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(s) William Steinberg
Dr. William Steinberg, Mayor

(s) Pierre Tapp
M[e] Pierre Tapp OMA, Town Clerk

HAMPSTEAD
www.hampstead.qc.ca

PLANNING PROGRAM
2016 – 2030



A WORD FROM THE MAYOR



It is with great pleasure that I present Hampstead's 2016 Planning program. This program establishes our vision in terms of planning for the town. It was developed from a desire to preserve and improve the quality of life of residents while maintaining the core characteristics of the town and all from a sustainable development perspective.

In conjunction with this process a major revision of all our key Urban Planning by-laws (such as Zoning, Construction, Permits & Certificates and Subdivision) was undertaken. This will make it much easier for residents planning renovations, large and small, or new homes to understand the rules. This was necessary because many of our by-laws date back decades. In many cases paragraph after paragraph of legalese have been replaced by simple tables. Inconsistencies between French and English texts were fixed. This added clarity will reduce errors by builders and architects as the rules will be much clearer.

I must thank you our Director General, Richard Sun, our head of Urban Planning, Firoozeh Djavedani, and her staff, as well as, the outside consultants. All worked tirelessly while handling the very considerable daily demands of the department. I also thank my colleagues on council for reviewing all significant changes and making sure that our vision of Hampstead as a beautiful garden city with ample green spaces was preserved in the new Planning Program. That vision has lasted since Hampstead was incorporated just over 100 years ago and we hope it will remain for another 100 years.

Dr. William Steinberg, Mayor

INTRODUCTION

The Planning Program is the municipality's most important planning and urban development document. It outlines the direction to be taken in the field of the physical and spatial organization of the Town. It presents the global planning vision for the territory over the next ten years, the directions to follow as well as the steps to be taken to achieve this vision of the future.

This program, along with the Zoning By-law, Subdivision By-law and the By-law relating to the Site Planning and Architectural Integration Program, among others, sets out a framework for the protection and the redevelopment of neighborhoods, streets, buildings and vacant spaces.

The Planning Program has been prepared in conformity with the *Land Use Planning and Development Act* in regards to its content, and it conforms to the Montreal agglomeration's Master Development Plan which was adopted by the Council of the Agglomeration on January 29, 2015 and came into force on April 1, 2015. A Planning Program must conform to the Master Plan, according to law. As no new Planning Program had been prepared following the demergers, concordance to the new Master Plan was an opportunity for the Town of Hampstead to prepare a new Planning Program of its own.

The Town of Hampstead is almost completely developed. Therefore, this Program will not be a development program as much as it will be a re-development and a maintenance program. Its main function is to manage any changes and protect what we have.

The Program applies to the entire territory and will provide citizens, elected officials and Town staff a precise reference point to guide any interventions on the territory of the Town of Hampstead.

It will also serve as a starting point for the update and the application of local planning instruments, specifically the planning by-laws and their amendments. In addition, the Program will present guidelines and strategies relating to issues that are specific to the Town, its urban location and its social realities.

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A town modelled on Hampstead in London, the famous Garden City…



CHAPTER 1
A Town, its Population and 100 Years of Evolution

History

The deterioration of quality of life in cities resulting from industrialization sparked the creation of the Town of Hampstead. Its founders, a small group of businessmen under the direction of Sir Herbert Holt, an engineer, undertook to create a city where life would be pleasant, where there would be no overpopulation and much less pollution; a city which would be modelled on Hampstead in London, the famous Garden City.

The principle is simple: more land surrounding residences such as public spaces, many trees, green spaces and meandering streets that discourage heavy traffic. Essentially, an oasis of peace and beauty.

History

Sir Herbert Holt was the first president of the Hampstead Land and Construction Company, one of the two enterprises founded to assemble the land necessary for the creation of a city.

The area chosen by the founders in 1914 was a stretch of vacant land almost entirely covered by forest. Access was limited because it was served only by Queen-Mary Road, which was not linked to the public transit system. At that time, there were no public services in the area nor any infrastructures such as sewers, water services, lighting, sidewalks etc. This is why development depended in large part on the availability of funds and a good dose of initiative.

While this initial consortium of eight businessmen launched the project and ensured the start-up financing, it is the second group to whom they sold their shares which, oriented more towards construction and marketing, ensured the development. They obtained from the Legislative Assembly of Quebec a decree making the land that they held a municipality. On February 19, 1914, Bill 59 was adopted and the Town of Hampstead was officially incorporated.

On April 7, 1914, the founding Mayor of the Town, James Baillie, held the first meeting of his Council in the Commerce Building on Saint Alexandre Street. A city was born…

During the First World War, the municipality experienced very limited growth but with the advent of the '20s, the much anticipated growth began and the municipality became the proud site of 8 buildings. The first building appeared in 1916 where the present Town Hall is located. The building situated at the intersection of Queen-Mary Road and Stratford was originally a wedding gift from Mayor Baillie to his son.

The various services were the next step.

The Town of Hampstead Fire Station was built in the '20s, once the Town by-laws which prohibited the construction of other than detached or semi-detached structures were amended to allow for the construction of service buildings. A basic police service was also established at that time.

For many years, the fire station fulfilled its role, until the merger of Hampstead with the City of Montreal in late 2001 when it was decided that the Côte-Saint-Luc station would serve Hampstead.

In order to make use of the unused building, it was decided in August 2011 to put it up for sale by tender.

The sale was closed on March 20, 2012 and the McDonald station was sold to a real estate developer to create a residential development.

In 1925, a school was built at the intersection of Merton and Thurlow. Initially, it was a single storey building but it was subsequently renovated to include the addition of a second storey in 1928 and a new three storey wing in 1937 and then a number of improvements were made in 1946. It remains the only school in Hampstead.

At the end of the Depression of the '30s, an important milestone was reached in the municipality's evolution. At this time, two significant projects were added to the list of services offered in the municipality.

History

The first to be approved by Council, on the recommendation of a special committee, was the development of a private golf club. The committee considered that such a luxury would attract potential buyers and would enlarge the still small community. This proved to be true and the project was a real success.

The second significant post-Depression project was the establishment of a public transportation system. On February 4, 1935, an agreement was signed with the Montreal Tramways Company, under the terms of which a bus line would operate on Queen-Mary Road up to the corner of Snowdon.

Like the creation of the golf club, the availability of public transportation contributed greatly to creating a massive influx of new residents. From 1929 to 1945, the population went from 440 to 2,268 residents and in the 11 years following the opening of the golf course and the establishment of a public transit network, the municipality welcomed 1,386 new residents.

During the years following the Second World War, a significant demographic increase boosted the demand for housing. At this point, the Town of Hampstead had very little available land.

New solutions had to be found to respond to this demand and therefore By-law 90 was adopted which authorized the construction of duplexes on Dufferin and MacDonald. In 1950, the Queen Victoria Construction Company had already built more than 150 duplexes on the border of the municipality, and the construction of housing units on a 52.8 acre piece of land which runs along Côte-St-Luc Road, annexed in 1925, was also authorized.

In 1956, the municipality retained a Planning Advisor and ordered a Development Plan. In his report, in addition to a recommendation to develop 109 acres of land situated to the North and West of the municipality, the expert affirmed the necessity to convert the 112.5 acres occupied by the golf course into housing spaces as this was where the most pressing demand was.

Thus all of the available land was developed and the Town of Hampstead was built in the form that we know today.

Not only did these decisions respond to the demands of potential Hampstead residents, they also increased the tax base and served, in the case of development along Côte-St-Luc Road, as a buffer to the more densely populated and commercial zones on the border with Montreal. This allowed Hampstead to retain its Garden City cachet despite continuing urbanization in the City of Montreal.







One hundred years later
1914 - 2014

The Town of Hampstead, proud of its evolution and its 100 years of existence, decided to mark its anniversary in style…

On September 21, 2014, a parade was held on Queen-Mary Road, which included, among others, a contingent of some 100 soldiers from the Royal Montreal Regiment, with its band, and more than 15 ethnic groups, each one offering a colourful traditional performance. More than 1000 people took part.

When the parade arrived at Hampstead Park, a musical show awaited the crowd and notable guests were in attendance: the Mayor of Montreal, Denis Coderre, the legendary hockey great, Guy Lafleur, and well-known singer, Ginette Reno, who kicked off the show with her rendition of the national anthem.

The show lasted all afternoon and ended with beautiful fireworks.

On the occasion of the centenary of the Town, l'Allée du Centenaire was also inaugurated, on October 26, 2014.

"Looking back – Moving Foreward" was the theme of these memorable celebrations. This vision is of a city that takes pride in its evolution and cares of ensuring the future by cultivating its heritage and vocation as a Garden City, through a continually evolving Planning Program and its meticulous application.







A snapshot of the population

Professional and business people from the upper middle class and upper class who wish to live in a city and an environment that offers them an exceptional quality of life…

With the exception of the ethnic fluctuations that occurred naturally due to socio-historic movement, the population of Hampstead has remained substantially the same over the last 100 years; professional and business people from the upper middle class and upper class who wish to live in a city and an environment that offers them an exceptional quality of life.

In the 2011 census, the Town of Hampstead had a population of 7,153 residents on a 1.8 km sq. territory, which represents a slight increase in population density over the 2006 census.

The 2011 census also indicated that the average age of the population was approximately 39 years of age, with a majority of households living in a married relationship, with children (a situation on the increase since 2006). A large part of this population holds a diploma in higher education and is oriented toward bilingualism.

Lastly, the census indicated that the residents of Hampstead do not move a lot or move within the municipality.

The Planning Program is an important document when establishing the vision of the future in terms of planning and development. It is equally essential to develop a better knowledge of the socio-demographic framework of the territory.



The Town of Hampstead of tomorrow

Preparing the Planning Program is a unique opportunity to give some collective thought to what the Town is and what it will be…

The preparation of the Planning Program is a unique opportunity to give some collective thought to what the Town is and what it will be. Hampstead undertakes the review of its Planning Program by stating that it accepts the principles of sustainable development in the management of its territory.

For Hampstead, applying the concept of sustainable development to its Planning Program means a continuation of its efforts to fulfill the essential needs of its residents, by providing them with the highest quality of life possible and to facilitate their participation in the decisions affecting them. The objectives of the program will allow, amongst other things, the conservation of the assets, the preservation of the character and the protection of the common good.



The urban landscape, while entirely developed, changes and evolves progressively…



CHAPTER 2
Main Planning Directions and Various Urban Issues

As Hampstead is almost exclusively residential and entirely developed, the urban issues pertaining to the development of the territory are constrained. Nevertheless, certain elements are called upon to change: buildings will be renovated, enlarged or perhaps replaced. The urban landscape changes and evolves progressively.

The objective of a Planning Program in terms of development and management of the territory is therefore, on the one hand, to manage the transformation of the built-up areas and, on the other, to preserve what exists and to improve certain elements of the municipality.

Main Planning Directions and Various Urban Issues

The main directions that guided Hampstead in the preparation of its Planning Program and shall be followed in its implementation can be expressed as follows …

- Preserve and improve the quality of life of residents in the context of sustainable development;
- Respect the essence of the original Garden City plan;
- Preserve and enhance the built environment's valuable characteristics by managing its transformations;
- Strengthen the residents' sense of belonging;

These main directions shall be reflected by specific objectives relating to each major theme discussed in the chapters of this document and will be achieved by undertaking actions required to implement the program. The involvement and investment by different services shall be coordinated through the municipality's Three Year Investment Program (PTI). This program encompasses the projects that the Town proposes for the coming years in order to maintain and modernize its infrastructures and improve the quality of urban life.

The preservation of the peaceful character of Hampstead and the efforts to maintain and improve the elements that make it a pleasant, healthy and safe milieu remain the foundation of this planning document upon which the spatial and physical organization of the municipality, as well as the overall vision of the development of its territory, shall be based. In order to successfully meet the challenges that present themselves and to continue to offer its residents a most attractive environment, the Town has set several objectives and actions presented in the following pages.



Garden city

Fleurons du Québec

Hampstead Park

Canopy

Urban forest

Urban Oasis

Centennial Lane



CHAPTER 3
Sustainable Residential Milieu

The territory of Hampstead is almost entirely built-up and is an oasis of greenery in an urban milieu. Characterized by quality architecture and the presence of extensive green spaces, this environment is nevertheless subject to various types of pressure. Thus, the preservation of its particular character and the mitigation of nuisances constitute a major challenge. The resident is at the center of the municipal administration's concerns. The Town commits itself to ensure that every resident enjoys an environment of superior quality.

In order to achieve this, the Town will rely on the principles of sustainable development to which it subscribes and shall promote the integration and application of sustainable practices with a view to limiting environmental impact.

Step 1
Promote sustainable construction

Eco-responsible construction, in line with programs such as LEED, Novoclimat, R-2000, EnerGuide, etc.



The Town is characterized by the quality of its architecture which offers a distinguished milieu for its citizens. The Planning Advisory Committee follows the Architectural Integration and Implementation Plan (SPAIP) meticulously in order to protect and enhance significant heritage buildings as well as the more distinct character of the older sections of the Town. The built-up area of the Town evolves and changes progressively. Renovation, enlargement and reconstruction projects are numerous and, in the perspective of sustainable development, the Town of Hampstead wishes to encourage eco-responsible construction in line with programs such as LEED, Novoclimat, R-2000, EnerGuide, etc.

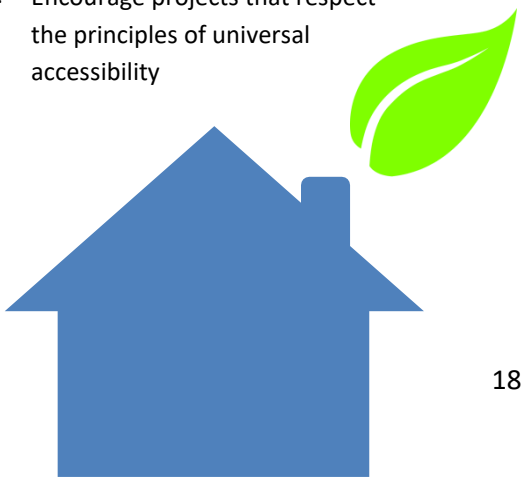
Therefore, the Town of Hampstead intends to pursue its efforts to conserve the unique character for which it is well known and to improve the characteristics that make the Town a coveted, welcoming environment while promoting universal accessibility.

Objectives

1. Encourage projects and construction methods that are effective from an environmental point of view and are integrated into the milieu
2. Sensitize citizens to eco-responsible practices

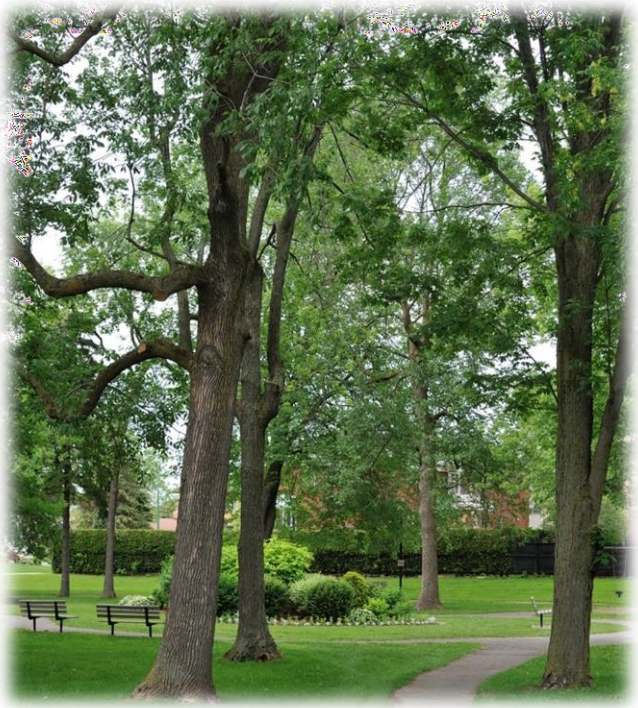
Actions

1. Encourage an eco-responsible approach to architectural projects
2. Implement a program that promotes the use of clean and renewable sources of energy to respond to heating and air conditioning needs.
3. Encourage projects that respect the principles of universal accessibility



Step 2
Preserve and enhance the green network

The forest canopy plays a primary role in maintaining the idyllic suburb in the cityscape…



The canopy plays a primary role in maintaining the idyllic nature of the suburb in the middle of a city. Mature trees improve the urban landscape and the general quality of life. Generally speaking, trees are abundant in Hampstead, on public as well as private land, creating a veritable green network.

Nevertheless, the urban forest is often threatened by disease or ravaged by insects, and the maintenance of the canopy is often compromised. Since 2011, the urban forest has been threatened by the Emerald Ash Borer, a ravaging insect that puts the integrity of the urban forest in peril as the ash trees represent a large part of the Town's trees. The Town must also be vigilant of other threats. Even without external threats, the urban forest may be in decline when the trees exceed their maturity and fall into decline.

Needless to say, the protection of existing trees remains an important element of maintaining the canopy. It is for this reason the Town of Hampstead conducted an inventory of public trees in 2012, followed by an inventory of private trees in 2013. In addition to providing the Town with a tool to conduct a precise follow-up on the urban forest, this Inventory identified 3,400 public trees and 7,757 private trees on the territory of the Town serving to affirm its identity as the Garden City.

The Town faces other challenges related to climate change, which alters the frequency and intensity of precipitation. As the soil becomes more and more saturated, the volume of surface water run-off increases. To improve the quality of water run-off and to reduce its quantity, certain practices linked to green infrastructures which aim to use surface water run-off as a contributing element to the improvement of the environment are encouraged.

In order to address this issue and eventually solve it, the Town, for its part, is endeavoring to review some of its public infrastructure for example, by replacing areas of concrete with perennials, trees and shrubs creating islands of natural vegetation. In a pilot project started in the summer of 2015, perennials were planted in lawn-covered areas. The existing landscape of the territory leaves little opportunity for the creation of new spaces. Therefore, the Town, through various initiatives is attempting to achieve specific objectives by redeveloping existing public spaces and to maximize the beneficial effects of these spaces.

Step 2
Preserve and enhance the green network

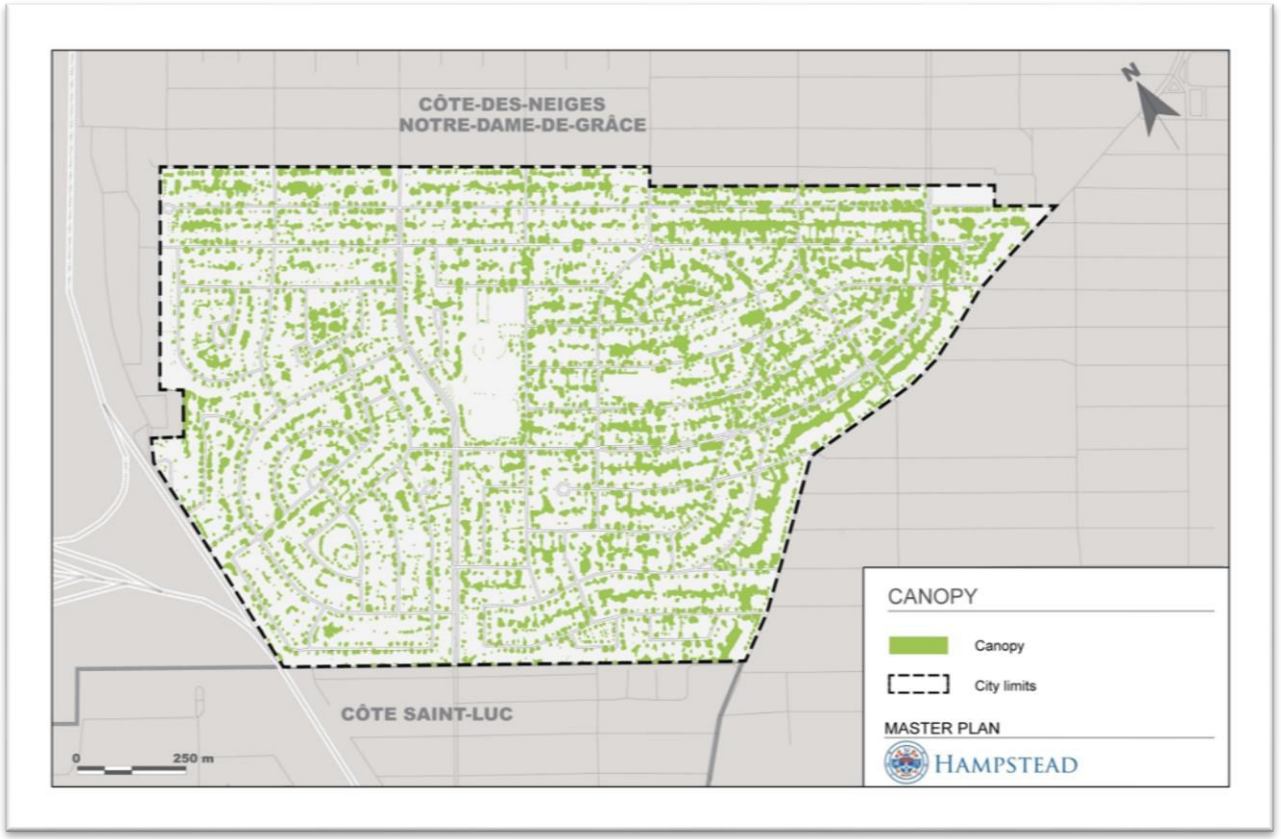
Objectives

Actions

Objectives and actions, or giving ourselves the means to preserve and enhance the green network

1. Promote the over-all greening of the Town
2. Continue to apply measures to combat the Emerald Ash Borer and other biological challenges
3. Adopt a protocol of measures necessary to combat other forms of exotic diseases
4. Minimize hard surfaces through regulation

1. Consider the adoption of a Tree Policy
2. Continue the implementation of tree planting measures on Town property
3. Promote the preservation of existing trees on private property and encourage the planting of new trees
4. Foresee requirements in the planning by-laws aiming to contribute to the greening of the Town and to increase its canopy
5. Continue to implement measures to combat the Emerald Ash Borer on private and public land in the Town
6. Continue to apply by-laws for the protection, planting and felling of trees
7. Encourage landscaping design that manages surface water run-off via the retention of surface water and promotes its absorption into the soil by percolation



Map 001

Step 3
Ensure efficient management of waste material

Since the Spring of 2016, the Town offers its residents a weekly organic matter pick-up …



Under Quebec legislation, the Montreal boroughs and the reconstituted municipalities, including the Town of Hampstead, are responsible for the collection of waste material and its transportation to the Montreal Agglomeration disposal site.

In accordance with Quebec government policy on the management of waste material and following the adoption of the 2011-2015 Action Plan, the Town of Hampstead has undertaken a number of measures for the implementation of a collection and subsequent disposal program in conformity with the law. In addition to the regular garbage pick-up, the Town provides the collection of recyclable materials, green matter and branches as well as an annual collection of hazardous household waste.

Since the Spring of 2016, the Town offers its residents a weekly collection of organic matter. This new service is in line with the Quebec policy on the management of waste material which will prohibit the burying of biodegradable organic matter as of 2020. This policy encourages behaviour that is more respectful of the environment and aims to achieve better consumption habits and management of waste material.

Step 3
Ensure efficient management of waste material

Objectives and actions, or giving ourselves the tools to efficiently manage our waste material

Objectives

1. Encourage the reduction of garbage sent to landfill sites by promoting the recuperation and valorization of waste material
2. Continue to encourage recycling and collection of green matter and hazardous household waste
3. Promote the collection of organic matter and inform residents of the benefits of good waste material management

Actions

1. Support the implementation of various measures of reduction at the source, of recovery and valorization of waste material as set out in the Master Plan for the management of waste material issued by the Montreal Agglomeration
2. Implement a system of collection of organic matter and ensure it is practiced
3. Encourage the population to reduce its garbage by increasing the volume of organic matter recuperated



The maintenance of our infrastructure is a way to preserve the vision of Hampstead's founders and perpetuate their high quality standards…



CHAPTER 4
Infrastructures

In order to preserve the high standards of quality of the Town's founders, Hampstead places great emphasis on solid infrastructures. In order to do so, it is important to ensure a constant maintenance and upgrading of these infrastructures so that they are maintained in good working condition and to ensure their longevity.

Step 1
Improve and maintain the underground infrastructure

In order to limit damage and refurbish the underground infrastructure network, major investments were made as part of an overall plan to rehabilitate the network…

During the years following the demerger, the Town was faced with a number of water main breaks that caused significant damage to the network. In order to limit the damage and re-establish the underground infrastructure network, millions of dollars were invested as part of a rehabilitation plan.

In particular, in 2012, a major project aimed at the rehabilitation and replacement of water mains and storm sewers was undertaken. These efforts and investments in upgrading the underground infrastructure network were successful.

Nevertheless, it is important to pursue our efforts in order to ensure the sustainability of our infrastructures.



Step 1
Improve and maintain the underground infrastructure

Objectives and actions, or taking steps to ensure the sustainability of our underground infrastructure…

Objectives

1. Ensure the sustainability of the infrastructure
2. Maintain the underground infrastructure at an acceptable level

Actions

1. Continue the upgrading and maintenance of the storm sewer system to ensure an efficient evacuation of surface water and thus contribute to the prevention of flooding
2. Continue to maintain an up-to-date database of interventions in order to evaluate the state of the infrastructures
3. Provide the necessary budgets through the PTI to avoid maintenance deficits in maintaining the underground infrastructure network

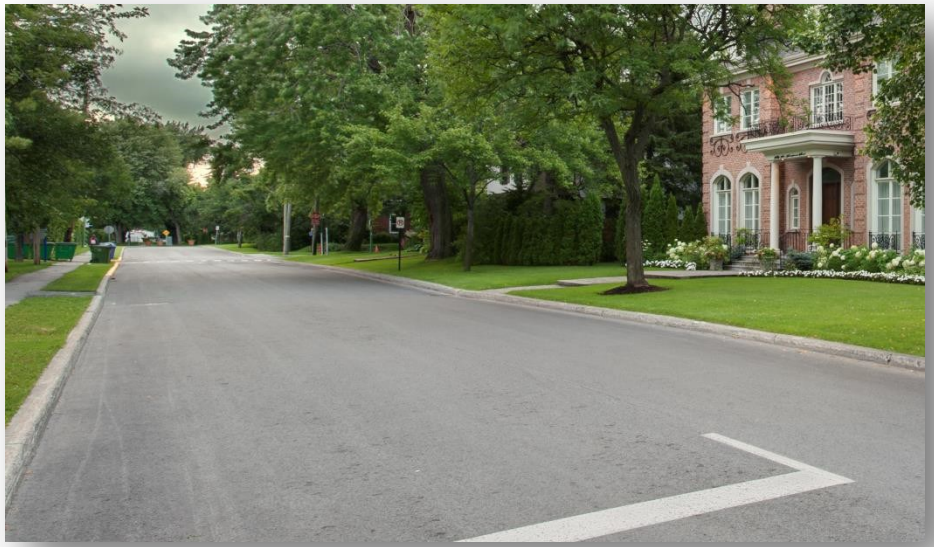






Step 2
Restore and maintain the municipal road network

Over the coming years, the Town intends to invest a portion of its resources to improve the road network.



The Town owns a road network that covers 26.45 kilometers. This network plays an important part in the spatial organization of the Town and has a direct impact on the quality of life of the residents.

In the years following the demerger, the Town has invested significant amounts in the improvement of its infrastructures. Each year an assessment of the network is conducted in order to identify and resolve the most urgent problems. Over the years a number of projects upgrading the network were carried out.

After the inspection of streets and sidewalks, the Town has identified and prioritized maintenance work to be carried out in the future. In the coming years, the Town plans to concentrate a portion of its resources in order to improve the road network. Government subsidies will support the Town's efforts.

Step 2
Restore and maintain the municipal road network

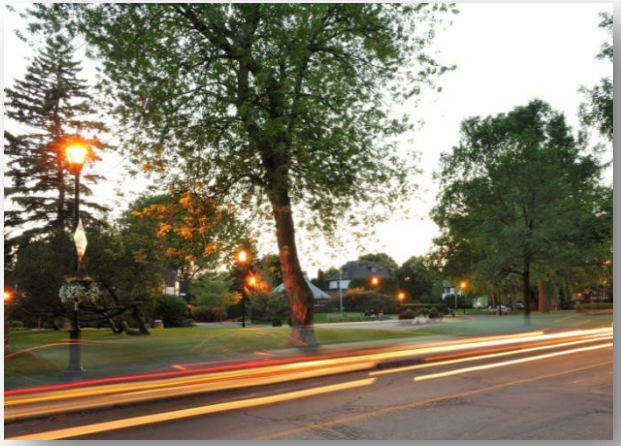
Objectives and actions, or giving ourselves the means to offer a road network in good condition…

Objectives

1. Ensure an active follow-up on the state of the road network
2. Maintain efforts to improve the road network
3. Ensure the sustainability of the infrastructure

Actions

1. Improve the quality of the roadway and the surfacing material
2. Provide the necessary funds through the budgeting process to avoid any maintenance deficits of the road network

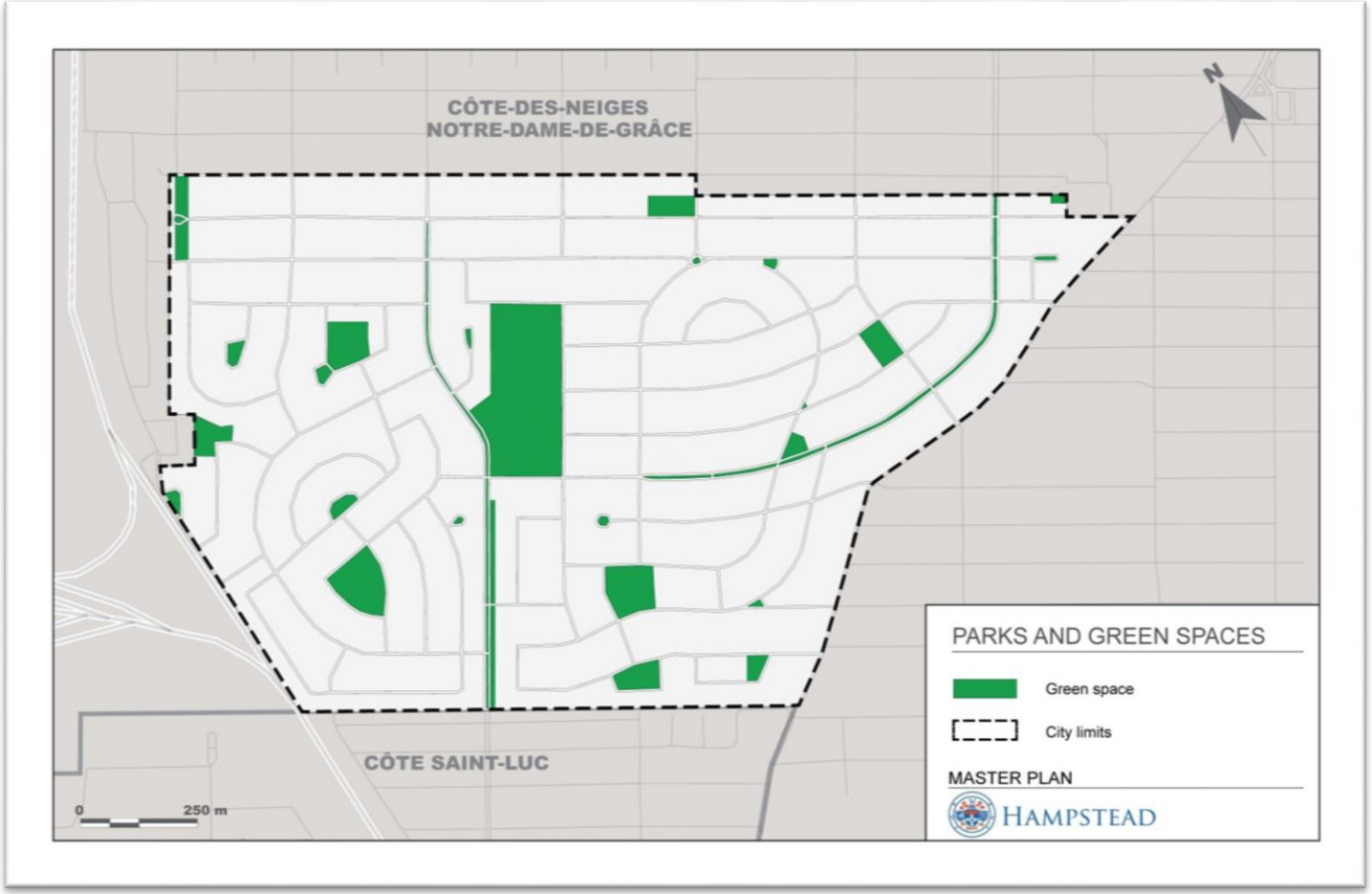




Step 3
Revitalize and enhance the parks and green spaces

The parks and green spaces contribute to the quality of life as well as to the health and psychological well-being of the population

Parks and green spaces contribute to the quality of life and to the physical and psychological well-being of the population. Despite the fact that Hampstead is a small municipality, there are 9 municipal parks on its territory (Aldred, Applewood, Aumont, Des Conseillers, Dufferin, Ellerdale, Hampstead, Langhorne, Wexford), a considerable amount of green spaces, and 1.8 kilometers of pedestrian pathways.



Map 002

Step 3
Revitalize and enhance the parks and green spaces

Hampstead Park is the largest park in the municipality and is the focal point for community activities…



Hampstead Park is the largest park on the municipal territory and is the focal point for community activities. The community center, the municipal pool, the aquatic park and various sports fields can be found at this location.

These parks, walking trails and green spaces make up the Town's beautiful green mosaic and tie directly into the notion of the Garden City. In order to preserve this concept for the benefit of future generations, the Town has given itself the mission to proceed with the reconstruction of walking paths, of beautifying the parks and upgrading the play areas.

During the course of 2013, revitalization and embellishing work was performed on Fleet and Queen-Mary with the planting of shrubs, perennials and new trees in public spaces. Then, in 2014 and 2015, Des Conseillers and Applewood Parks benefitted from similar treatments.

The Town intends to maintain these objectives in the years to come and therefore successively revitalize the various parks on its territory.

As a result of these efforts, on September 19, 2013, the Town was granted the certification "4 fleurons" by *Les Fleurons du Québec* for the overall excellence and beauty of its landscaping and the maintenance of its municipal buildings and, in particular, for the enhancement program on Queen-Mary and Fleet Roads.

It is the Town's desire to pursue the considerable efforts made over the previous years, continuing the necessary interventions in order to maintain and improve the quality of the parks, green spaces and other public places and thus enhance the greenery of the territory.





Step 3
Revitalize and enhance the parks and green spaces

Objectives and actions, or giving ourselves the means to cultivate the very soul of the Garden City, its parks and green spaces…

Objectives

1. Ensure the protection and enhancement of the parks, green spaces and walking paths
2. Provide convivial and welcoming public spaces

Actions

1. Progressively revitalize the parks by upgrading the urban landscaping
2. Install or replace the equipment and furnishings in the parks
3. Promote the walking paths that run throughout the Town





Places of worship

Heritage value

3 degrees of value

School 3 sectors Soul of the Town

Old Hampstead

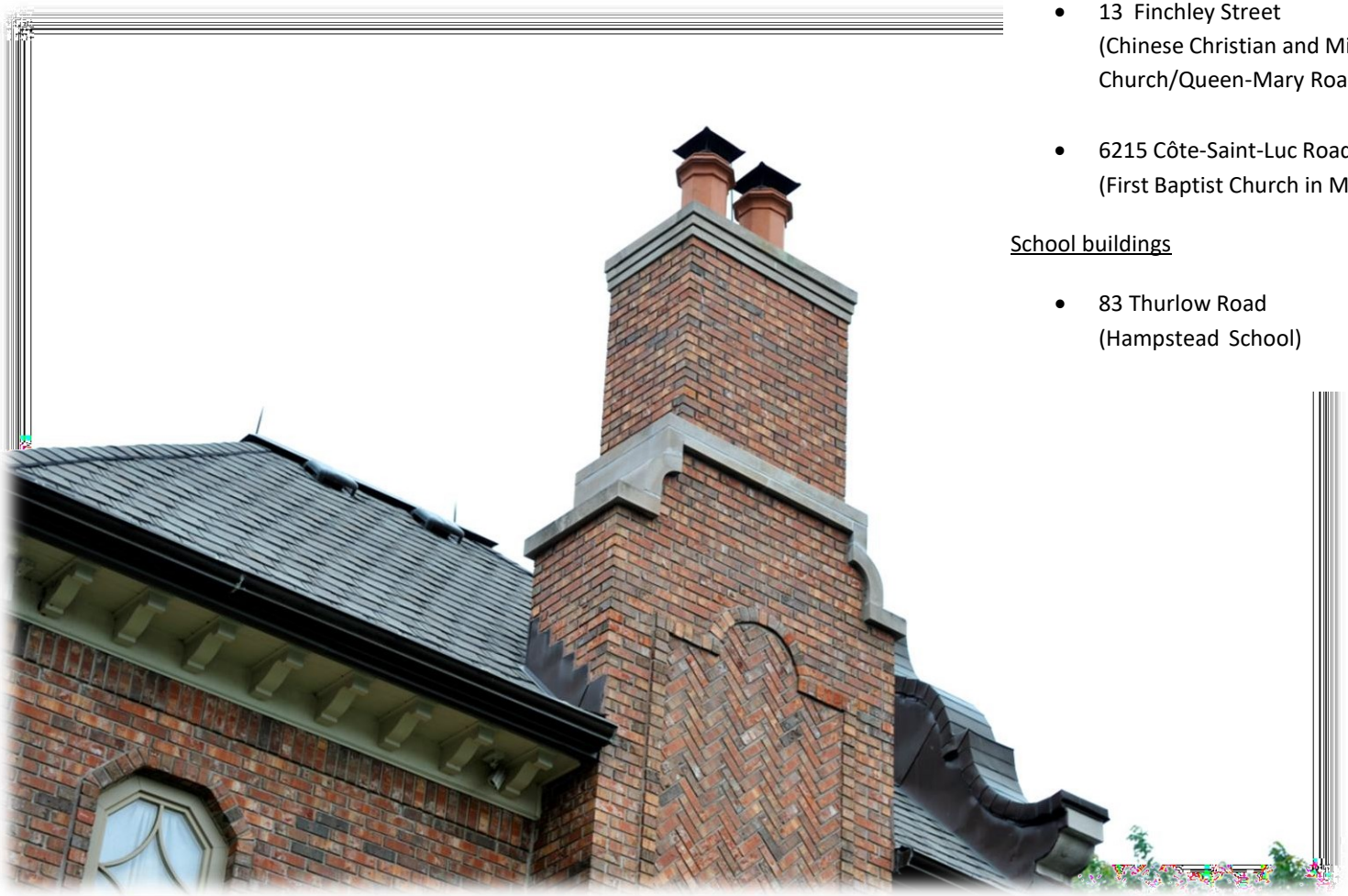


CHAPTER 5
Enhancement and Protection of Heritage Elements

In 2004, a heritage evaluation of urban Montreal was carried out. This evaluation highlighted three sectors on the territory of Hampstead having a particular heritage value and a specific level of conservation for each. In addition, the study identified three buildings as having exceptional heritage value and, requiring tight control with appropriate regulatory tools such as the Site Planning and Architectural integration Programs (SPAIP) as all buildings situated in high value heritage sectors.

Enhancement and Protection of Heritage Elements

The pillars of our architectural heritage…



The following list identifies the buildings having a specific heritage and architectural interest as well as places of worship with a heritage interest:

<u>The places of worship</u>

- 13 Finchley Street
  (Chinese Christian and Missionary Alliance Church/Queen-Mary Road United)

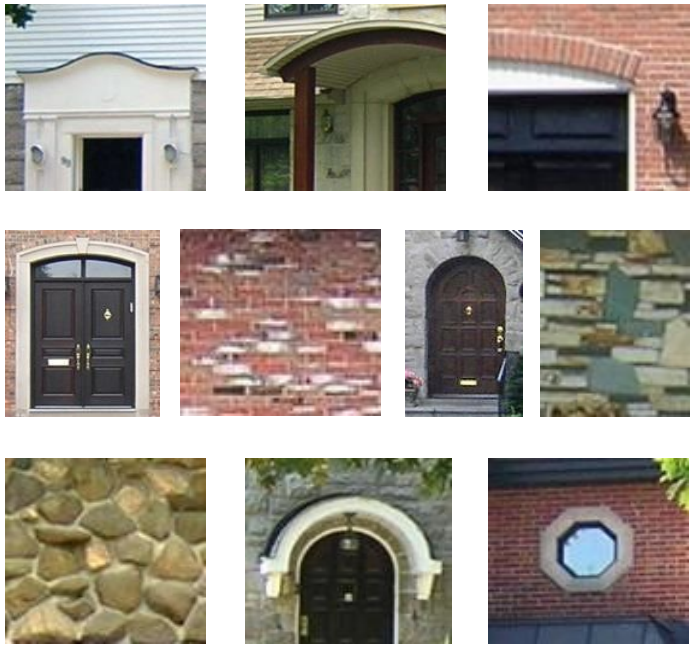
- 6215 Côte-Saint-Luc Road
  (First Baptist Church in Montreal)

<u>School buildings</u>

- 83 Thurlow Road
  (Hampstead School)

Enhancement and Protection of Heritage Elements

Hampstead recognizes the importance of preserving its heritage and shall pursue its interventions to ensure its protection…



It is to note that the study being referred to was prepared at the time of the municipal mergers when Hampstead was part of the Côte-St-Luc – Hampstead – Montréal-Ouest borough. While Hampstead has regained its status as an autonomous municipality, the guidelines set out in the document entitled *Évaluation du patrimoine urbain* prepared by the City of Montreal have been retained in the Town's previous Planning Program as well the current one.

In Hampstead, there are no buildings or group of buildings of sufficiently exceptional architectural value to justify an intervention under the Cultural Properties Act classifying them as historical monuments or designating an area as one of heritage significance. Nevertheless, in an effort to preserve heritage characteristics on its territory, the Town has adopted a SPAIP by-law and maintained the sectors that were identified and established in the original heritage study.

In fact, the presence of areas and environments offering ~~a~~ heritage value in their architectural and urban features are part of the richness of the Town. Therefore, construction, renovation, modernization and even demolition work must be subject to some degree of regulation aiming to preserve the cachet of the Town and ensuring that any work affecting the heritage aspect of the built environment be executed in a harmonious manner. In order to avoid problems related to the integration of buildings and to see to the preservation of heritage characteristics of its territory, the present Planning Program, in conjunction with the SPAIP by-law, identify an area of exceptional heritage value, Old Hampstead, representing an area with significant heritage value and an urban environment of interest as presented on map 003.

Places of worship that have been identified as having a heritage or architectural interest are not in danger. However, Hampstead recognizes the importance of preserving its heritage and will pursue its interventions in order to ensure such protection. The identification of certain buildings and sectors of interest in the framework of the Planning Program is in itself an awareness-raising measure that should prove to be sufficient. As well, the Town will continue to apply its SPAIP by-law in accompaniment to its other Urban Planning by-laws and to modify these as necessary to achieve the objectives presented on the following page.

Enhancement and Protection of Heritage Elements

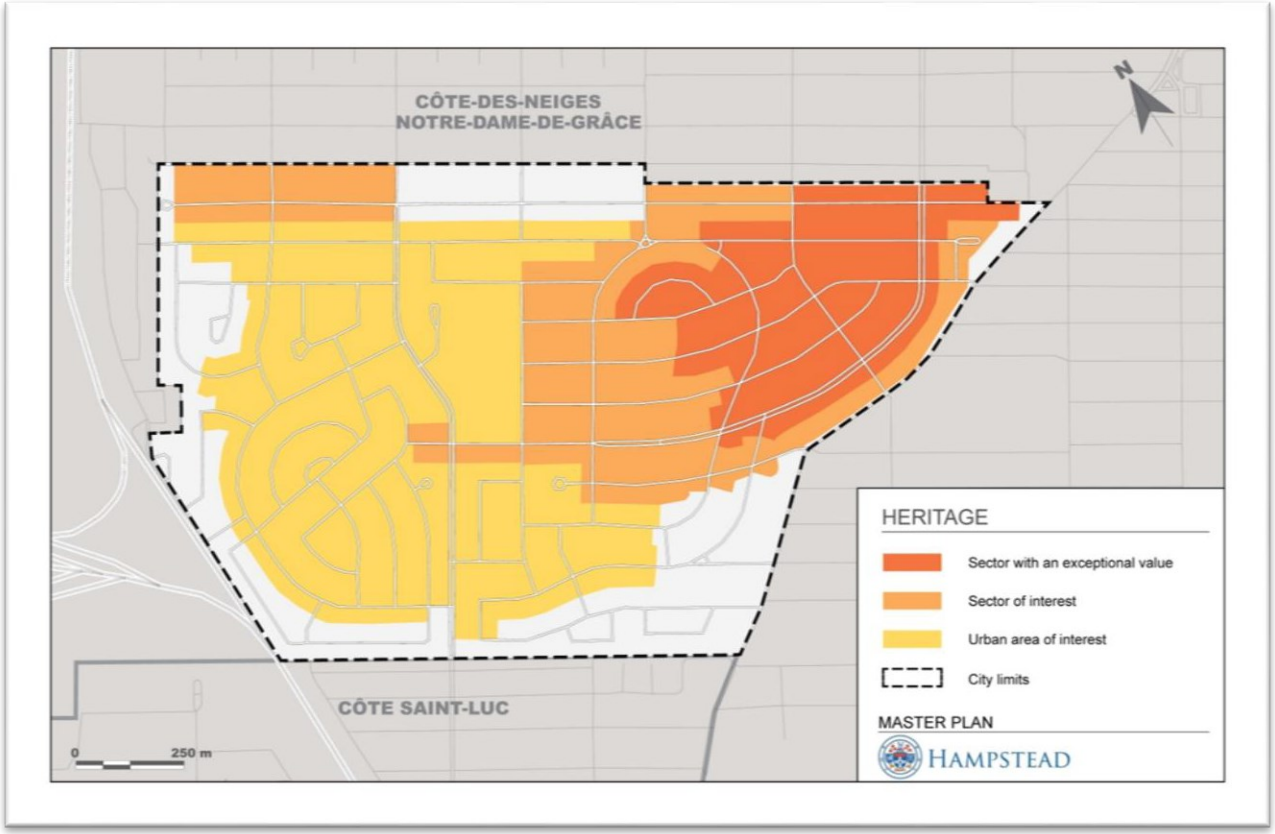
Objectives and actions, or giving ourselves the means to protect our architectural heritage…

Objectives

1. Enhance our architectural heritage
2. Determine the measures to be taken to protect and highlight buildings of interest adapted to different types of interventions
3. Ensure the protection and recognition of places of worship of interest

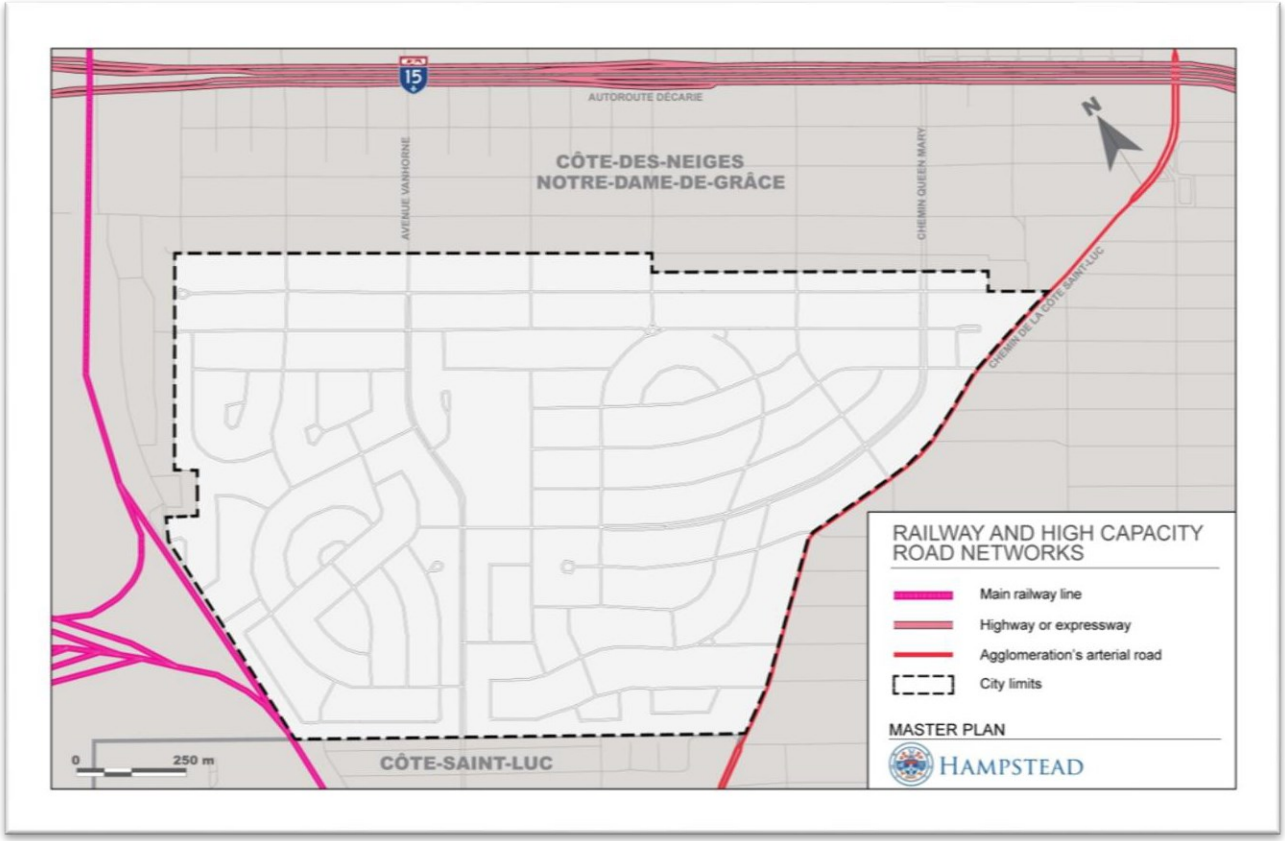
Actions

1. Continue to oversee modifications to existing buildings and ensure the harmonious integration of new constructions through the evaluation process of projects by the Planning Advisory Committee according to the criteria set out in the SPAIP by-law
2. Develop a public awareness program to better inform the public of the SPAIP by-law in order to preserve the character of the built
3. Consider the possibility of producing a guide for the public to promote a better understanding and appreciation of Hampstead's heritage and the importance of renovation methods that respect the characteristics and heritage elements of the various sectors
4. Ensure the preservation of the architectural and landscape characteristics of places of worship of particular interest
5. Promote a public or community use of a place of worship of interest



Map 003

A well thought out management of the transportation axis' and their integration and cohabitation is the route to safe and pleasant movement …



Map 004

CHAPTER 6
Transportation

As the road network is complete and well structured, the Planning Program, with respect to transportation, does not touch upon the development of the network but rather on the management of the axis' of transportation and their cohabitation and integration with the residential sector. In effect, the presence of axis' for the transportation of goods, energy or any other types of resources must not be performed to the detriment of the safety of the population.

Moreover, as mentioned above, the Town of Hampstead subscribes to the principles of sustainable development which are more respectful of the environment. Through this approach, the Town wishes to promote the use of alternative and active modes of transport. The existing public transportation network servicing Hampstead is well established and no directives will be provided on this subject. The Town wishes to further promote cycling and walking with this Program.

Step 1
Railway network

The Town adopts as a main challenge the improvement of the interfaces with the railway network and the development of buffer zones to reduce atmospheric and noise pollution…



Over the past several years, there has been an increase in the transportation of dangerous goods in Montreal as well as across Canada. This situation raises concerns regarding the health, safety and general well-being of the population. The Côte-St-Luc rail yard and the railway network are close to the Town of Hampstead and affect its landscape.

The Town of Hampstead recognizes the importance of rail transportation to the Canadian economy yet it is requesting that the competent public authorities reduce non-essential transport of dangerous material by rail in close proximity to high populated areas to ensure a safe environment for the population.

In particular, the Town requests that the public authorities, including Ministère des Transports, take the necessary short- and long-term steps to ensure that all companies operating in the domain of rail transportation will be subject to systematic inspections of their equipment and infrastructure.

For its part, the Town wishes, when possible, to control residential development in proximity to the rail yard. In order to do so, the Town will rely on the requirements outlined in the Schéma. [1]

Effectively, the railway network runs along a sector of the Town where a mix of-residential and institutional uses can be found. The movement of trains affects the quality of life of nearby residents and may pose safety risks as well as a source of noise and dust. The Town adopts as a main challenge the improvement of the interface with the railway network and the development of buffer zones to reduce atmospheric and noise pollution.

[1] ***N.B.:*** The Shéma is guided by the FCM's guide: *Guidelines for new development in proximity to railway operations*, May 2013, prepared by the Federation Canadian Municipalities (FCM) and the Railway Association of Canada (RAC).

Step 1
Railway network

Objectives and actions, or giving ourselves the means of controlling air and noise pollution from railway traffic…

Objectives

1. Promote the safety and the well-being of the population that lives in proximity to the rail transportation network

2. Improve, when possible, the interface between the community and the railway network

Actions

1. Participate in the representation of municipalities to governments and railways businesses to ensure ~~a~~ safe operation of railway equipment and infrastructure

2. Participate in the representations of municipalities, in collaboration with the Government of Quebec, to the federal government and railway transport companies to reduce nuisances at the source

3. Seek to reduce the sources of nuisance and minimize the levels of noise and vibrations as well as atmospheric pollution in neighbourhoods to a level below the minimum required in the construction of buildings in proximity of railway lines.

4. Study the possibility of planting vegetation and implementing landscaping projects near rail lines





STEP 2
Energy transportation by pipelines network

The energy transportation by pipelines network must be conducted in a manner that avoids conflicts as to use and ensures the safety of the population…

The energy transportation by pipelines network is a subject that worries a large part of the population. The safety and the well-being of its residents are at the heart of Hampstead's concerns.

In this regard, the Town has adopted the position of the Montreal Agglomeration and the guide published by the *Pipelines and Informed Planning Alliance* (PIPA) in 2010. The guide recommends, amongst other things, that the construction of buildings of residential, institutional or other similar uses shall not take place within 200 to 300 meters of a pipeline.

This recommendation aims to avoid conflicts in uses and minimize the risk of industrial incidents that may be linked to the transportation of hydrocarbons by pipeline.

The Town of Hampstead recognizes the importance of ensuring the harmonious integration of electrical networks and the transport of materials by pipeline in an urban setting and wishes to ensure the protection and safety of its population.



Step 2
Energy transportation by pipelines network

Objectives and actions, or taking steps to minimize exposure to potential risks of industrial incidents related to the transportation of hydrocarbons by pipelines…

Objectives

1. Promote the installation of energy transportation networks in areas having the least amount of impact on the environment, the landscape, health and public safety

2. Minimize the exposure of the population to potential risks of incidents related to the transportation of hydrocarbons by pipelines

Actions

1. See to avoid the construction of hydrocarbon pipelines in proximity of areas of sensitive uses conversely, ensure that the buildings of sensitive uses are not built in proximity of pipeline installations.

2. Participate in the representations of municipalities to all interested parties in order to provide mitigation measures to limit the impact, nuisances and risks related to the transportation of hydrocarbons

3. Forsee planning regulations that prohibit the installation of hydrocarbon pipelines within 300 meters of ~~a~~ sensitive use facility

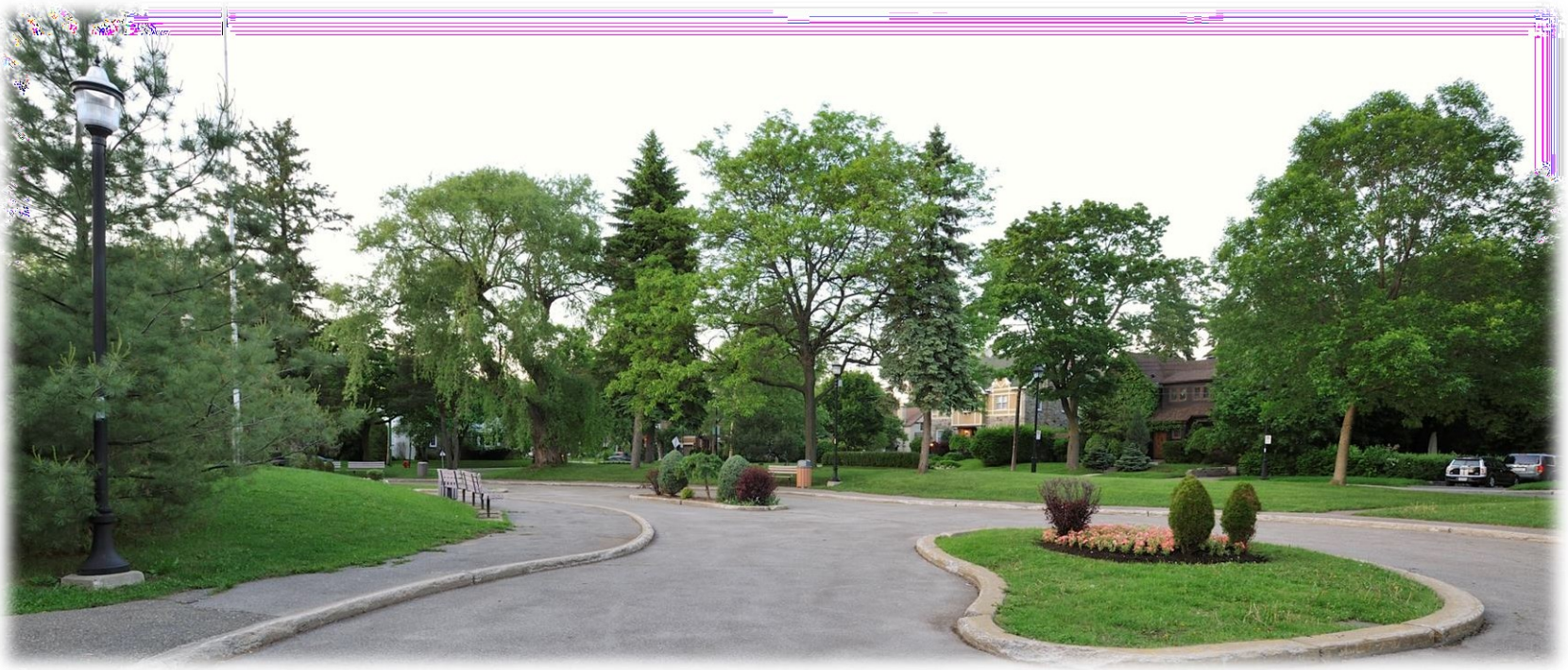
Step 3
Bicycle network

The numerous meandering streets and the abundant trees that dot the landscape make for enjoyable outings on a bicycle …

The configuration of the Hampstead street network and the quality of the built-up landscape provides a territory that lends itself particularly well to safe bicycle traffic. The numerous meandering streets and the abundant trees that dot the landscape make for enjoyable outings on a bicycle. In addition, the numerous traffic calming measures undertaken over the years by the municipality have permitted the improvement of road sharing between drivers and cyclists.

Like the Schéma, the Planning Program recognizes the bicycle as a legitimate means of transportation in its own right. It is also an active mode of transportation and an alternative to the automobile that can have a beneficial effect on health.

The town will attempt to pursue its efforts in order to promote the sharing of public spaces between the various users and to promote safe cycling by simple means.



Step 3
Bicycle network

Objectives and actions, or giving ourselves the means to promote pleasant bicycle travel …

Objectives

1. Pursue efforts such as the implementation traffic calming measures and the development of infrastructures for cyclists and pedestrians

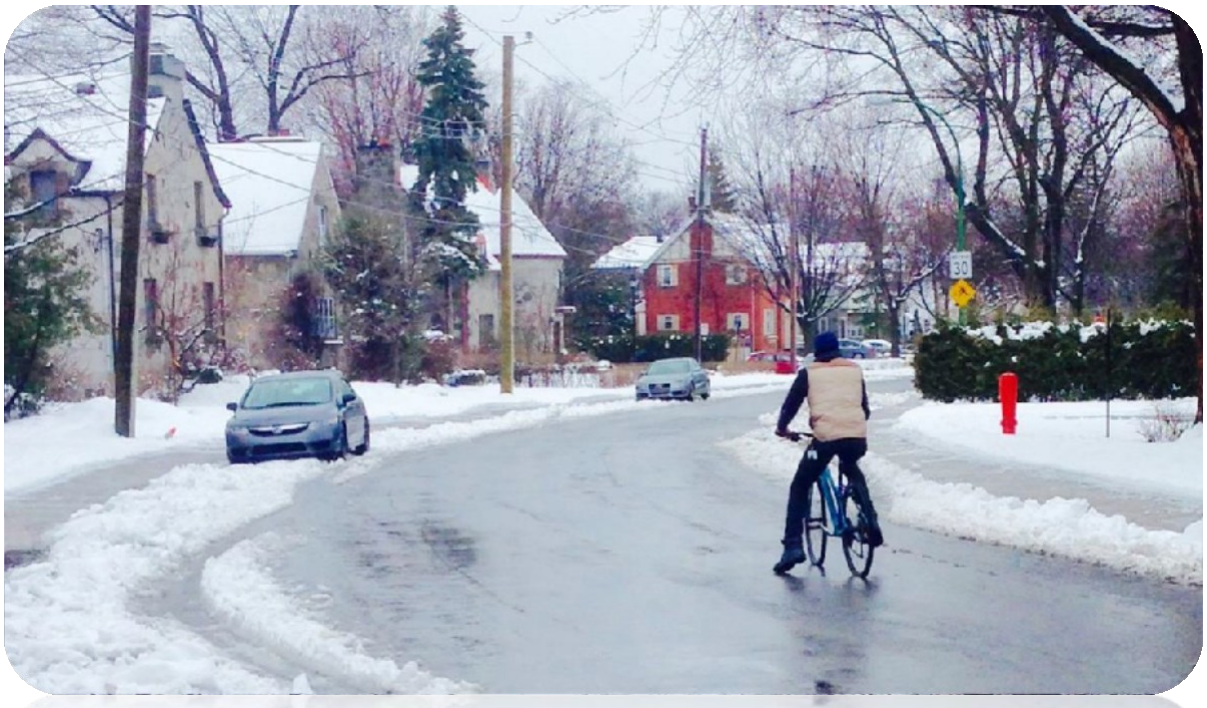
2. Encourage interventions on the public domain that allow for pleasant and safe travel by the various users

Actions

1. Consider different approaches to encourage the safe use of bicycles

2. Provide bicycle racks at municipal buildings

3. When possible, implement traffic calming measures for automobiles that promote pleasant sharing of public spaces among different modes of transportation





The parameters and guidelines of the Planning Program having a regulatory impact are reflected in the planning by-laws in accordance with the *Act respecting land use and development* …

CHAPTER 7
Land Use Designation and Density

The parameters and guidelines of the Planning Program having a regulatory effect are reflected in the planning by-laws in accordance with the *Act respecting land use planning and development*. Zoning is the main regulatory instrument for the implementation of the Planning Program. The planning by-laws, in particular the Zoning By-law and the SPAIP By-law, govern the vocation of the different zones on the territory and allow for the control of land use as well as the implantation, use and appearance of buildings.





Land use designation

The extract of the land use designation map expresses the vocation expected for the various sectors of the territory of Hampstead …

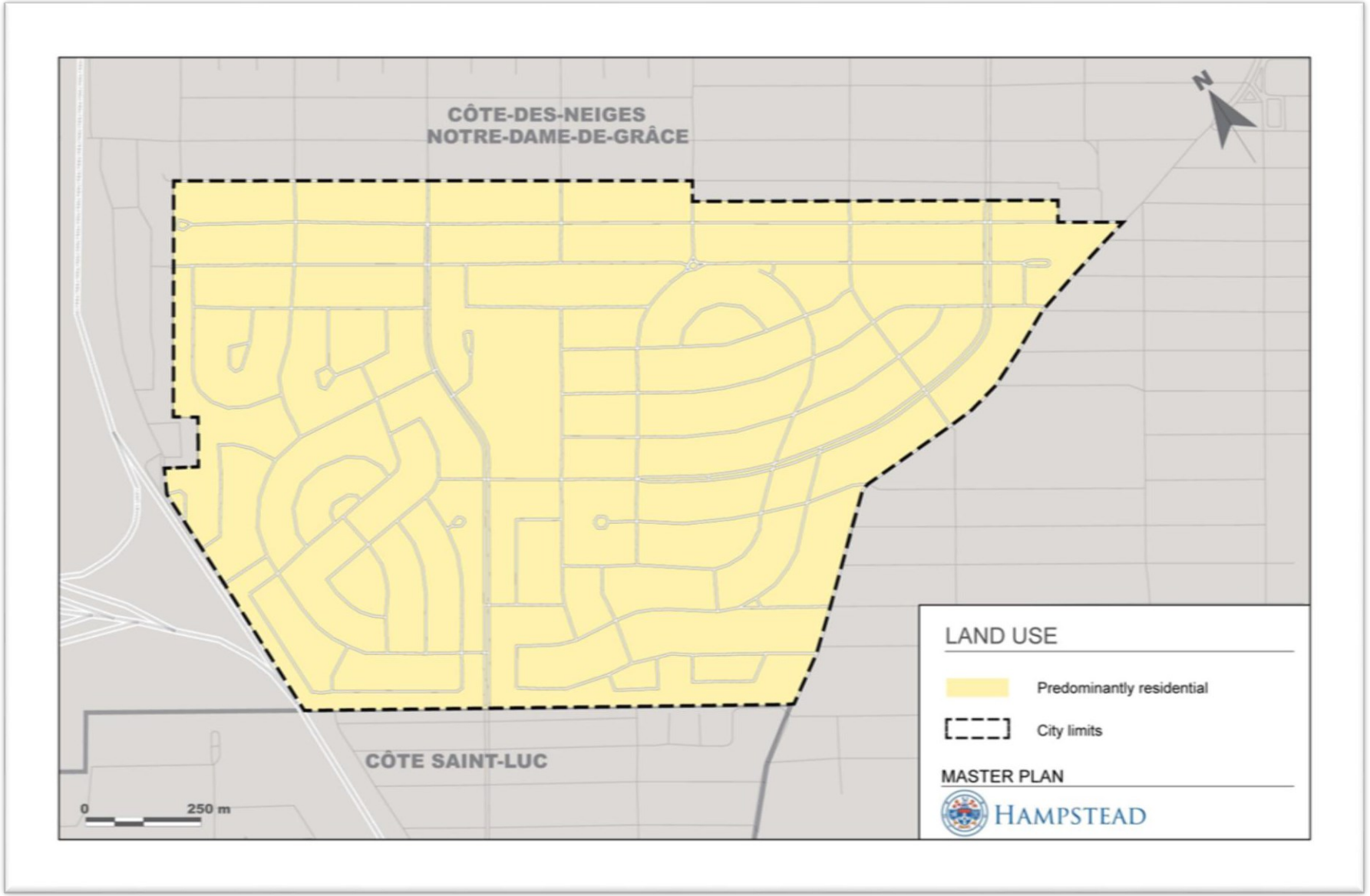
Major land use designation	Category of use and authorized componants	Notes
Predominantly residential	Residential use: • Habitation	The main use of the territory of Hampstead is residential
	Public use: • Green space • Sports or play equipment • Public administration and municipal garage • Education • Places of worship	The Public use designation is comprised of the residual portion of the territory's land use and includes, for information purposes, the uses listed hereof

Table 001

Based on the Planning's Program's guidelines, the land-use designations express the intended use for different sectors of Hampstead's territory. The designation categories set the general nature of the sectors. More specifically, the land use designation establishes what should be reflected in the "permitted uses" section of the Zoning By-law. It does not cover the type of structure, that is to say, whether the structure can be detached or semi-detached, nor does it regulate the height or dimension of the building, which are elements that are governed by the Zoning By-law.

Table 001 as well as the map 005 on the following page present and define the two categories of land use on the territory.

Land use designation



Map 005

Construction density

The parameters of construction density allow for the control of the architecture and to determine the scale of the urban environment as well as the intensity of activities on different portions of the territory…

Sectors	Characteristics
Sector I	• Buildings with 1 to 3 storeys above ground • Medium to low ground occupation rate • COS 0.25 to 0.8
Sector II	• Buildings with 1 to 4 storeys above ground • Medium to high ground occupation rate • COS maximal 2.5
Sector III	• Buildings of 3 to 12 storeys above ground • Medium or high ground occupation rate • COS 6

Table 002

The density parameters for construction provide the framework for the architectural environment and the urban scale as well as the types and amounts of activities on various portions of the territory. For those sectors to be built, or transformed, the stated parameters reflect the intentions of the Planning Program in regards to the desired character for the territory, whereas in the more established sectors, these parameters correspond to the general character of the existing built up environment which the Planning Program seeks to perpetuate.

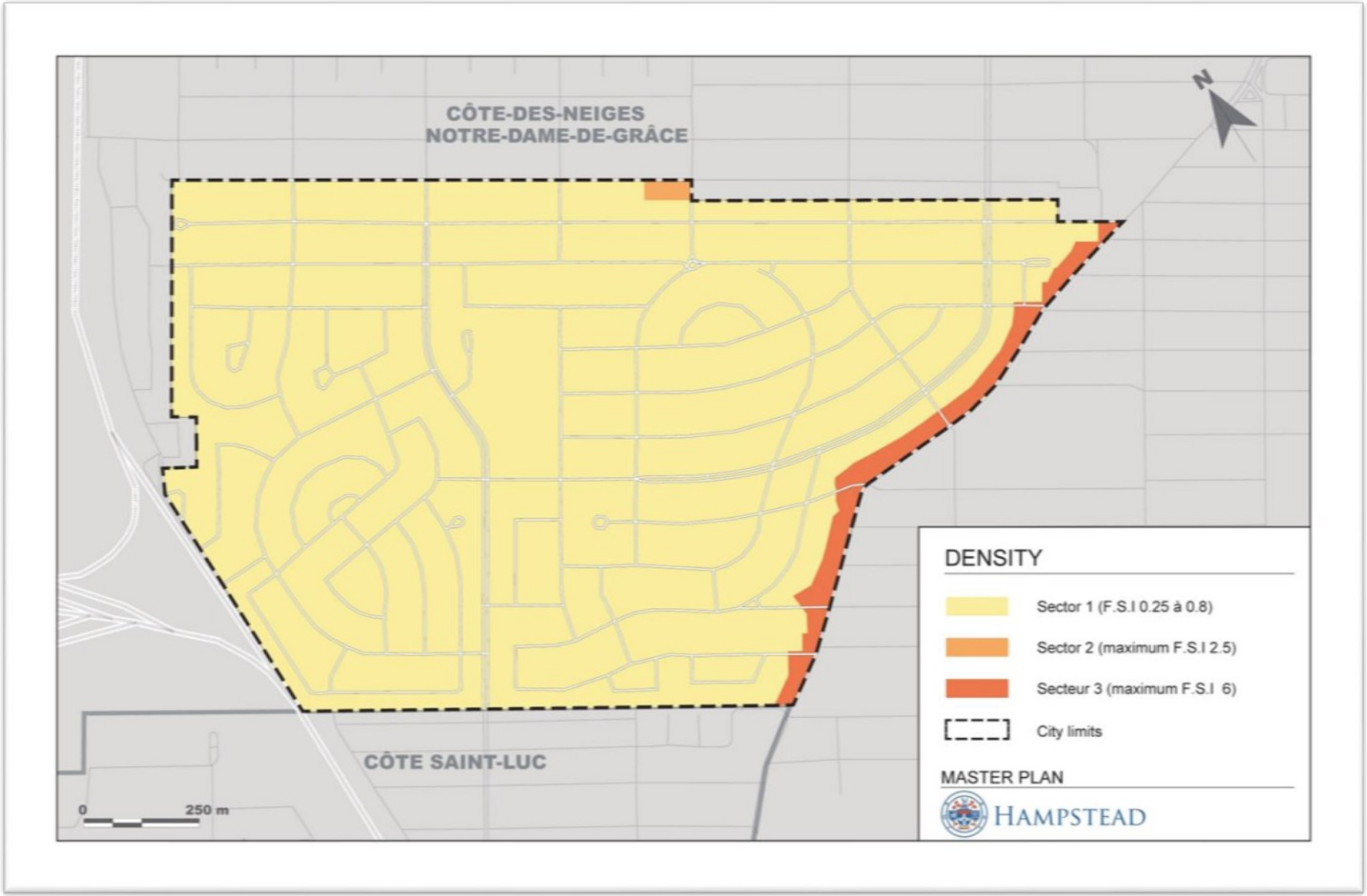
In regards to land building density, the Schéma establishes a level of density for those sectors identified as to be built or transformed and where residential use is authorized. In aiming for residential growth near metro and rail stations and based on objectives that seek to increase density, the Schema calls for a modulation of residential density on the territory of the Agglomeration. The levels of density established in the Schema are expressed in the number of residences per hectare. The extract of the map indicates the density of construction via a color scale, applicable to Hampstead.

The territory of Hampstead does not include any sectors to be built or transformed as understood under the Schéma.

Nevertheless, as it is situated on the periphery of the central territory of the Agglomeration and within the usage area of the metro stations, a medium density has been assigned under the Schéma.

We must remember that our territory is an established sector, entirely urbanized and should not expect any major transformations. The Town of Hampstead will attempt, as much as possible, to respect the minimum densities required by the Schéma. However, with the territory being almost entirely developed, the opportunities for further densification are few. As well, densification must respect the urban form and character of the milieu. The set densities in the Planning Program reflect today's reality and shall be expressed by the land use ratio. The applicable densities shall be controlled by the minimum areas of the existing lots established under the Subdivision By-law. The Zoning By-laws in most cases will seek to maintain the type of existing built up environment which offer the characteristics set out in table 002 shown here and on the map 006 presented on the next page.

Construction density



Map 006


HAMPSTEAD