



**SUMMARY OF THE TOWN PLANNING PROGRAM  
FOR THE HIGH TECHNOLOGY INDUSTRIAL PARK  
BROMONT - QUEBEC**

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## **1.0 ORIENTATIONS AND PLANNING OBJECTIVES**

The orientations and planning objectives of the City of Bromont are contained in its Town Planning By-laws. These orientations and objectives indicate the preoccupation of the City Council and the Town Planning Commission to direct the political and administrative decisions with respect to matters relating to town planning and development of the municipal territory.

### **1.1 THE CITY'S MISSION**

Bromont will remain a city where peacefulness and the natural environment are highlighted and where a vast array of leisure activities coupled with the opportunities to develop a community spirit are encouraged.

Bromont's approach favours harmony in urban development to ensure that industrial and commercial land uses respect the environment and the peacefulness of the residents. A similar approach applies to the traffic generated by the natural attractions and the recreational and tourism activities and events. Residential development will continue to fit harmoniously into the existing natural and architectural settings. Recreation, cultural, community and educational services and facilities will attract retirees as well as workers with their families and children.

The preservation of Bromont's rural character coupled with the general availability of access to high-speed communications and technology will make Bromont a location of choice for workers in this field.

Public-private partnerships will be looked upon favourably for the achievement of these objectives.

### **1.2 PLANNING ORIENTATIONS**

Planning orientations are made-up of a policy statement which is defined by a series of specific objectives that seek to circumscribe the various interventions on the municipal territory. The main policy planning directive on the territory of Bromont finds its origin in the concept of sustainable development and implies long-term planning for the benefit of future generations. The main idea behind this concept of development seeks to direct various human interventions in a perspective of respect, protection and promotion of the natural environment to promote quality of life.

The future of development and planning in the City of Bromont is based on six orientations centered on the themes of housing, recreation and tourism, industrial development in high-technology, environment, culture and information technology. The following orientations apply specifically to the industrial park of high-technology.

## **HIGH-TECH INDUSTRIES**

To reinforce the enviable reputation of the high-technology industrial park by safeguarding the quality of its environment for the development and establishment of high-technology industries.

## **ENVIRONMENT**

To favour all interventions designed to preserve and protect the natural environment.

## **INFORMATION TECHNOLOGIES**

To favour the integration of information technology into the social and economic development of Bromont in a manner that insures that the environment is favourable to the welcoming of home-base workers.

### **1.3 PLANNING OBJECTIVES**

The planning objectives presented above have a different application depending on the characteristics of each sector of activity. Consequently, the City may depending on the sphere of activity formulate a series of objectives which target either specific interventions or those that anticipate future development.

#### **1.3.1. INDUSTRY**

- Specify particular objectives of each industrial park by appropriate regulations in terms of land use and nuisance control.
- Apply strict regulations in the high-technology industrial park touching the architecture of buildings, the preservation of the quality of the environment, the control of polluting emissions and landscaping.
- Promote the establishment of a business park within the high-technology industrial park that would regroup particularly office activities and businesses that support these enterprises (hotels, restaurants, etc...)
- Develop within the high-technology industrial park a sector designated for research and development enterprises and a Center of the New Economy.
- Promote the emergence of infrastructures destined to the promotion and development of New Economy enterprises.
- Information technology will support industrial development and will allow electronic access relevant municipal regulatory material.

- Promote the establishment of an intermodal station that will facilitate, on a single site, the transfer of merchandises between air, rail and road transport.
- Plan on the longer term the expansion of the industrial park of high technology up to the Eastern townships autoroute.

## **2.0 PLANNING CONCEPTS**

The planning orientations and objectives formulated in the preceding chapter as well as the planning concepts and the plans for the transportation network illustrate the spatial organisation sought by the City for the coming years up to 2013.

Historically, the City of Bromont was developed on the basis of recreation and tourism, on industry and on residential development all the while preserving the environment. The planning concepts will therefore refine this reality and confirm these three important components.

The approach that was adopted has allowed for the development of a first concept linked to the spatial organisation of the municipal territory and of a second concept linked more particularly to the recreation and tourism function. To this will be added a transportation plan which will illustrate the major interventions and their hieratical function on the infrastructure network of the City.

The organisation of the various elements of the territory seeks to create conditions that are favourable to the development of each one of these functions and to orient the development efforts of the potential of the municipal territory. The plan has been conceived in a manner to insure a developmental context that will optimize investment by private capital, render profitable the public investments and finally furnish a pleasant life-style setting for present and future residents within this natural concept.

## **2.1 THE CONCEPT OF SPATIAL ORGANISATION**

The spatial organisation concept of the territory of the City set out in the attached plan marked Schedule "A" to the by-law is based on four elements:

### **2.1.1 The industrial component**

The extent of industrial development in the City of Bromont can be found at the present time, in large part, in the high technology industrial park situated on either side of the Boulevard de l'Aéroport. The enterprises that are situated in the park are characterized by their low level of nuisance (pollution emissions, noise, etc..) and the high quality of their architecture and landscaping. These businesses

operate, by and large, in the area of high technology. The high technology industrial park is one of the economic development motors in the municipality. The concept is underlined by the identification of an expansion zone in the direction of the Eastern townships autoroute. Moreover, industrial development will eventually benefit from the establishment of transportation infrastructures such as a railway siding and the construction of an intermodal station which will complement the transportation network which itself is greatly benefited by the presence of an airport and the Eastern townships autoroute.

The creation within the industrial park of a business park will strengthen the role of the industrial park of high technology as an economic motor.

## **2.2 TRANSPORTATION NETWORK PLAN**

### **2.2.1 Road network**

The existing structure of the road network of the City of Bromont is defined according to the following hierarchy as illustrated on the plan attached hereto and marked Schedule "C".

- Autoroute
- Intermunicipal highways
- Municipal roadways
- Municipal collector roads
- Sub-collector roads
- Local streets

This road classification is established on the basis of the usage of the road, of its daily traffic and of the width of its right-of-way.

#### **Autoroute**

The Eastern townships autoroute allows access to the City from two (2) exits. This autoroute serves as an interregional link and carries a large tourist and truck traffic destined to the industrial park.

#### **Intermunicipal routes**

Pierre-Laporte Boulevard permits access to the industrial park of high technology of the City of Bromont and links the latter to the Eastern townships autoroute.

#### **Municipal arteries**

Municipal arteries link the different sections of the municipality and carry a relatively heavy daily traffic. There are four types of municipal arteries :

- Boulevard Montréal (projected)

- Boulevard Hyundai
- Boulevard de l'Aéroport
- Rue d'Adamsville

Of these four arteries, the Boulevards Montréal and de l'Aéroport are not as yet completed. In fact, the section of Boulevard Montréal from Pierre-Laporte up to Boulevard de Bromont has not been constructed. The alignment of this proposed boulevard is identified on the transportation network plans but two options to link it with Pierre-Laporte are still under study: one being on the axis of Boulevard de Bromont and the other one being on the axis of Boulevard de l'Aéroport via Rue Soulanges.

### **2.2.2 Other transportation infrastructures**

The industrial park of high technology is at the present time served by a regional airport and by a link with the Eastern townships autoroute accessed by Pierre-Laporte Boulevard. The Eastern townships regional airport is reasonably well equipped with electronic support for navigation and the runway has recently been resurfaced. Canada Customs services are also available.

It is of primary importance that the industrial park of high technology be served by a railway link in order to offer this mode of transport to businesses that are situated in the park or who wish to establish there. This railway link is projected to be linked to the rail line situated in the municipality of Brigham to the South of Bromont.

Finally, the construction of an intermodal station in proximity to the airport would permit the integration of the road, rail and air transport facilities. This facility would contribute to increase the power of attraction of the industrial park of high technology and would distinguish Bromont among the locations of choice throughout Québec.

## **Hyundai property – Authorised uses and special provisions**

The following industrial uses are authorized on land occupied by the former Hyundai plant.

### **Research, development and production (I1)**

1° The category of uses “Research, development and production (i1)” encompasses only those establishments whose primary activity is research and development or the transformation and manufacture of goods and products of high technological value inasmuch as they respond to the following requirements;

- a) The usage shall not cause smoke (except for that caused by the heating system) dust, odour, heat, gas, flashes of light, vibration, nor any sound more intense than the average sound emanating from streets on the limit of the property;
- b) The activities shall take place inside the building;
- c) The activity may generate considerable heavy circulation.

2° The category of uses “Research, development and production (i1) designates, unless the contrary is set-out in the specifications grill, the following usages, responding to the requirements in paragraph 1:

- a) Research, development and manufacture of products and components for electronics, cybernetics or computers;
- b) Research, development and manufacture of avionics products or those linked to aerospace;
- c) Research, development and manufacture of automobiles;
- d) Printing and infography;
- e) Research, development and manufacture of pharmaceutical or medical products.

### **Light industry (I2)**

1° The category of uses “Light industry (i2)” encompasses only establishments whose primary activity is the conception, transformation or manufacture of goods and products inasmuch as they respond to the following requirements:

- a) The usage shall not cause smoke (except that emanating from the heating system), dust, odour, heat, gas, flashes of light, vibration, nor any sound more intense than the average sound emanating from streets on the limit of the property;
  - b) Unless the contrary is specified, the activity shall principally take place inside the building. However, a part of such activity can take place outside in the side or rear yards;
  - c) The usage may generate heavy traffic movement.
- 2° The category of uses “Light industry i2” designates, unless the contrary is expressed on the grill of specifications, the following uses inasmuch as they respond to the requirements of paragraph 1:
- a) The conception, transformation and manufacture of metallic products;
  - b) The conception, transformation and manufacture of furniture;
  - c) The conception, transformation and manufacture of doors and windows;
  - d) The conception, transformation and manufacture of textiles and clothing;
  - e) Welding plants;
  - f) The primary transformation of forest products conducted entirely inside the building;
  - g) The primary transformation of metallic products and primary matters;
  - h) The manufacture of modular homes and mobile homes;
  - i) A customs depot;
  - j) A studio for the production of cinematography and visual arts;
  - k) A warehouse or depot for products and merchandise;
  - l) The conception, transformation and manufacture and packaging of food products and cosmetics.

Other uses, not mentioned in the preceding classification, may be authorised inasmuch as they respond to the requirements indicated and that they belong to the usages mentioned in the classification.

## **Specific requirements that apply to the land**

In addition to the general requirements that apply to an industrial usage, the following specific requirements apply to the land. These provisions are to be found in the zoning by-law.

### **Exterior storage**

For a usage of category i1, exterior storage is prohibited in all yards.

For a usage of category i2, exterior storage is authorised exclusively in the lateral or rear yards.

### **Minimum set-backs on certain boulevards**

Despite any less restrictive requirements in the specifications grill, any building which occupies land adjacent to boulevards Hyundai, Aéroport or Montréal must be situated at least 35 meters from the right-of-way of such boulevards.

### **Parking area in the front yard**

A parking area which occupies the front or side yards adjacent to the boulevard de l' Aéroport or a back yard adjacent to the boulevard de l' Aéroport must be situated at a distance from the boulevard that is not inferior to the front setback required in the grill of specifications.

### **Construction of a parking lot**

A parking lot must be separated from any street except access streets by an embankment of a minimal height of 0.60 meter with a slope not to exceed 25 %. The embankment must be planted with trees or shrubs for at least 30% of its surface, half of which must be made-up of conifers (see illustration 313).

Moreover, any access road situated in the side yard or in the front yard must be separated from the parking area by bays of vegetation having a dimension of at least 2.50 meters wide and 4.50 meters long (see illustration 313).

### **Construction of handling areas**

Handling areas are authorised only in side yards that are non adjacent to a street and in the rear yards.

### **Construction of front and side yards**

All front yards not occupied by a parking lot must be planted with at least one (1) Norwegian maple (*Acer Platinoide*) for every 10 meters of width along the street.

All side yards must be planted with at least 1 tree for every 20 meters of length of the lot.

Each tree so planted must have a diameter of at least 25 mm and must measure at least 1.40 meters from the ground and a height of at least 3 meters.

Landscaping must occupy the front yard. It must contain elements of rock garden, water areas, vegetation and decorative elements.

### **Exterior covering material**

In addition to the other materials prohibited on the territory, the following exterior covering materials are equally prohibited:

Clapboard;

Aluminium or vinyl clapboard installed horizontally;

Galvanum.

### **Roofs**

The angle of all roofs must be inferior to 10%, except in areas where a well of light or a lantern is installed.

### **Authorisation by the Régie aéroportuaire or the Ministry of Transports**

Except in zone I01-100, any construction project must be authorized beforehand by the Régie aéroportuaire des Cantons de l'Est or the Canadian Ministry of Transports.

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Information presented in this document are in administrative version and do not constitute the official version. For further details, please consult the City of Bromont Zoning department at 450-534-2021 or on the web at <http://www.bromont.com>