, while boosting its appeal and competitiveness on the global stage. The plan aims to create an environment that encourages innovation and supports key industrial sectors, while helping them transition to more sustainable and modern practices. This includes initiatives to promote clean industries, such as green technologies, energy efficiency, and carbon emission reduction.

The plan also encourages the adoption of new technologies in all industrial sectors, particularly through the integration of artificial intelligence, automation, and robotics.

The Special Planning Program (SPP)

The Special Planning Program is a component of the Master Plan that provides more details on the planning of a specific sector. It is a regulatory tool that allows the City to specify, better regulate, and harmonize both public and private interventions within this part of its territory.

The SPP sets objectives for the future and outlines specific measures to achieve them. Regulatory changes, improvements to public facilities, and the implementation of municipal programs and policies result from the adoption of the SPP.

The figure opposite illustrates the different stages of this planning exercise.

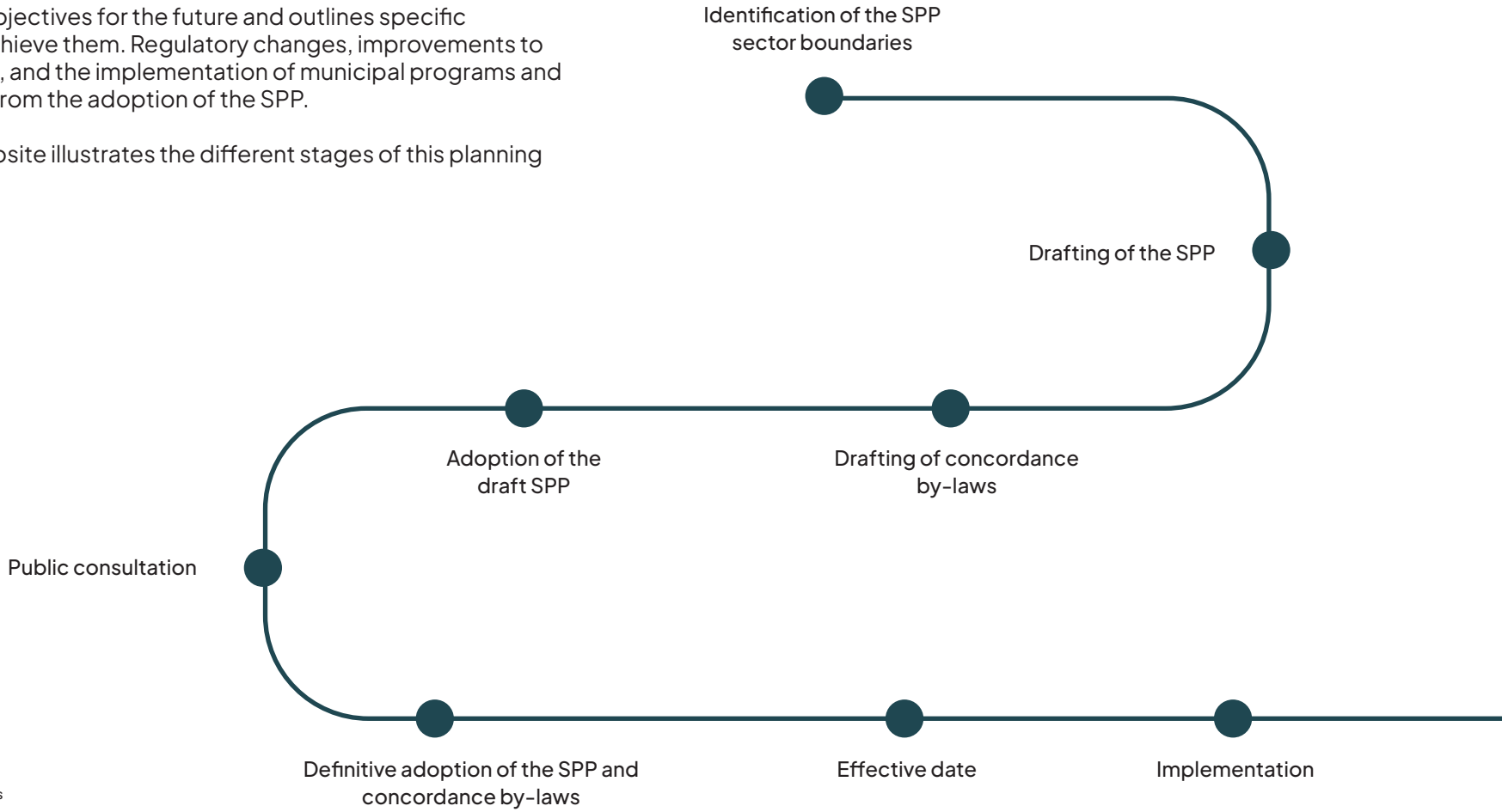


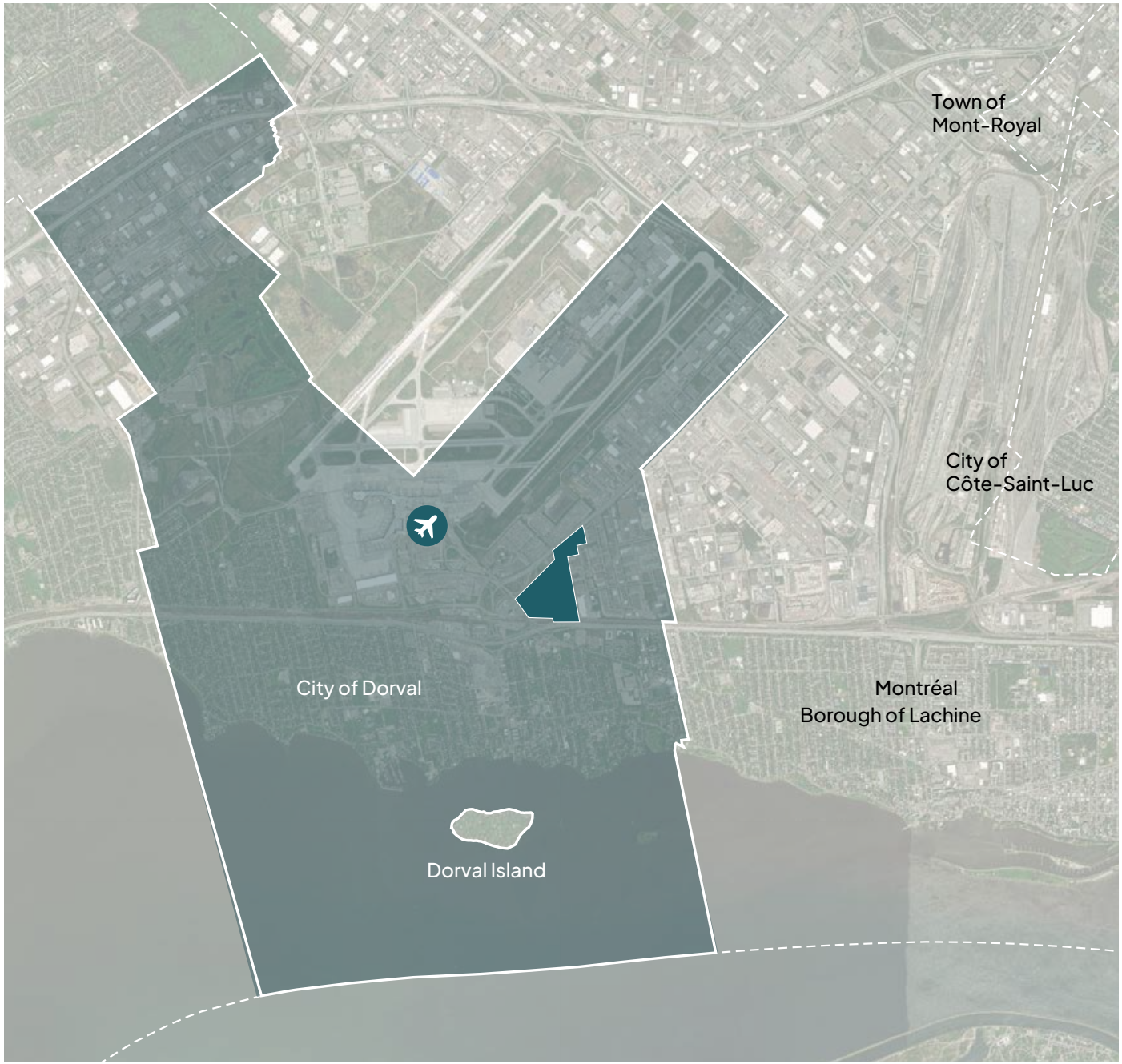
Illustration 1. Planning Process

1.2 Geographical Context

The City of Dorval is located at the southwest edge of the Island of Montréal. It is bordered by Lake Saint-Louis to the south, the City of Pointe-Claire to the west, Dollard-des-Ormeaux to the north, and the boroughs of Saint-Laurent and Lachine to the east.

The area covered by the SPP is part of Dorval's economic heart, which consists of employment centres, commercial and service sectors, and the airport sector. With major industries and employment centres nearby, including Montréal-Trudeau International Airport, the area is located within a hub that handles heavy transit traffic.

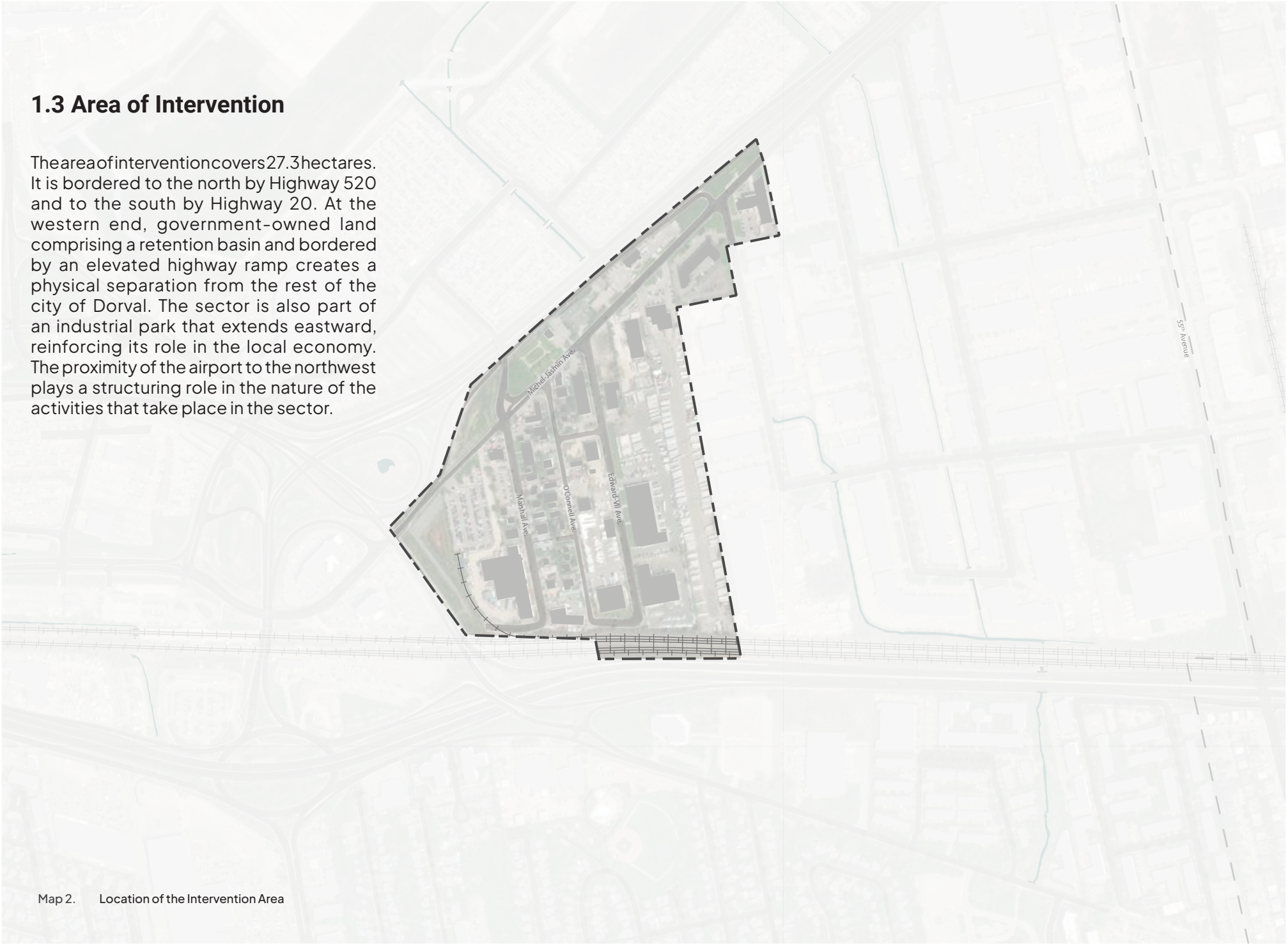
This sector is located at the junction of major transit routes for the entire agglomeration. Highway 20 also forms a significant barrier separating the SPP sector from the southern part of Dorval, which includes most of its residential neighbourhoods, its village centre and its service hubs. Michel-Jasmin Avenue is the only access road to this sector, which is part of a larger industrial park.



Map 1. Geographical Context

1.3 Area of Intervention

The area of intervention covers 27.3 hectares. It is bordered to the north by Highway 520 and to the south by Highway 20. At the western end, government-owned land comprising a retention basin and bordered by an elevated highway ramp creates a physical separation from the rest of the city of Dorval. The sector is also part of an industrial park that extends eastward, reinforcing its role in the local economy. The proximity of the airport to the northwest plays a structuring role in the nature of the activities that take place in the sector.



Map 2. Location of the Intervention Area

1.4 Development History

The First Settlements

The territory of Dorval, as well as that of Île-Dorval, was first inhabited by the Iroquois. In 1667, it was settled by the Sulpicians, who established a mission there, which they abandoned around 1685. In 1678, the first road along the Saint Lawrence River was opened to connect Dorval to Senneville and Montréal.

In the 18th century, several families practised agriculture and settled the land under the seigneurial system. Even today, you can still see traces of this in the urban fabric, with lots running perpendicular to Lake Saint-Louis.

The construction of the railway in 1855 attracted many families, making it an attractive vacation spot for Montréal's upper class. Population growth in Montréal led to a migration to the current suburbs, a phenomenon that did not spare Dorval. At the end of the 19th century, a village centre was established at the intersection of Martin Avenue and Bord-du-Lac-Lakeshore Road.

The Airport's Impact on Development

Montréal-Trudeau International Airport, then known as Dorval Airport, was built in 1941 on a former horse racing track to meet the growing economic and industrial needs related to the war, which were then concentrated at Saint-Hubert Airport.

The influx of workers following the airport's opening created new housing needs. Although World War II was associated with a significant slowdown in real estate development, the 1950s marked a period of rapid urbanization.

In the mid-1950s, Dorval Airport was the busiest airport in Canada, with more than one million passengers per year.

Infrastructure that Shaped the City

By the 1960s, the construction of this section of Highway 20 physically divided Dorval, although this infrastructure offered a quick route between the west end of the island and downtown Montréal. The addition of Highway 520 made Dorval even more attractive to businesses and residents.

In 1961, the airport was the gateway to Canada for all European traffic and welcomed more than two million passengers. Highway access, rail service, and proximity to the airport contributed to the development of neighbouring industrial areas, particularly for businesses specializing in transportation and logistics.

These infrastructures have transformed the area into a transportation hub and are catalysts for economic development. Today, Dorval attracts more than 42,000 workers every day thanks to its dynamic economic activity.

View of the Village, Martin Street, Around 1910
Source: Société historique de Dorval

Grand Trunk Railway, Around 1915
Source: Canada-rail

The Airport in the 1940s
Source : Aéroports de Montréal

Highway 520 in the 1960s
Source : Histoire de Saint-Laurent

02.

Sector Diagnosis

2.1 Road Network

An Area at the Crossroads of Heavy Traffic

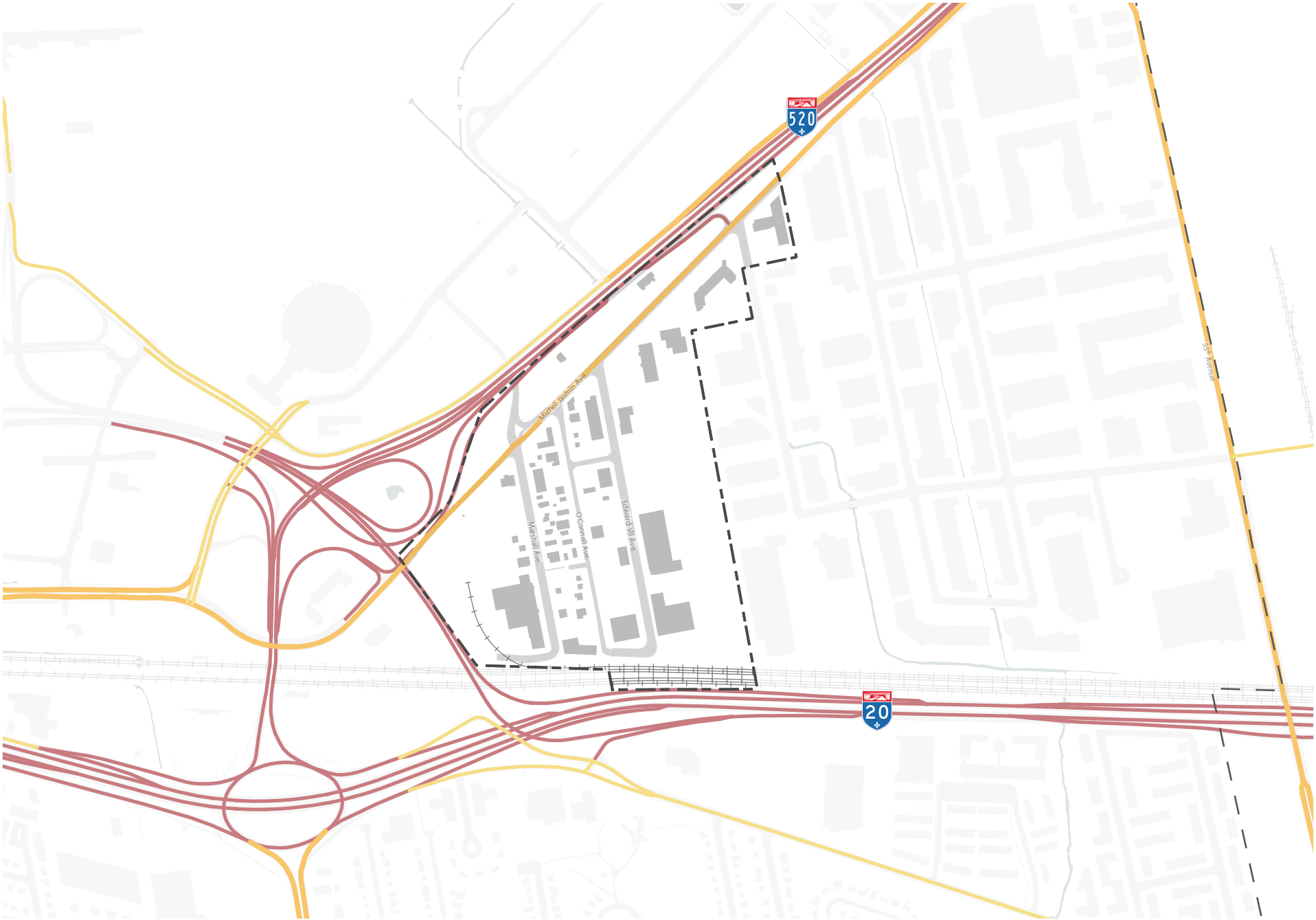
The SPP sector is bordered by major roads, such as arterial roads and highways 20 and 520, both of which carry very heavy daily traffic. The portion of Highway 20 located south of the sector averages 72,000 vehicles per day, and Highway 520, which provides access to the sector from the north, averages 38,000 vehicles per day.

Bordered by high-volume traffic arteries, the sector also features local streets where truck traffic is permitted. Access to these streets is exclusively via Michel-Jasmin Avenue, which borders the northern part of the sector. However, these local streets are designed solely for automobile traffic, which is hampered by numerous breaks in the road network, making traffic flow difficult.

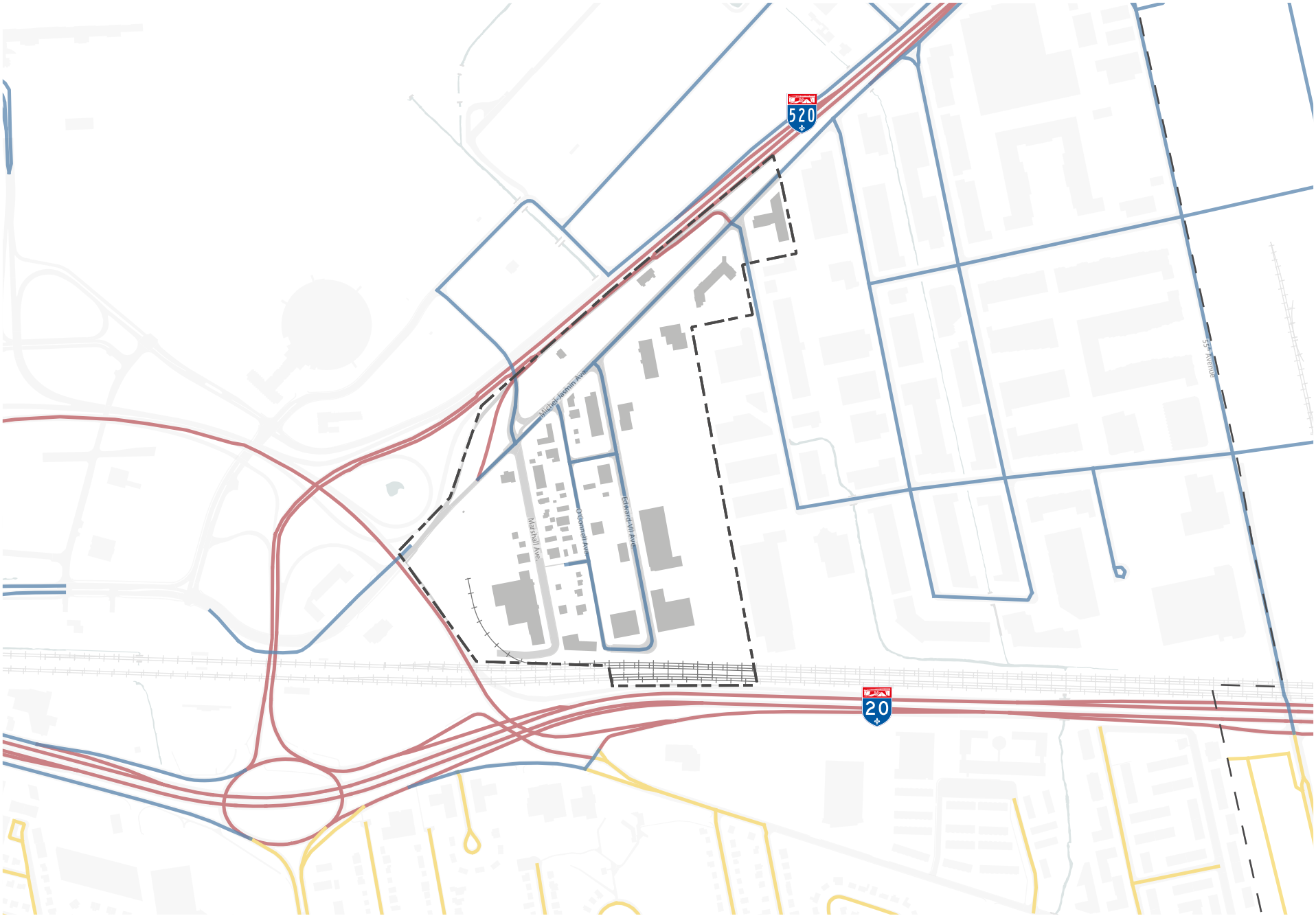
Significant Trucking Activity

The sector handles a large number of heavy vehicles in transit, as it is part of a major intermodal rail-truck hub. Nearly half of all local delivery routes begin in the immediate vicinity of the sector, making it a major hub for the exchange of goods and merchandise thanks to the presence of major land and rail transport routes.

Trucking is permitted on the highway network bordering the sector, as well as on several local streets within the sector, as identified on Map 4. While this has advantages with regard to attracting new businesses, it is important to ensure the safety and user-friendliness of other types of mobility on the road network within the sector through the development of a safe public domain.



Map 3. Street Grid and Vehicle Traffic



Map 4. Trucking Network

2.2 Active and Public Transport

A Pressing Need for Infrastructure Supporting Active Transport

The sector faces significant challenges in terms of mobility and accessibility. The layout of traffic lanes and the lack of connectivity create traffic conflicts between pedestrians, cyclists, and motorists. These conflicts are exacerbated by the presence of major roads, such as Highway 20, which is a significant barrier to accessing local businesses, community facilities, and other points of interest located in the southern part of the sector, as well as to providing public transit connections for workers. The collision points, identified on Map 5 on the following page, highlight the importance of redesigning public spaces and intersections in certain areas, particularly along Michel-Jasmin Boulevard within the sector.

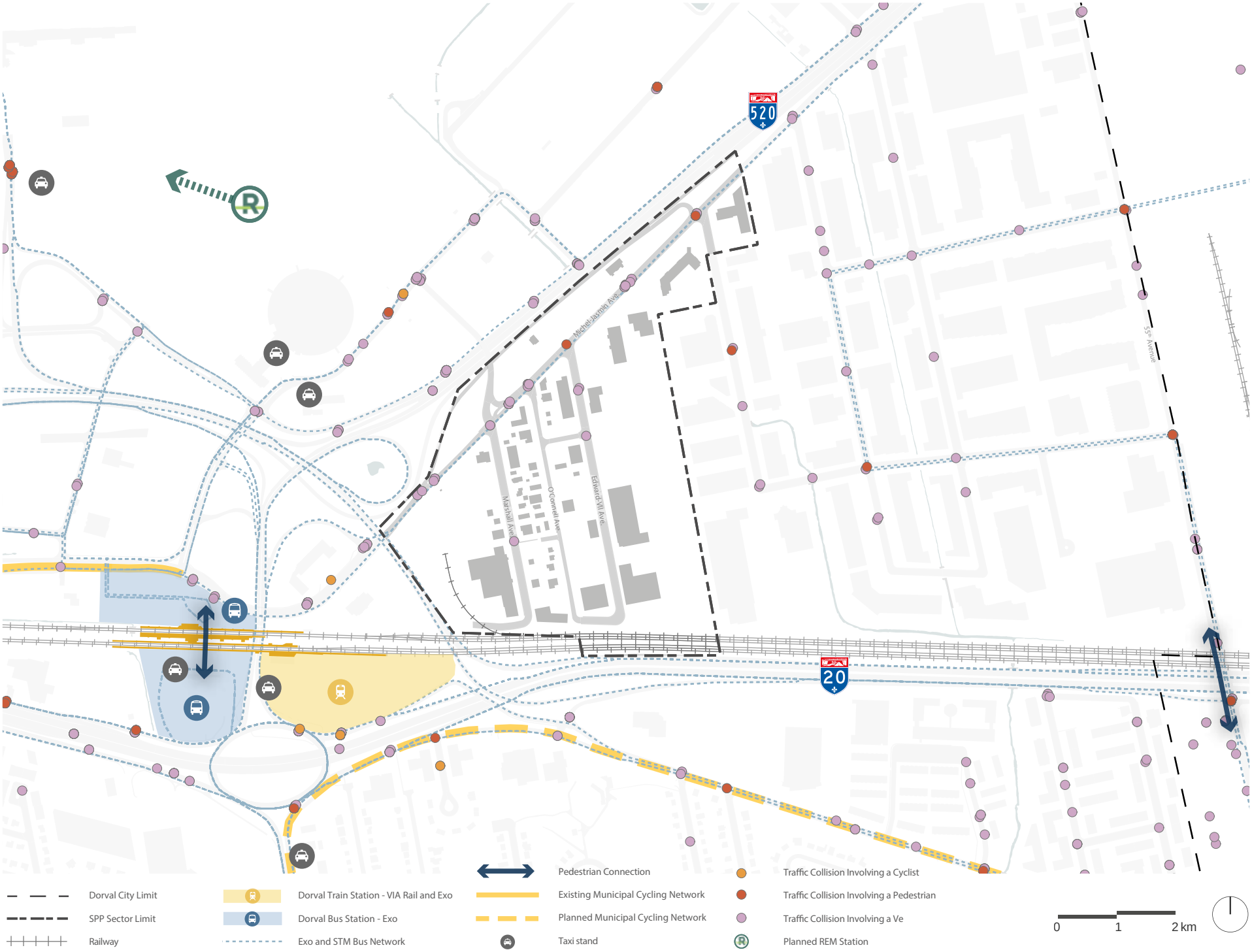
Access to VIA Rail and EXO stations is particularly difficult, requiring the crossing of significant physical barriers such as the highway and high-traffic roads. The safe route to these stations involves a considerable journey, increasing travel time and discouraging the use of public transportation. There are few direct links to neighbouring hubs. Pedestrian crossings are located outside the sector, at the stations and on 55th Avenue. The distance between these crossings is therefore significant and discourages the use of active mobility within the sector.

A Lack of Connectivity With Public Transportation Infrastructure

Despite the proximity of an intermodal station, the vast majority of workers (95%) still prefer to drive to work, even if they live nearby[1]. Limited and unsafe access to public transportation infrastructure, coupled with a lack of connectivity, could perpetuate this car dependency, limiting the adoption of more sustainable means of mobility.

Several projects aimed at improving active and public transportation around the Michel-Jasmin sector are currently being planned. However, one challenge remains: access to these key transportation infrastructures.

1. *Étude de positionnement économique du secteur limitrophe à l'axe Côte-de-Liesse*, CAI Gobal, 2019



Map 5. Active and Public Transport

2.3 Sector Residents and Visitors

A Sparsely Populated Sector

The sector has very few residents, with a total of 32 dwellings spread across 17 residential buildings. On a city-wide scale, projects currently in the planning and construction stages indicate growth of several thousand dwellings. Although the sector is part of a TOD area, the Michel-Jasmin sector is not being targeted to welcome new residents. Several constraints are hindering this prospect, such as air pollution, noise pollution, physical barriers created by heavy transport infrastructure, and nuisances that may be generated by certain existing businesses in the sector.

Since 2016, the sector has been welcoming visitors who are temporarily residing at the Ullivik Health Center. These are patients in transit to specialized care in Montréal. One of the major concerns regarding the presence of this facility is the lack of safe pedestrian access to basic services such as grocery stores, pharmacies, and other essential businesses. The sector, which is mainly focused on industrial and highway infrastructure, is poorly suited for walking, creating significant safety issues, especially for people who may be vulnerable.

Striking Differences Between Workers and Residents

The City of Dorval is characterized by a stark contrast between worker and resident numbers. In 2016, approximately 41,000 workers entered the territory daily, while the resident population was 18,980, a figure that rose to 19,302 in 2021. The airport, which had more than 700 employees in 2023, has been a powerful driver of employment in the area since its construction, encouraging many businesses to set up in Dorval and the surrounding area and creating a ripple effect on tertiary sectors such as hotels, restaurants, and transportation services.

The Origin of Workers

The potential consolidation of existing industrial sectors in the area could contribute to an increase in the number of workers. A study has highlighted the growth potential of certain industrial niches already established in the sector, such as transportation, manufacturing, and warehousing[2]. However, it is important to consider the potential growth of these areas of activity, which could attract more people from outside the city. The occupations of Dorval's working population are mainly in sales and services, business, finance and administration, and management, while the jobs available in Dorval are mainly in transportation and warehousing (27%) and manufacturing (23.3%).

2. *Étude de positionnement économique du secteur limitrophe à l'axe Côte-de-Liesse*, CAI Gobal, 2019

Source: Gamarco

2.4 Functions

A Challenging Cohabitation

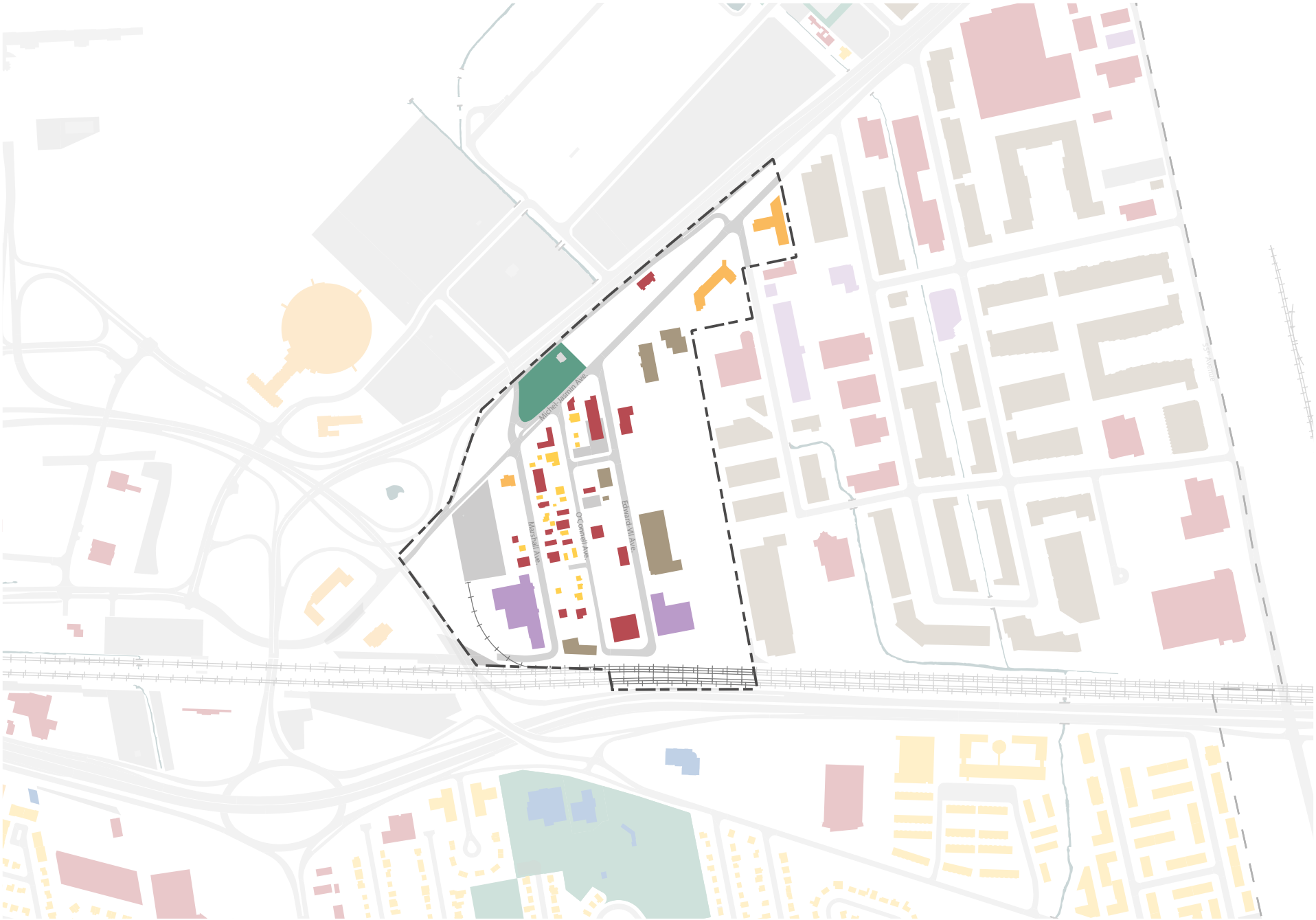
The sector has a mix of uses, with industry, housing, accommodation, shops, and community facilities, such as the Ullivik Health Center, all located side by side. This functional diversity creates traffic and safety issues. The presence of high-risk industry exacerbates these concerns, particularly for residents living nearby.

Although the sector includes housing and hotels, services, parks, and community facilities are located outside of it, creating accessibility issues for residents of the sector and visitors to the Ullivik Health Centre. There are two green spaces, one of which has had its street furniture removed and the other consisting of a retention basin.

The sector is part of a larger industrial park, directly linked to the specific activities and needs of the nearby airport, particularly through the correlation of industrial and commercial functions with airport services. New hotels and expansions are evidence of a close link with air traffic and airport visitors.

Accommodation and commercial functions are set to grow over the next few years, with air traffic expected to reach 4 million visitors in 2028, according to Aéroports de Montréal (ADM).

Visitors who stay in hotels in and around the sector can be divided into two main categories: business travellers and tourists in transit. In 2023, occupancy rates for these hotels were high, ranging from 67% to 79.9%. The evolution of the rapidly expanding tourist and business clienteles will undoubtedly have a significant impact on the economic and structural development of the sector, highlighting the need to address cohabitation issues.



Map 6. Land Use

2.5 Built Environment

Buildings Footprint

Buildings in the sector vary in size and are adapted to specific uses. Under-occupancy of land is a common feature, leading to fragmentation of space. Many small lots are unable to accommodate new industries, whose space requirements generally exceed those of existing lots. This lack of adaptation hinders the establishment of modern businesses and compromises local economic development.

Industries and warehousing businesses are located on larger lots and have a much lower footprint than residential properties. The following graph shows the average footprint coefficient according to land use.

Map 7. Building Footprints

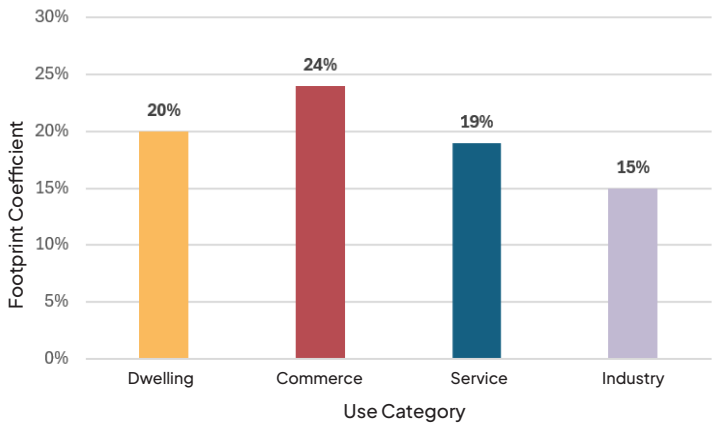


Illustration 2. Average Footprint Rate by Category of Use

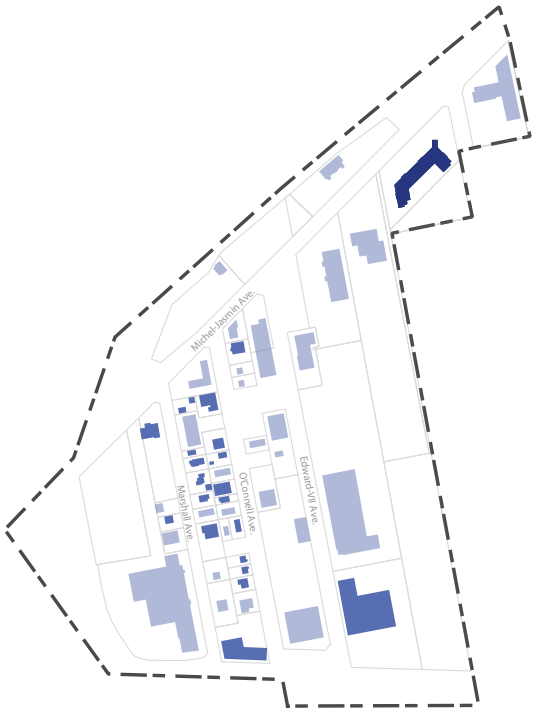
Built Environment

The built environment is showing its age, with few new constructions: only four buildings have been constructed since 2000. This accentuates the feeling of a stagnant sector, where infrastructure struggles to keep up with contemporary needs. In addition, the sector lacks heritage value and is characterized by heterogeneity, which translates into a patchwork built environment.

Map 8. Years of Construction

Building Height

Commercial, industrial, and residential buildings reach a maximum height of two storeys, contrasting with buildings recently constructed or under construction nearby, which can reach up to 12 storeys.



Map 9. Building Height

2.6 Climate Change Adaptation

A Sector Prone to the Development of Heat Islands

The sector is characterized by high surface temperatures and low resilience to climate change, as shown in Map 10 on the following page. This phenomenon is exacerbated by the prevalence of mineral surfaces, such as asphalt and concrete, which absorb and retain heat, thereby increasing ambient temperatures.

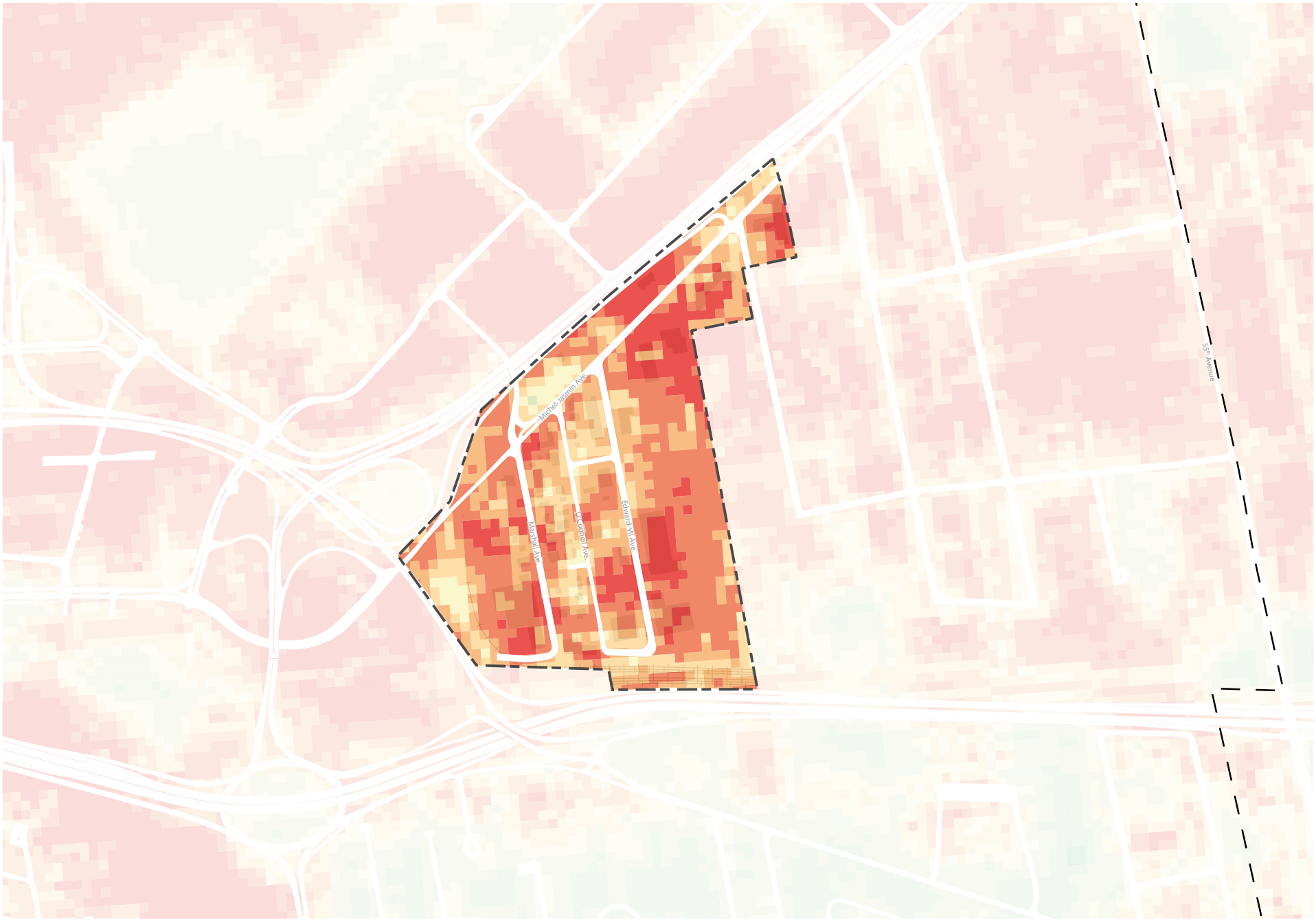
Another critical issue is stormwater management. With mostly impermeable surfaces, rainwater runoff is difficult to manage, which can lead to local flooding and overload drainage systems. This situation is exacerbated by the increase in extreme weather events linked to climate change.

The high surface temperatures generated by these heat islands have adverse impacts on human health, increasing the risk of health problems such as heatstroke and respiratory issues. They also have negative effects on the local environment, such as the deterioration of urban biodiversity and the degradation of surrounding ecosystems. As a result, the sector has low resilience to climate change, making it more vulnerable to heatwaves, extreme precipitation, and other related environmental consequences.

Low Green Cover

The virtual absence of tree canopy is a major challenge for the sector. Map 11 shows very limited green cover, with most trees planted by the City on its public land, with no significant contribution from private or industrial properties. This lack of vegetation exacerbates the effects of heat islands by limiting natural cooling capacity and reducing air quality.

However, the proximity of the airport raises considerations in terms of greening. The distance from the runways and airport movement areas makes the sector a low-level wildlife hazard zone. Guidelines associated with this level of risk should be followed to ensure that any planting reduces the potential for food, nesting, and shelter for birds for safety reasons.



Dorval City Limit

SPP Sector Limit

Urban Heat Island Intensity Index 2020-2022 :

Cooler — Warmer

0 1 2 km

Map 10. Heat and Cool Islands

Map 11. Canopy and Hydrography

2.7 Lots with Potential for Redevelopment

Vacancy and Underutilization of Space

The sector includes several properties with strong redevelopment potential. In addition to a vacant lot covering an area of 2,312 m² strategically located on Michel-Jasmin Avenue, many properties are characterized by underutilization of space. Their low land use is often due to the type of activity carried out on these sites (e.g., parking or warehouse space) or a low building footprint of less than 20%. These conditions suggest that land use is not intensive enough given the potential of the land. In addition, these sites are generally characterized by a significant gap between the land value and the value of the buildings, which enhances their appeal for potential redevelopment projects.

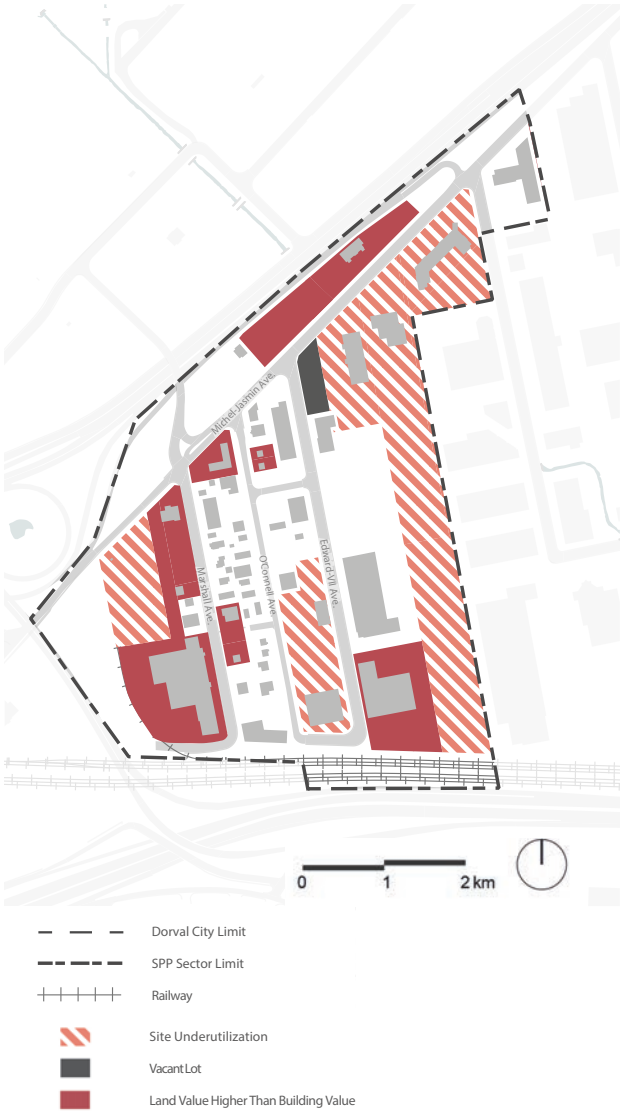
Land and Building Value Gaps

The map on this page highlights sites where the value of the land exceeds that of the buildings. This indicator provides an overview of land likely to be targeted by developers due to its redevelopment potential. Although the factory located at the southwestern end meets this criterion, the site's contamination, combined with its strategic location near the rail network, severely limits the possibilities for relocation and, as a result, the likelihood of a redevelopment project being considered there remains low.

Residential Buildings

However, analyzing the redevelopment potential of residential buildings requires a more cautious approach. Given that residential use is not in line with the land use guidelines recommended by the Agglomération de Montréal, these properties could be targeted for redevelopment. It would therefore be essential to consider the possibility of relocating residents to more suitable housing, while ensuring they have access to an appropriate living environment.

The purpose of the illustration here is to provide an overview of the redevelopment potential of the entire sector. The properties shown here could benefit from increased value and tax productivity through transformation or reconstruction.



Map 12. Redevelopment Potential

2.8 Natural and Anthropogenic Constraints

Proximity to Bouchard Creek

The Bouchard Creek runs through the territory and has been canalized in the SPP sector. This canalization highlights the need to improve stormwater management to prevent flooding and ensure proper drainage.

Noise Level Management

The noise level in the area is high due to the proximity of the airport, the highway network, and trucking activities. Perceived Noise Level (PNL) projection curves directly influence the construction standards for buildings that can be erected in the area.

Mobility Barriers

Physical barriers created by highways and railways further complicate travel and access to different parts of the sector, limiting opportunities for interconnection between activities.

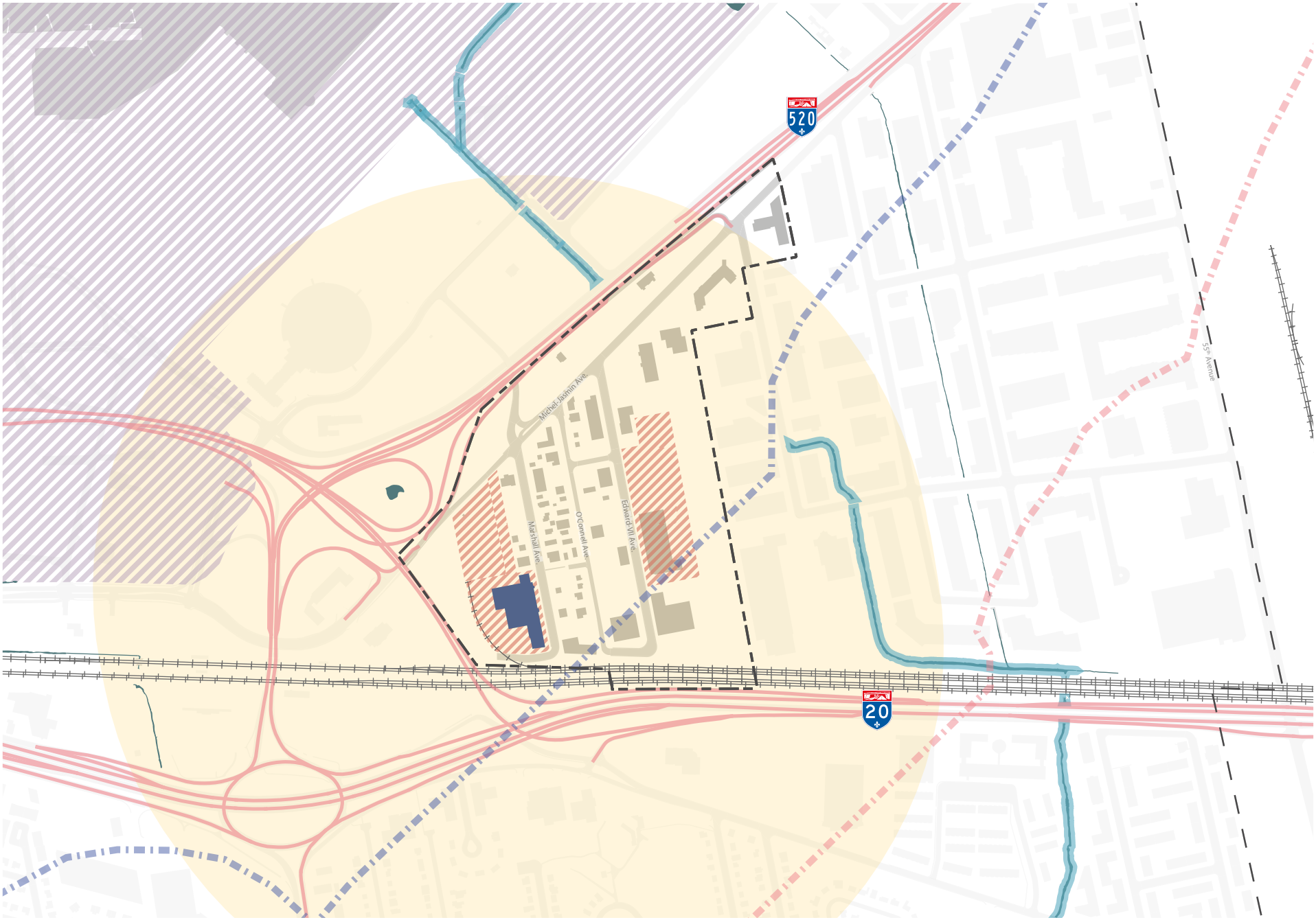
Contaminated Lots

The sector includes several sites identified in the *Répertoire des terrains contaminés* (Contaminated Sites Registry) established by the Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs (MELCCFP). The level of soil contamination is considered acceptable for the current use of these sites, but must be taken into account in the event of a change in use. The types of activities that may be authorized are therefore limited, making it essential to consider the need for decontamination to ensure sustainable development that complies with environmental standards.

High-risk Business

The sector houses a high-risk company that requires emergency planning within an impact radius of 650 m.

All constraints are illustrated on map 13 on the following page.



Map 13. Natural and Anthropogenic Constraints

2.9 Strengths, Weaknesses, Constraints, and Opportunities

Strengths

- The connection to major transport networks is attractive to businesses, particularly in the transport and logistics sectors.
- The sector is part of an existing economic hub, with an airport and an industrial park that play a key role in the local economy.
- Proximity to public and active transportation infrastructure, redevelopment of the intermodal station, and extension of cycle paths in neighbouring areas.
- The presence of existing industrial niches is set to become even more sought after.

Weaknesses

- The cohabitation of residential and community uses with industrial and commercial uses is challenging.
- The fragmented urban fabric within the sector and infrastructure that is poorly suited to active mobility are obstacles to this type of travel.
- High traffic volumes on the road network around the sector cause noise pollution and impact air quality.
- The large area of paved surfaces in the sector causes problems with stormwater management and increases surface temperatures, creating an environment with little resilience to climate change.
- The aging and heterogeneous built environment hinder the attractiveness and harmonious integration of new construction. Many lots are small, which makes it impossible to accommodate modern industries requiring substantial surface areas.

Constraints

- Highway and rail infrastructure isolate the sector from the rest of the city, particularly from residential areas, services located to the south, and train stations.
- The presence of a high-risk business has an impact on the type of facilities that can be located nearby.
- Greening must be regulated near the airport due to wildlife risks, reducing opportunities for environmental improvement.
- The impacts created by the presence of certain businesses, particularly on air quality, noise, and traffic, limit the establishment of certain uses, including housing.

Opportunities

- Several lots offer opportunities for new industrial or commercial projects that could increase the sector's tax productivity;
- The proximity of the airport and highway infrastructure provides an opportunity for the establishment of companies specializing in niches notably related to logistics and the airport sector;
- The authorized trucking network represents an opportunity for new businesses to set up in the sector.
- Projects to improve public and active transportation infrastructure present opportunities to reduce car dependency.
- The expected growth in the number of visitors at the airport could increase demand for accommodation facilities.

2.10 Issues

Although strategically located near major infrastructure such as the Montréal airport and Highways 20 and 520, the SPP sector faces several constraints that hinder its growth. The physical barrier formed by Highway 20 is a major obstacle to accessing businesses and services located south of the sector. The traffic lanes, designed primarily for cars, have numerous interruptions that complicate travel. Pedestrians and cyclists are often in danger, while access to public transportation is difficult, perpetuating car dependency. This situation is particularly concerning for temporary residents of the Ullivik Health Center, who must navigate an unsafe environment to access essential services.

The area is characterized by a difficult cohabitation of various uses, including industrial, commercial, and residential, which creates conflicts of interest and safety concerns. Noise and air pollution from road infrastructure and the airport add to the unsuitability of this environment for residents, particularly those in vulnerable situations.

The aging infrastructure, combined with a heterogeneous built environment, creates a perception of stagnation that detracts from the area's attractiveness. Analysis suggests that the most sought-after niches could attract people who do not live near the area. Although the sector has redevelopment potential due to its many vacant lots and underutilized properties, certain challenges remain with regard to the contamination of some lots. The presence of a high-risk business also imposes restrictions.

The sector faces high surface temperatures and low resilience to climate change, exacerbated by an almost non-existent green cover. The predominance of mineral surfaces such as asphalt contributes to the formation of heat islands, increasing the risk of health problems, particularly respiratory issues. In addition, stormwater management is inadequate, leading to potential flooding and overloading drainage systems, especially during extreme weather events.

03.

Vision and Guidelines

3.1 Vision Statement

In 2040, the sector is…

a business hub open to the world and its community.

A sustainable business hub, the sector has become a unique area of opportunity, both open to the world and welcoming to the communities it serves. It combines businesses that complement the airport, organizations deeply rooted in the Dorval community, and a range of accommodation and commercial offerings that support its various functions. The sector attracts the businesses of tomorrow in an environment conducive to innovation, featuring meeting and exchange spaces that stimulate ideas and partnerships. This business hub is intended to showcase economic activities related to promising niches that take advantage of its location. For example, the presence of complementary businesses and the improvement of accommodation options to welcome airport customers strengthen the synergy between the various economic activities.

evolving towards economic, social, and environmental resilience.

Designed to meet environmental challenges, the sector is a business hub that incorporates high standards of sustainable design and relies on clean technologies. Its buildings, characterized by their refined architecture, blend harmoniously into an environment designed to reduce the carbon footprint. The design and architecture provide solutions to environmental issues and are designed to reduce pressure on municipal infrastructure, as well as to transform the image of the sector into that of an attractive business hub. The layout and functions make it a gathering place conducive to professional exchanges and encourage business and social ties that increase overall dynamism.

a hub connected to the adjacent industrial park and other neighbourhoods in Dorval.

Sustainable connectivity between the sector, its adjacent neighbourhoods, and workers' residences is central to its planning. Among the alternatives to cars that are offered, new and safe pedestrian and bicycle networks facilitate and encourage active and public transportation for all users of the sector, strengthening its connection with adjacent sectors. New pathways are being developed within the business hub, offering convenient routes to users. As a result, the sector is becoming more accessible, offering simplified mobility that promotes individual health.

3.2 Guidelines and Objectives

GUIDELINE 1

Make the sector a business hub that is open to the world and its community

1.1 Attract complementary and diversified businesses in promising niches

1.2 Strengthen the role of Michel-Jasmin Avenue as the gateway to this business hub and a structuring axis for local and regional activities

1.3 Create a new central public space that brings together workers and visitors

GUIDELINE 2

Move the sector towards economic, social, and environmental resilience

2.1 Adopt high standards of sustainable design for buildings and outdoor spaces

2.2 Promote thoughtful architecture and design that redefine the sector's image, transforming it into an attractive business hub

2.3 Implement landscaping strategies that have a positive ecological impact

GUIDELINE 3

Make the sector a hub connected to the adjacent industrial park and other neighbourhoods in Dorval

3.1 Increase the use of public and active transportation by workers in the sector

3.2 Connect the sector to public transportation infrastructure

KEY ACTIONS*

- Focus accommodation and commerce on Michel-Jasmin Avenue;
- Require redevelopment projects to comply with the current SPP development plan;
- Encourage land consolidation to allow for a variety of uses;
- Acquire land for the development of a central public space.

- Revise land use and development standards, namely, to add a greening percentage to the Zoning By-law;
- Add criteria to the SPAIP by-law to promote shared driveways and parking spaces and encourage indoor storage;
- Redevelop certain streets and public spaces to increase vegetation and canopy cover as well as to integrate on-site water management.

- Develop a new street connecting the sector with the main industrial park and promoting active mobility;
- Redevelop Michel-Jasmin Avenue to include bike lanes;
- Redevelop O'Connell Avenue with sidewalks and planting pits;
- Redesign unsafe intersections; Require the development of active mobility pathways in new projects.

* All measures are presented in the action plan in section 5.

3.3 Spatial Organization Concept

Map 14. Spatial Organization Concept Plan

3.4 Development Intentions

1. Create a signature entrance for the business hub, featuring an illuminated work of art;
2. Redevelop Michel-Jasmin Avenue into an urban boulevard with a two-way cycling path protected by a green median;
3. Redesign the existing park to include a bioretention basin, street furniture, artwork, flower fields, and microforests;
4. Create pedestrian pathways within the lots to ensure safe active mobility between buildings;
5. Plant vegetation in parking lots to reduce heat islands;
6. Provide for the possibility of installing greenhouses that can be used in all seasons for new buildings;
7. Provide for the possibility of fitting green roofs to new buildings;
8. Create a traffic-calmed street with extensive greenery, distinctive street furniture, and functional and atmospheric lighting;
9. Create a park in the heart of the neighbourhood;
10. Create new streets to improve traffic flow in the area and connections to the adjacent industrial sector;
11. Create a new north-south street to generate new development potential;
12. Green the perimeter of existing lots with vegetated swales and more canopy cover;
13. Redesign existing streets with sidewalks on both sides of the roadway, vegetated tree pits, new canopy cover, and street furniture;
14. In the long term, continue the pedestrian connection to the area where the existing hotel is located.

Map 15. Conceptual Development Intentions Plan

04.

Development Principles and Benchmarks

4.1 Development Principles and Benchmarks

4.1.1. QUALITY OF THE URBAN LANDSCAPE

General Benchmarks

Enhance infrastructure through architectural and functional lighting of buildings and public spaces.
Create inclusive, inviting, high-quality public spaces.
Encourage compact development to maximize land use.
Reduce front and secondary front setbacks to frame the street.
Improve tree planting and greening of spaces by favouring a diversity of species selected to strengthen the resilience of the environment.
Integrate local shops and services on the ground floor of buildings located on Michel-Jasmin Avenue and around the central square.
Develop the interface between private and public domains.
Create visual openings to iconic landscapes and highlight urban landmarks.
Integrate attractive display and signage that is universally understandable and contributes to the local identity.
Integrate measures to mitigate nuisances from industrial uses (e.g., embankments, canopies, etc.).
Reduce the visual and ecological impact of parking areas.
Integrate architectural treatment of facades that reflects and highlights the industrial use of the building.

Healthy environment designed to stimulate creativity, efficiency, and interaction

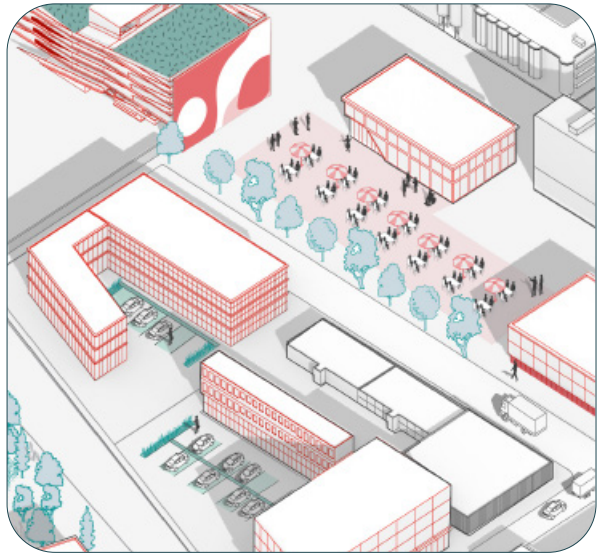
Park 20/20, Hoofddorp, Netherlands

Source : https://mcdonoughpartners.com/projects/park-2020-master-plan/

Highlighting an industrial use

Énergir Power Plant, Montréal

Source : Cahiers des bonnes pratiques pour la qualité en design et en architecture



Space Activation and Facade Enhancement

Source : Cahiers des bonnes pratiques pour la qualité en design et en architecture

4.1.2. ECONOMIC AND ENVIRONMENTAL PERFORMANCE

General Benchmarks

Encourage vertical and horizontal diversity of uses.
Optimize and densify land use to accommodate complementary uses and economic activities that will revitalize the sector.
Promote the integration of complementary uses within buildings that meet the needs of users.
Promote land consolidation to accommodate a diversity of uses.
Prioritize land decontamination through phytoremediation techniques or the use of technological innovations.
Use rooftops for new functions (e.g., greening, solar panels, community spaces, urban greenhouses).
Develop eco-friendly parking areas (e.g., vegetation, permeable pavement) located in backyards and side yards.
Incorporate a minimum proportion of green space and develop outdoor areas that contribute to biodiversity, stormwater drainage, and reduced pressure on infrastructure, as well as increased canopy cover and comfort for business hub users.
Implement integrated water management for water recovery, treatment, and reuse on site.
Take advantage of local climatic conditions and the planting of vegetation to maximize the energy efficiency of buildings.
Promote sustainable energy systems and encourage renewable energy sharing.
Encourage infrastructure and equipment sharing, such as loading docks, shared parking, etc.
Promote the use of recycled and sustainable materials.

Landmark and Hub for Creative Industry Players

Île de Nantes, France

Source : https://www.iledenantes.com/operations/eureka/

Bioclimatic Principles of Architectural Design

Centre de transport Bellechasse, Montréal

Source : https://www.canadianarchitect.com/bellechasse-transport-centre/

Landscaping of Open Spaces

Environmental Protection Agency, Denver, États-Unis

Source : https://www.epa.gov/heatislands/using-green-roofs-reduce-heat-islands?

4.1.3. SUSTAINABLE MOBILITY

General Benchmarks

Create permeability in urban blocks to promote mobility and reduce active commuting distances.
Redesign streets and intersections to ensure safe coexistence between pedestrians, cyclists, motorists, and heavy vehicles.
Complete the road network to improve the connectivity of transportation networks.
Design spaces adapted to pedestrians and cyclists that encourage physical activity.
Promote universally accessible facilities.
Develop infrastructure and equipment related to business operations in order to eliminate conflicts with active transportation infrastructure.
Integrate a sustainable mobility hub offering alternative means of transportation to users.
Integrate preferential measures to support active and public transportation.
Revise the maximum width of driveways to reduce the risk of conflicts with pedestrians.

Pedestrian and Cycling Connections

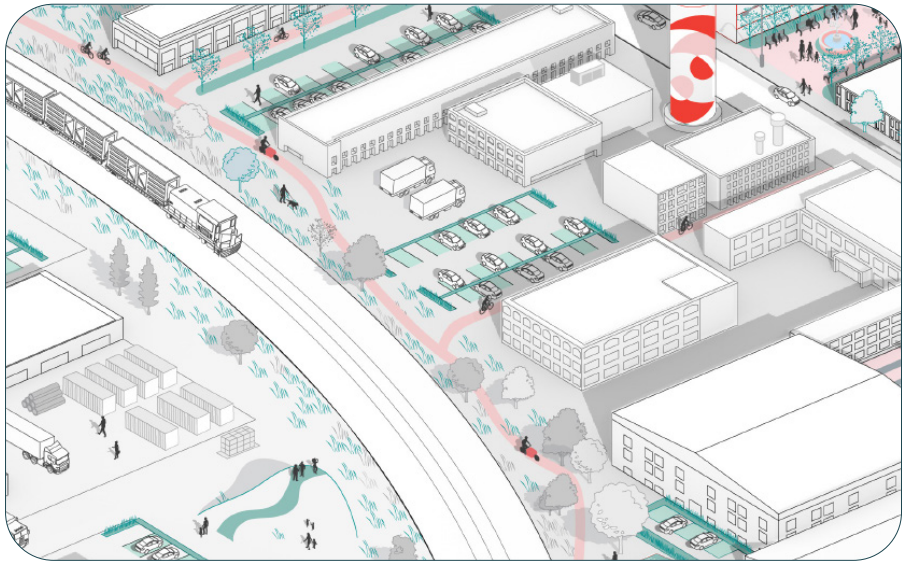
Technopôle Angus, Montréal

Source : https://carrefour.vivreenville.org/publication/projet-angus

Sustainable Mobility Hub

Pôle Masson, Montréal

Source : Agence de mobilité durable de Montréal



Safe Cohabitation Between Industrial Activities and Transportation Modes

Source : Cahiers des bonnes pratiques pour la qualité en design et en architecture

4.2 Traffic Strategy

The Michel-Jasmin sector, located within a strategic traffic node, features a traffic strategy aimed at improving traffic flow, ensuring connectivity between the sector and adjacent sectors as well as public transportation infrastructure, while improving travel safety for all.

Main interventions:

- **Michel-Jasmin Avenue:** Reconfiguration and narrowing of traffic lanes while maintaining smooth traffic flow for heavy vehicles, creation of a protected cycling path connected to the entire network, and integration of planting pits, vegetated swales, and street furniture.
- **New north-south street:** Development of a new street running through the sector, providing a connection to the adjacent industrial sector via Guthrie Avenue, in addition to generating new development opportunities;
- **New east-west streets:** Development of two new streets to improve traffic flow in the business hub
- **Pedestrian pathways:** Development of pedestrian pathways to ensure safe travel outside the area, particularly to public transportation infrastructure, and to facilitate access to public spaces.
- **Redesign of existing streets:** Addition of sidewalks and green spaces, introduction of a one-way street on O'Connell and Edward-VII avenues to optimize the space available for active transportation and greenery.

Map 16. Planned Roadways Layout

REDEVELOPMENT OF MICHEL-JASMIN AVENUE

Position Michel-Jasmin Avenue as a showcase for the business hub and make it a secure connection to other parts of the territory.

- Reduction of traffic lanes width to 4 m;
- Creation of a protected two-way cycling path connected to the planned cycling network;
- Redesign of intersections with raised features and road markings;
- Widening of sidewalks and addition of street furniture to improve safety and user-friendliness for pedestrians;
- Planting of trees and creation of vegetated swales to ensure natural stormwater management through infiltration and to reduce the heat island effect.

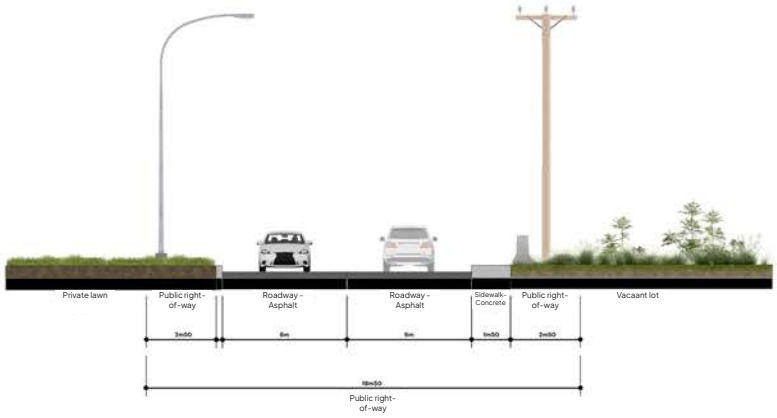


Illustration 3. Current Layout of Michel-Jasmin Avenue

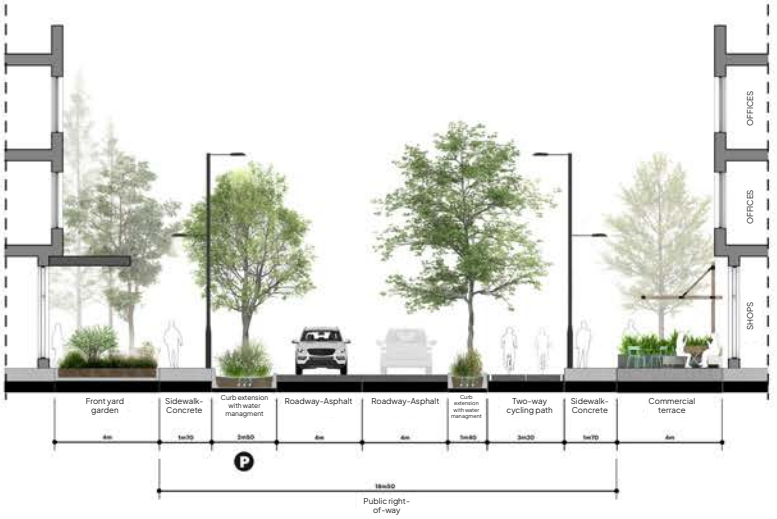


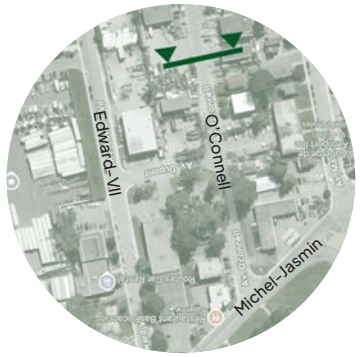
Illustration 4. Proposed Layout of Michel-Jasmin Avenue

REDESIGN OF EXISTING STREETS

Secure traffic routes within the business hub and increase vegetation cover.

- Reconfiguration of O'Connell and Edward-VII avenues to create one-way streets;
- Addition of sidewalks on O'Connell Avenue;
- Planting of trees and vegetation on public land.

The creation of one-way streets on a public right-of-way approximately 20 m wide will optimize the available space and improve the quality of the public domain. This redevelopment is designed to widen sidewalks, incorporate planting pits capable of accommodating large trees, and implement sustainable stormwater management measures, such as vegetated swales. This configuration also allows for the maintenance of on-street parking spaces, while improving the comfort and resilience of the development.



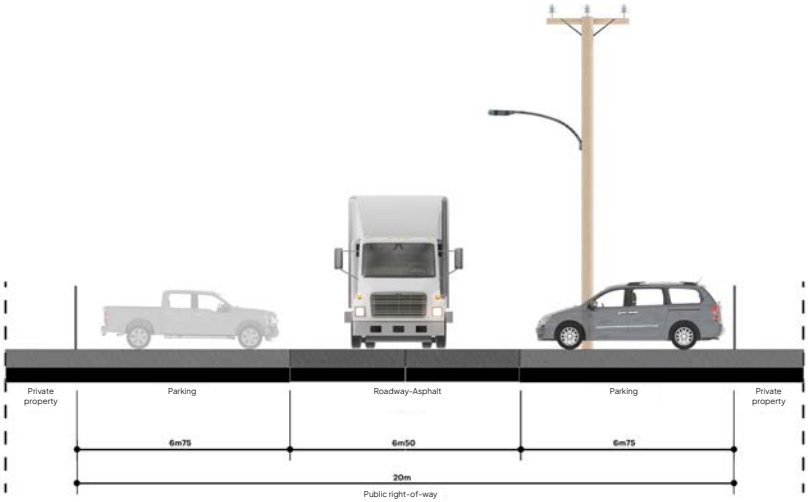


Illustration 5. Current Layout of O'Connell Avenue

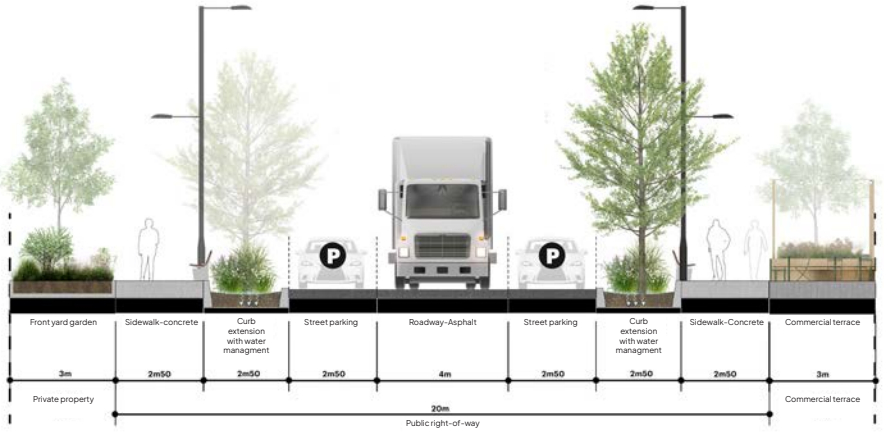


Illustration 6. Proposed Layout of O'Connell Avenue

DEVELOPMENT OF NEW STREETS

Create a permeable street network and new development opportunities.

- Acquisition of land spanning the north and south sectors, east of Edward-VII Avenue, to create a new roadway:
  - Development of a two-way street and a protected two-way cycling path;
  - Integration of planting pits and vegetated swales on public land.
- Acquisition of land to develop a new roadway crossing the sector from east to west:
  - Development of a two-way traffic-calmed street;
  - Integration of planting pits and vegetated swales on public land.

Illustration 7. Planned Layout of the New North-South Street

4.3 Types of Planned Buildings

Mixed Redevelopment

Campina Factory, Eindhoven (Netherlands)

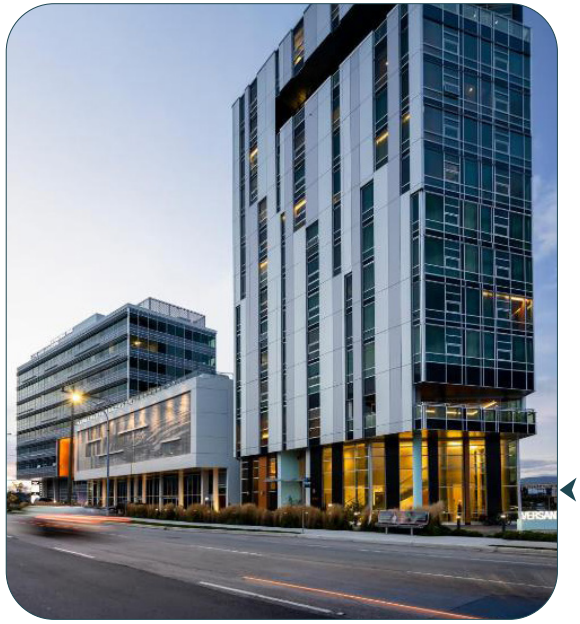
Source: MEI Architects

Office Building

AbCellera Office Building, Vancouver (Canada)
Source : phoenixglassinc.com

Zero-carbon Building

Bloc 3 of Technopôle Angus, Ville de Montréal (Quebec)
Source : Société de développement Angus



Hotel

Versante Hotel, Richmond (Canada)
Source : www.versantehotel.com

Industrial Building

Molson Coors Distribution Centre, Longueuil

Source : https://gkc.ca/portfolio/molson-coors-longueuil-distribution-centre/

Industrial and Office Building

Loyal Express Group Head Office, Dorval

Source: https://groupeloyalexpress.com/fr/locations/groupe-loyal-express-entreprise-de-transport-leader-au-quebec/

4.4 Open Spaces Design

Urban Park

Nominated design for a future urban park in Toronto (former rail site), Toronto
Source : www.canadianarchitect.com

Eco-friendly Parking

Trois-Rivières
Source : www.lenouvelliste.ca

Landscaping on Private Property

Drummondville
Source : ladouceurpaysagiste.com

Building Alignment

New York, United States of America
Source: https://www.archdaily.com/992178/hudson-square-streetscape-master-plan-mnla
© Elizabeth Fellicella

4.5 Street Furniture, Materials, and Vegetation Directory

STREET FURNITURE

Picnic Table

La Tablée, model 108 by M 3Béton

Source : designmontreal.com

Bench

EP 1900 — PROMENADE bench on rails with backrest by Equiparc

Source: equiparc.com

Waste Disposal Bin

EP 3560-T — URBANITI triple waste disposal bin by Equiparc

Source : equiparc.com

Bike Stand

EP 5990 — ESPLANADE bike stand, 2 spaces by Equiparc

Source : equiparc.com

VEGETATION

Street Trees

Selection of trees and shrubs native to Quebec, resistant to de-icing salts and highly resilient in urban conditions.

3 a

Common Hackberry (Celtis occidentalis)

Preferred species for street sides without power lines

Source: https://arbres.hydroquebec.com/fiche-arbre-arbuste/4552

4 b

Field Maple (Acer campestre)

Preferred species near power lines

Source : https://arbres.hydroquebec.com/fiche-arbre-arbuste/4713

4 b

Kentucky coffeetree (Gymnocladus dioicus)

Preferred species for street sides without power lines

Source : https://arbres.hydroquebec.com/fiche-arbre-arbuste/4622

4a

Canada plum (Prunus nigra)

Preferred species near power lines

Source: https://www.couleursbois.com/techniques/les-bois/1760-prunier

PLANTATIONS

Shrubs and herbaceous plants planted on public property

Selection of trees and shrubs native to Quebec that are highly resilient in urban conditions.

6

Panicled Aster (Symphyotrichum lanceolatum)

Source : https://www.gardenia.net/plant/symphyotrichum-lanceolatum

6

Switchgrass (Panicum virgatum)

Source: https://www.gerbeaud.com/jardin/fiches/panicum,1759.html

6

Purple-flowered Raspberry (Rubus odoratus)

Source : arbres.hydroquebec.com

6

Rugosa Rose (Rosa rugosa)

Source : horticulturelatremouille.com

3 b

Common Milkweed (Asclepias syriaca)

Source : https://espacepourlavie.ca/carnet-horticole/asclepiade-commune

05.

Implementation

5.1 Regulatory Strategy

In accordance with the *Loi sur l'aménagement et l'urbanisme* (Land Use Planning and Development Act), the urban planning by-laws applicable to the intervention sector will have to be revised to ensure their compliance with the vision and development guidelines of this SPP. This subsection sets out the intentions behind the regulatory changes planned for this sector.

The regulatory strategy stems directly from the guidelines, principles, and development benchmarks presented in Section 4. These benchmarks will be translated into concrete standards and criteria to frame the sector's development and guide the emergence of a business hub in line with the SPP's vision.

In addition, the strategy aims to relax certain regulatory rules to encourage innovation and attract promising projects in this transforming sector. Being entirely subject to the regulations on site planning and architectural integration programs (SPAIP), the sector will nevertheless be largely governed by specific qualitative criteria, adapted to the desired development vision.

Amendment to the Master Plan

The addition of this SPP requires an amendment to the current Master Plan in order to incorporate its content.

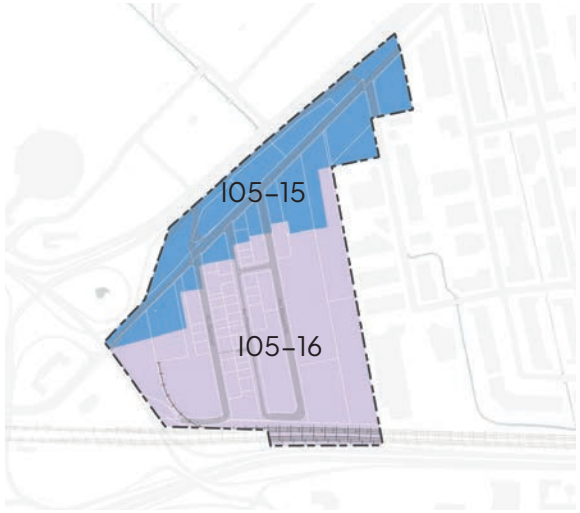
Amendment to Zoning by-law

The amendment to the Zoning By-law RCM-60A-2015 aims to modify certain provisions of Chapter 9 entitled "Provisions Pertaining to Zones of the Expressway Business Park (D) Group and Industrial Park (I) Group"

1. Review permitted uses in the intervention sector in order to attract a variety of economic activities that could become established and contribute to the dynamism of the business hub.
    - Authorize the following classes of use and uses:
        - D1–10 Professional, technical or business services
        - 5891 Establishment where meals are prepared (caterers, canteens)
        - 636 Research centre (except testing centres)
        - 6995 Laboratory services
        - 6261 Pet boarding services (except breeding kennels)
        - 8198 Commercial rooftop greenhouse
    - Prohibit the following uses and classes of uses:
        - Class of uses I1–09 Commercial parking
        - Class of uses I1–08 Wholesale
        - Class of uses I1–04 Semi-industrial businesses
        - Class of uses I1–01 Retail sales and services of vehicles and related accessories
2. Add specific standards for certain particular uses, for example, for the construction of a commercial greenhouse.
3. Revise standards relating to land development in the SPP sector.
    - Prohibit parking in front yards;
    - Require charging stations for electric vehicles;
    - Require a minimal greening percentage of 25% on lots and provide for a compensation ratio for green roofs while ensuring a 10% percentage of green surface area on the ground;
    - Increase the canopy percentage by requiring a minimal number of medium to large trees per lot.

Amendment to Appendix A of the Zoning By-law (Zoning Plan)

Modify the boundaries of the current zones I05–14, I05–15, I05–16, and C05–13 to create two zones in the SPP sector, as shown on Map 17.



Map 17. New Zones on Zoning Plan

Zone combining a variety of office, retail, service, and accommodation uses which contribute to the creation of a mixed-use business hub.

Zone combining industrial, para-industrial, commercial, and service uses which support the dynamism of the employment hub.

Amendment to Appendix B of the Zoning By-law (Schedules of Uses and Standards)

Modify the schedules of uses and standards for zones I05–14, I05–15, I05–16, and C05–13 to create two schedules that correspond to the two new zones in the SPP sector and make the following adjustments.

- Modify permitted uses in accordance with SPP guidelines;
- Authorize detached, semi-detached, and attached building structures;
- Reduce the front setback to 3 m;
- Reduce the side setbacks to 2.1 m and 3.95 m;
- Add a maximum building height of 8 storeys along Michel-Jasmin Avenue and 4 storeys for the remainder of the sector;
- Add a minimum floor area ratio standard of 0.3;
- Remove the maximum floor area ratio standard;
- Remove the minimum lot width standard;
- Remove the minimum lot area standard.

Amendment to the Site Planning and Architectural Integration Program (SPAIP) By-law

The amendment to Section 7 of Chapter 4 of By-law RCM-601-2024 on Site Planning and Architectural Integration Program concerning the SPP sector aims to improve certain criteria by making the following adjustments.

- Change the title of Section 1 to “New Construction and Subdivision” to ensure that cadastral operation projects are subject to the regulations;
- Add a criterion indicating that the street grid, active pathways, parks, and green spaces must comply with the guidelines set out in the Michel-Jasmin sector SPP;
- Add a criterion relating to outdoor amenities to encourage the sharing of equipment, driveways, parking, and outdoor storage;
- Add a criterion to encourage indoor storage.

5.2 Programs

Property Acquisition Program

This Special Planning Program applies to the Michel-Jasmin sector, a central sector of Dorval. It serves as a program for acquiring properties in the designated sector. Under this program, the City may acquire any property located in this area in order to sell or lease it for the purposes described in this document. It may also hold and administer these properties and carry out any development, restoration, demolition, or clearance work required on them. The City of Dorval may implement this program following the entry into force of the SPP and the urban planning by-laws consistent with this program.

Revitalization Program

This SPP allows the City to offer incentives and/or tax credits for work carried out in accordance with a revitalization program. The City of Dorval may establish categories of eligible properties and work and combine them. To this end, this SPP proposes to maintain, enhance, or implement the following financial assistance programs.

- For the start-up of businesses and services;
- For the redevelopment of certain undervalued spaces;
- For the decontamination of spaces with redevelopment potential;
- For support for initiatives promoting active mobility;
- Etc.

5.3 Interventions on Public Property

The implementation of this SPP is reflected in structural development projects in public spaces.

Redevelopment of Michel-Jasmin Avenue

Position Michel-Jasmin Avenue as a showcase for the business hub and make it a secure connection to other parts of the territory.

- Reconfiguration of traffic lanes, including the addition of a cycling path, and intersection safety improvements;
- Increased canopy cover and planting to promote natural stormwater management and reduce the heat island effect.

Development of a Central Park

Create a unifying public space for local workers and increase the redevelopment potential of nearby land.

- Development of a central public space following the acquisition of land by the City;
- Development in accordance with universal accessibility principles and providing sufficient width for maintenance and snow removal equipment;
- Integration of furniture designed to provide sufficient seating, shaded areas, and lighting that is both functional and atmospheric.

Development of New Streets

Improve and secure travel within the sector and increase the sector's redevelopment potential.

- Development of new streets following the acquisition of land by the City to create a connection between Dupont, Guthrie, and Michel-Jasmin avenues;
- Promote redevelopment of land on both sides of the new roads.

Redesign of Existing Streets

Secure traffic routes within the Michel-Jasmin sector and increase vegetation cover.

- Reconfiguration of O'Connell and Edward-VII avenues to create one-way streets;
- Addition of sidewalks on O'Connell Avenue;
- Planting of trees and vegetation on public land.

Redevelopment of the Existing Park Along Michel-Jasmin Avenue

Redesign the existing park to make it a friendly and lively place, creating a buffer zone with the highway.

- Modify the topography and favour naturalized landscaping providing benefits for water management;
- Preserve existing trees and plant additional large-canopy trees;
- Create spaces for users to meet and relax.

Réaménagement de l'avenue Michel-Jasmin

Proposition conceptuelle
Lignes directrices pour le secteur

Légende :

1. **Create lively ground floors with large glass openings;**
2. **Create open spaces in front of ground floors for commercial terraces;**
3. **Secure intersections with appropriate markings for truck traffic;**
4. **Prioritize wider sidewalks to add green corridors with vegetated swales;**
5. **Preserve existing mature trees as much as possible;**
6. **Where possible, add bioretention basins to new parks or green spaces;**
7. **Include mounds in green spaces to counter wind corridors;**
8. **Prioritize conifer species suited to the area to counter wind corridors;**
9. **Prioritize low-maintenance flower meadows in parks and green spaces;**
10. **Provide nature trails in green spaces;**
11. **Prioritize safe cycling paths with vegetated medians;**
12. **Provide accessible green roofs on new buildings;**
13. **Encourage the creation of recessed forecourts at the entrances to new buildings;**
14. **Make intersections safer with vegetated overhangs and raised roadways;**
15. **Demineralize existing parking lots by adding a canopy and planting pits;**
16. **Plan to conceal technical equipment in new buildings by integrating it harmoniously into the architecture;**
17. **Provide for the possibility of installing solar panels on the roofs of industrial buildings;**
18. **Favour one-way streets with parking spaces, planting pits and widened sidewalks;**
19. **Provide for the possibility of installing production greenhouses on the roofs of certain new industrial buildings.**

Illustration 8. Concept Proposal for Michel-Jasmin Avenue

The proposal illustrates the possibilities for redevelopment following interventions on public property and the implementation of regulatory changes, particularly in terms of desired uses and density.

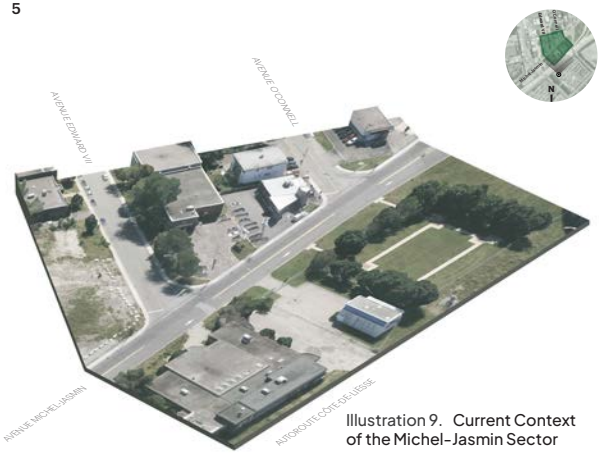


Illustration 9. Current Context of the Michel-Jasmin Sector

Development of a New North-South Street

Illustration 10. New Street Ambience and Redevelopment Opportunities

Development of a Central Park

Illustration 11. New Central Park Ambience

5.4 Action Plan

The actions to be undertaken by the City of Dorval to achieve its vision for the sector include implementing the regulatory strategy, creating partnerships, conducting studies and implementing programs to stimulate the sector's transformation, as well as undertaking several public interventions.

How to Read the Action Plan

To effectively structure the planned actions, they have been grouped by guideline. The implementation sequence is illustrated at the bottom of the page.

	Action	Timeline
1	Action	0–5 years
...	...	...
...	...	...

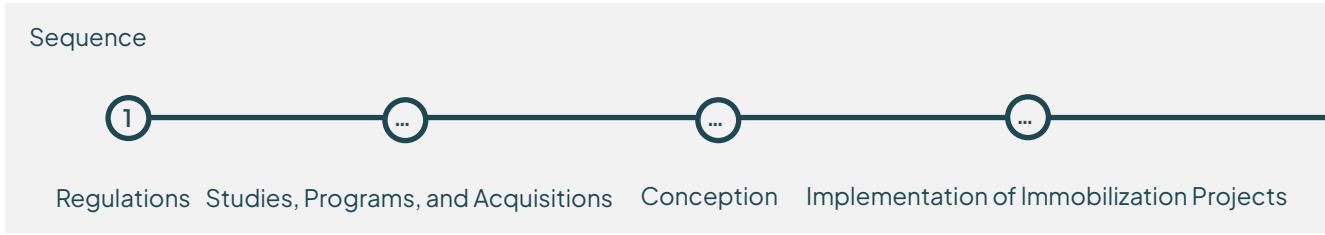


Illustration 12. Action Plan Overview

GUIDELINE 1

MAKE THE SECTOR A BUSINESS HUB THAT IS OPEN TO THE WORLD AND ITS COMMUNITY

	Action	Timeline
1.1 Attract complementary and diversified businesses in promising niches		
1	Amend the Zoning By-law to adjust permitted uses and thereby promote a diversity of uses consistent with the vision for the sector.	0–5 years
2	Amend the Zoning By-law to allow for mixed-use development by integrating complementary uses and authorizing commercial ground floors.	0–5 years
3	Amend the SPAIP by-law to add a criterion to ensure that the street grid, active pathways, parks, and green spaces comply with the SPP guidelines.	0–5 years
4	Acquire strategic properties to secure land ownership and launch targeted tenders for projects.	5–10 years
1.2 Strengthen the role of Michel-Jasmin Avenue as the gateway to this business hub and a structuring axis for local and regional activities		
5	Launch a competition for the integration of a work of art on municipal land, marking the entrance to the business hub in a distinctive way.	5–10 years
6	Amend the Zoning By-law to encourage the establishment of businesses and services along Michel-Jasmin Avenue and near the central park, while ensuring that their location contributes to a more attractive streetscape.	0–5 years
7	Design plans and specifications for the redevelopment of Michel-Jasmin Avenue according to the configuration outlined in section 5.3.	0–5 years
8	Redevelop Michel-Jasmin Avenue, including active transportation networks, landscaping, lighting, and street furniture.	5–10 years

Sequence

1 2 3 6 — 4 5 — 7 — 8

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GUIDELINE 1 (CONTINUED)

MAKE THE SECTOR A BUSINESS HUB THAT IS OPEN TO THE WORLD AND ITS COMMUNITY

Action	Timeline
1.3 Create a new central public space that brings together workers and visitors	
9 Acquire central land to develop an urban park, as outlined in section 5.3.	5–10 years
10 Create a temporary installation in the park during the planning phase.	5–10 years
11 Design a permanent public space, accessible year-round, incorporating shaded areas and wind shelters.	5–10 years

Sequence

GUIDELINE 2

MOVE THE SECTOR TOWARDS ECONOMIC, SOCIAL, AND ENVIRONMENTAL RESILIENCE

Action	Timeline
2.1 Adopt high standards of sustainable design for buildings and outdoor spaces	
12 Integrate universal accessibility principles into the design of public spaces.	0–5 years
13 Amend the SPAIP By-law to promote indoor storage and the development of underground parking spaces.	0–5 years
14 Require mitigation measures to ensure the harmonious cohabitation of uses when evaluating projects.	0–5 years
15 Revise regulatory provisions relating to driveway entrances in order to reduce the risk of conflicts between users.	0–5 years
16 Regulate the transport of goods on site in order to reduce its impact.	0–5 years
2.2 Promote thoughtful architecture and design that redefine the sector's image, transforming it into an attractive business hub	
17 Define a signature brand identity for Michel-Jasmin Avenue.	0–5 years
18 Reduce the nuisance caused by trucking by regulating the location and layout of loading and unloading areas.	0–5 years
19 Foster the development of multifunctional roofs that offer added value from an economic, social, or environmental perspective.	0–5 years
20 Redesign the existing park on Michel-Jasmin Avenue to create a welcoming space featuring a large canopy and an embankment along the highway.	5–10 years

Sequence

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GUIDELINE 2 (CONTINUED)

MOVE THE SECTOR TOWARDS ECONOMIC, SOCIAL, AND ENVIRONMENTAL RESILIENCE

	Action	Timeline
	2.3 Implement landscaping strategies that have a positive ecological impact	
21	Revise development standards to increase greening and optimize stormwater management on private property.	0–5 years
22	Require a reduction in impervious surfaces for new projects by increasing the proportion of green space on sites.	0–5 years
23	Design plans and specifications for the redevelopment of Marshall Avenue in accordance with section 5.3.	5–10 years
24	Redesign Marshall Avenue to incorporate plantings and stormwater management measures.	5–10 years

Sequence

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GUIDELINE 3

MAKE THE SECTOR A HUB CONNECTED TO THE ADJACENT INDUSTRIAL PARK AND OTHER NEIGHBOURHOODS IN DORVAL

	Action	Timeline
3.1 Increase the use of public and active transportation by workers in the sector		
25	Enter into an agreement with BIXI for the installation of a bike-sharing station.	0–5 years
26	Encourage the establishment of easements or agreements between businesses for the sharing of parking spaces.	0–5 years
27	Encourage alternative modes of transportation to single-occupant cars by adding standards and criteria that will enable: • the creation of a sustainable mobility hub with spaces dedicated to carpooling and car sharing; • shared and mutualized parking; • bicycle parking.	Continuously
28	Add a regulatory provision to ensure the installation of charging stations for electric vehicles in new projects.	0–5 years
29	Require active mobility pathways in new projects.	Continuously
30	Design plans and specifications for the redevelopment of O'Connell Avenue in accordance with section 5.3.	0–5 years
31	Redesign O'Connell Avenue to improve safety and encourage active mobility.	0–5 years
32	Design plans and specifications for the redevelopment of Edward-VII Avenue in accordance with section 5.3.	5–10 years
33	Redesign Edward-VII Avenue to improve safety and encourage active mobility.	5–10 years
34	Acquire land to develop new streets and thereby increase development opportunities and connectivity with neighbouring areas, as outlined in section 5.3.	0–5 years
35	Install street furniture in public spaces and along the streets.	0–5 years

GUIDELINE 3 (CONTINUED)

MAKE THE SECTOR A HUB CONNECTED TO THE ADJACENT INDUSTRIAL PARK AND OTHER NEIGHBOURHOODS IN DORVAL

Action	Échéance
3.2 Connect the sector to public transportation infrastructure	
36 Design signage to provide information about the various destinations.	5–10 years
37 Ensure connectivity of active transportation networks to existing and planned networks outside the sector, as well as to public transportation access points.	Continuously

Sequence

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