

Consultation version

In case of discrepancy, the French version shall prevail



URBAN PLANNING BY-LAW no. 595

August 2013

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TOWN OF BROME LAKE

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**PROVINCE OF QUEBEC
BROME-MISSISQUOI M.R.C.
TOWN OF BROME LAKE**

URBAN PLANNING BY-LAW

At a special meeting of the Town of Brome Lake Council held in the Fulford Room on August 5, 2013, pursuant to the Act, and at which were present,

Consultants: Marta Gubert Gomes and Cynthia Wilkinson

Councillors: Donald Gagné, Thomas McGovern, Jacques Lecours and Patrick Ouvrard

forming quorum under the chairmanship of Mayor Gilles Decelles.

BY-LAW no. 595

WHEREAS a municipality has the power to revise its planning program every five years, in accordance with section 10.3.1 of the Act respecting land use planning and development;

WHEREAS in accordance with the Act respecting land use planning and development, the Town is required to comply with the revised land use plan, second replacement n°05-2008, which has been in force since September 23, 2008;

WHEREAS that at the meeting of May 15, 2013, the Council adopted a first draft bylaw replacing the current Urban Plan and this, in accordance with articles 110.3.1 and 109.1 of the aforementioned law;

WHEREAS that at the council meeting of July 2, 2013, a notice of motion with dispensation reading was given by Councillor Jacques Lecours;

WHEREAS all Councillors have had the opportunity to read the draft by-law and it has been made available for public consultation at Town Hall;

WHEREAS that on June 8, 2013, this by-law was submitted public consultation;

WHEREAS on this occasion, the Council has heard those wishing to express their views on the content of the said by-law;

ACCORDINGLY :

It was moved by Patrick Ouvrard, seconded by Jacques Lecours and carried unanimously to adopt *By-law number 595 replacing the Master Plan (By-law 346)*.

FOREWORD

THE HISTORY OF TOWN URBAN PLANNING

Urban planning is an integral part of municipal management. This tradition has been marked several milestones, the most significant of which are :

- 1972: Consolidation of 4 municipalities (Foster, Knowlton, Fulford, West-Brome).
- 1985 : Overhaul of urban planning regulations.
- 1989 : First regional development .
- 1989 : Imagination action .
- 1991: Adoption of the first urban plan and revision of town planning bylaws.
- 1993 : Overhaul of urban planning regulations.
- 1993: Adoption of a Site Planning and Architectural Integration Program (SPAIP) bylaw for the West Brome and Iron Hill sectors for single-family dwellings and businesses, and for the entire territory for intensive recreational-tourism projects and dwellings with more than 3 units.
- 2000 : Adoption of the revised development .
- 2001: Brome Lake Chamber of Commerce report on the urban plan.
- 2003: Revision of the town plan and introduction of special planning programs (PPU) for the Knowlton, Route 104/Victoria Street intersection, Gilman's Corner and Foster sectors along Route 243, and revision of town planning bylaws (zoning, subdivision, construction, permits and certificates, etc.).
- 2008 Entry into force of the revised schema (2^e replacement).
- 2009-2012 Five-year review of urban plan and bylaws (zoning, subdivision, construction, permits and certificates, etc.)

In revising its Urban Plan (2^e revision), Town of Brome Lake wishes to consolidate in the Urban Plan a consensus on development issues and challenges in order to promote the implementation of a coherent plan for the entire region.

Town of Brome Lake since 2004

The Brome Lake cyanobacteria control master plan, action plan of the Rues Principales committee, the family policy, the action plan of the Comité consultatif d'environnement et de Renaissance Lac Brome, the cultural policy, as well as new development concerns and issues in the agricultural zone were all opportunities to reflect collectively on the main characteristics of the environment and identify the main development concerns.

In addition, the Centre Lac-Brome has shaped development in the area surrounding Parc des Lions. The master plans for the park developments at Douglass Beach and Parc des Lions mention importance of linking these facilities to the various sectors via a network of trails.

The arrival of the Bishop's University Campus has also contributed to the development of culture and the arts in Brome Lake. The cultural policy and the establishment of a cultural fund have encouraged new activities such as the Celtic Dance Festival, WordFest and the Eastern Townships Film Festival. The presence of all these new activities will be crucial to the revitalization and redevelopment of the downtown area around Mill Pond. The relocation of the municipal garage and the creation of a cultural zone along the pond will also contribute to the revitalization of Knowlton's downtown.

This Master Plan takes into account the concerns expressed in the following documents:

- Brief on the agricultural zone development plan (PDZA)
- Memorandum from the Chamber of Commerce
- Action Main streets
- Imagination report
- Family policy
- Cultural policy
- Renaissance Lac Brome land use
- Plan to combat cyanobacteria (Teknika report)

It also takes into account the numerous consultation meetings held between 2009 and 2012 (see appended table).

INTRODUCTION

The urban plan is a planning instrument clearly defined in the Loi sur l'aménagement et l'urbanisme (LAU) adopted in 1978. The Town has had an urban plan since 1991. The last revision dates back to 2003, and the Town must now revise its plan again following coming into force of the regional development scheme adopted on September 23, 2008. This revision must take into account new development issues and new government concerns, particularly in terms of sustainable development.

Territorial planning is a shared responsibility between government, provincial, regional (Brome-Missisquoi MRC) and municipal (Town of Brome Lake) authorities, as well as the people who live on the territory, albeit in a hierarchical fashion. It is in this context of shared power that the revision of Town of Brome Lake's Master Plan is taking place.

The coming into force of the MRC's new schéma d'aménagement has triggered the second stage of the planning process provided for by the LAU. Each municipality in the MRC must amend its urban plan to take into account the orientations and objectives of the revised schéma d'aménagement. The Town has opted for a substantial revision of this document, particularly with regard to environmental issues. At the same time, the Town will be revising its implementing by-laws: zoning, subdivision and construction by-laws, to ensure their conformity with the revised urban plan, and the implementation of the development orientations retained for the new urban plan.

The regulations resulting from this plan are designed to channel the actions of local stakeholders, with the aim of transforming the physical environment to better meet the needs the community as a whole.

Historically, Town of Brome Lake has often gone beyond the minimum requirements of the Act in this . In the fall of 2009, the Town held discussion sessions in all sectors of the Town on major development concerns, strengths and weaknesses, as well as development opportunities and constraints. Further meetings were held during the revision process.

Several hundred citizens had the opportunity to discuss and express their views on the orientations of the new urban plan. In addition, the town planning advisory committee (CCU) and environment advisory committee (CCE) were extensively involved, along with several external town planning consultants.

This revised urban plan serves as a reference point for all public and private stakeholders in terms of land use planning and organization. The plan is the result of political choices made in recent years, and highlights the main challenges and issues identified by the municipal council following public consultations.

It is worth recalling certain principles that guided the revision of the urban plan:

- The urban plan serves to develop an overall vision of the physical organization for all stakeholders, including the ordinary citizen;
- The urban aims to eliminate organization of the territory in context of laissez-faire, which does not always take into account the potential, environmental constraints and financial capabilities of the municipality;
- The urban focuses on the organization of the territory; it is not a substitute for other plans such as the economic and strategic development plan, the tourism plan, the cultural plan, etc;

This document begins by describing the current situation in terms dominant geographical features and characteristics relating to demographics, housing, public services, leisure, tourist, commercial and industrial activity.

The second part sets out the findings and identifies the development issues and concerns for the entire municipal territory.

The third part constitutes the heart of the urban plan and identifies, in accordance with the Act, the mandatory content elements of the urban plan as well as other elements specific to Town of Brome Lake.

Finally, the fourth section deals with the main means of implementation.

Town of Brome Lake, a strategic territory in the MRC's regional plan

The diagram highlights the strategic importance of the Town of Brome Lake's territory for the MRC.

The plan notes that the MRC's territory as a whole is faced with a duality of development that has to deal with preserving the quality of its environment and managing population growth and the resulting needs. To date, the MRC seems to have come to terms with this duality, since the dominant elements of the natural environment are better preserved and heavy infrastructures and facilities are highly concentrated. In spite of this, the MRC and the Town of Brome Lake will be faced in the coming years with the challenge of implementing sound stormwater management in order to mitigate the consequences of global warming and anticipate increased requirements in terms of preserving the quality of surface water and groundwater: a highly strategic issue for Brome Lake.

Topics covered include:

1- Rural planning and characterization of the agricultural (green) zone

The eastern side of the MRC is dominated by mountain ranges, the lake and forest. Farming is rather marginal and localized in the few meandering valleys. The altitude and the presence of steeper slopes than in the western part of the MRC, as well as certain climatic variables, have a strong influence on the landscape.

the type of farming. Soil potential classes for agricultural purposes are dominated by classes 4, 5 and 7 (85.7%). There are only a few pockets of small areas of class 2 and 3 (4.8%). Generally speaking, classes 3 and 4 can support continuous field crop production, while classes 5 and 6 are only suitable for perennial forage production. For the Brome Lake area, the most frequent limitations are low fertility (12%), stoniness (20%), rocky outcrops (26%) and relief (25%). Despite the highly rural nature of the region, in 2009 there were only 58 farms out of a total of 760 in the MRC. The number of farms in operation continues to decline: a loss of 17 farms since 2003 (a drop from 75 to 58 farms in 6 years). The MRC has carried out a characterization of the agricultural zone (production, agri-environmental aspects, economic value of agricultural production, impacts of the LPTAA and delimitation of destructured sectors), all with the aim of revitalizing the agricultural zone.

There are almost thirty destructured sectors in the process of negotiation with the CPTAQ as part of a collective application (article 59). The proportion of the territory located in green zones (zones decreed by the Act respecting the protection of agricultural land and agricultural activities) represents 79.4% of the VLB territory. In addition to protecting agricultural activities, another key issue is the preservation of the agrarian and rural landscape, in order to maintain land under cultivation or pasture. These open landscapes have the potential to attract tourists and residents alike. Their preservation is desirable, especially when agriculture is less dynamic.

2- Urban development management

The MRC is characterized by the coexistence of municipalities with both urban and rural interests. The Town of Brome Lake itself lives this duality within its municipal territory, with Knowlton as its main core and the surrounding environment. The MRC recognizes Town of Brome Lake and its Knowlton core as a service center and regional sub-pole, with a regional function in terms of public administration, health care and commerce.

The challenge of managing growth-related urbanization seems to be better controlled. phenomenon of sprawl cannot be equated with a lack space within urbanization perimeter, but rather with the takeover agro-forestry and recreational forestry environments by arrivals from large urban centers attracted by the quality of life in rural areas.

As for the available surface area, the plan indicated the following data in hectares:

Urbanization perimeter	Anthropic constraint	Natural constraint	Total availability	Available for residential use	Available for commercial use	Available for industrial use
1 680,8	74,7 (4,4%)	216,5 (12,9%)	180,3 (10,7%)	159,1	21,2	0

Source: Service d'évaluation et de la gestion du territoire, MRC Brome-Missisquoi 2008, municipal zoning by-law.

The white zones in rural areas outside the urbanization perimeter are also likely welcome people wishing to leave the Town (major centers) to live in the country. It's important to remember that the provincial government has no legislative tools that are particularly well-suited to the management of areas devoted to vacationing.

3- Protecting and enhancing the forest environment

Over 61% of the MRC's territory is covered by forest, i.e. 950 km². Most of this forest is privately owned, as is the case in Montérégie and the Eastern Townships. The forest cover is distributed as follows: 64% deciduous, 27% mixed and 9% coniferous. The main tree species are red maple and sugar maple (21%). The challenge is to ensure that this potential is properly managed with a view to sustainable development.

4- The environment

The notion of sustainable development, environmental management equipment (e.g. : sanitary landfill sites), natural constraint zones where use is subject to particular constraints for reasons of public safety (flooding, erosion risk, wetlands, steep slopes), as well as anthropogenic constraint zones (noise, odors, visual impact), such as waste disposal, airports, electrical substations, power transmission lines, former landfill sites and areas ecological interest to be protected, wetlands and riparian buffers are at the heart of development concerns for MRC territory and, of course, for the Town of Brome Lake, which is particularly concerned about the quality of the water flowing towards its main attraction, Brome Lake.

5- Local development

The plan deals with the spatial distribution of the various activities covered by the MRC's development plan. The main orientations of the plan therefore include several statements concerning local development.

The "Villes et villages d'art et patrimonial" project appears to be a program tailored to the MRC and Town of Brome Lake, as well as to the cultural organizations already involved.

6- Transportation

This item has a strong structuring effect on the development of complementary networks (road, rail, bicycle, etc.). The fight against climate change is forcing us to adapt to this irreversible trend, which stems from a desire to redeploy alternative and complementary modes of transport, such as the eventual return of the train as a mode of transport, or the express bus that have access to the Champlain Bridge's reserved lane. The autopark at exit 74 is a fine example.

For the time being, however, we have to deal with the reality that the decline of rail as a means of transporting goods has put a heavy strain on the road network. As roads were not designed to support heavy vehicle loads, they are rapidly deteriorating. A transportation plan for heavy vehicles has been adopted to better control the flow of this traffic, the roads chosen in the Town of Brome Lake territory are not adapted to accommodate them, particularly Route 243 (Lakeside Road), which runs alongside Brome Lake in a highly residential area.

For the Town of Brome Lake, recreational and tourist development through the development of the cycling and walking trail networks provided for in the MRC's plan is proving to be interesting, and it is hoped that the territory of Brome Lake will further develop its non-motorized multifunctional trails.

7- Tourism and resorts

The MRC has an interesting tourism and resort offering, and this is particularly true of the Town of Brome Lake. The Town of Brome Lake stands out for its waterfront resorts and many activities related to boating, culture, the great outdoors, restaurants and events of all kinds. Greater cooperation between the main stakeholders would enhance development.

8- History and built heritage

The MRC is home to many attractions that bear witness to its history and reflect the different cultures and eras that have characterized its history. The MRC updated its inventory of heritage sites in 2008. The Town of Brome Lake includes many of these heritage sites and elements. The Town distributes a tourist guide to help visitors discover the richness of its built heritage.

9- Territory of aesthetic interest

Respect for the region's natural and built heritage is of the utmost importance. In the 2008 revised plan, areas of aesthetic interest are identified. Many of these landscape units are national and international in scope. The Town of Brome Lake's territory includes almost exclusively areas of these two types of landscape units.

10- Major networks

Major networks include gas and oil pipelines (other than the distribution network itself), compressor and metering stations, power lines of 120 KV or more, and transmitting and receiving antennas for radio and television broadcasting, microwave transmission, radio communication, cable television and cellular telephony. As this equipment affects the landscape, its siting must be controlled in a satisfactory manner and in compliance with the objectives of the plan. The MRC adopted a policy to this effect, entitled "*Politique visant à encadrer l'implantation de nouvelles*

towers, telecommunications antennas and all related structures on the Brome-Missisquoi territory.

Town of Brome Lake at the heart of the regional plan's concerns

The summary of the main development concerns set out above in the diagram shows that Town of Brome Lake is a key player, at the heart of possible development choices and proposed measures.

The plan identifies Town of Brome Lake and its rural territory as :

- A sub-regional hub (population served 5,000 to 10,000);
- A sub-regional industrial hub (500 to 1,000 manufacturing jobs);
- A regional tourist hub.

The MRC has identified nine (9) general orientations: MRC Orientation 1

Prioritize the consolidation of industrial clusters, agricultural service clusters and clusters and support regional development policies.

MRC Orientation 2

Protect and enhance natural environment: water (Brome Lake), and fauna,

Orientation 3 of the MRC

Protect and enhance forest resources (water, soil, fauna, flora, woody matter, landscape and others).

Orientation 4 of the MRC

Give priority to agricultural activities and businesses in agricultural zones with a view to the sustainable development of the MRC.

MRC Orientation 5

Direct development in urban, industrial, tourism and agricultural service hubs to consolidate urbanization perimeters.

Maximize the impact of community services in the urban centers.

MRC Orientation 6

Recognize the MRC's tourism vocation and promote the activities that support it.

MRC Orientation 7

Protect and enhance areas historical and cultural interest.

MRC Orientation 8

Improve existing transportation networks to facilitate travel between the urban centers of our MRC and between adjacent MRCs.

MRC Orientation 9

Protect landscapes by contributing to their enhancement and ensuring their long-term survival.

1^{ERE}, STATUS OF SITUATION

PHYSICAL GEOGRAPHY

The landscape is shaped by the presence of Brome Lake and its main tributaries, notably Quilliams Creek and Coldbrook Creek.

The Coldbrook Creek, on which a dam was built, was one of the factors in the founding of Knowlton around 1800. A dam, then a sawmill, then a flour mill, a carpenter's shop, a carding mill and a wool-weaving mill initiated the village's development.

Soil type and topography also condition organization of the territory. In Brome Lake, 60% of the soils have serious limitations to agriculture (soil grades 5, 6 and 7), and 80% of the municipality's territory is located in an agricultural zone (green).

When we look at the dominant features of the municipal territory, we can better understand the development that has taken place there over the years:

- Urbanized areas on the plateaus on either side of Coldbrook Creek (commercial, industrial and residential);
- Mainly forested areas in the south of the municipality, where the terrain is mountainous and soil potential for agriculture is low;
- The presence of farmland in the northern part of the municipality, given its less rugged topography and superior soil quality for agriculture;
- Gravel pits are obviously found wherever there are fluvio-glacial deposits.

In Town of Brome Lake, the presence of Brome Lake and its 6 main tributaries has had a major influence on the development of the area, particularly in terms of resort development.

HUMAN GEOGRAPHY

Location and development factors are also subject to anthropic forces, which are juxtaposed with physical factors and which, over time, can both advantages and disadvantages for the environment.

Among the first users of the area's assets were the New England Loyalists, led by Colonel Paul H. Knowlton in 1815. A few years earlier, in 1802, West Brome had welcomed its first business, a mill, and by 1835, knitwear factories, a flour mill... It was already a major business and commercial center. Formerly known as Coldbrook, Knowlton became in 1855 the It was also the birthplace of the county's "chief town" and its first governor, the Hon. Paul Holland Knowlton. It is thanks to enthusiasm and energy of its founders, the England brothers, Ernest Fleury Judge S.W. Foster, Paul H. Knowlton, Nathaniel Pettes and others, that Knowlton has become the "county seat" of the county.

today a recognized destination. With the opening of the railroad in 1877 and the Chemin des Diligences (Stagecoach) linking centers such as Montreal, Sherbrooke and Knowlton. This work, combined with the construction of mills, outbuildings and the Relais Inn, gradually transformed the landscape of the area. Hamlets grew and eventually merged, creating the Town of Brome Lake in 1971. Today, the Town comprises 6 districts.

Over the years, human occupation has changed, but each hamlet has retained its own distinct character. In 2010, each district had the following characteristics:

Features	Total	% of VLB
01- FULFORD - BONDVILLE		
Area	37.9 km ²	18,5%
Number of units	772	21,2%
Number of shops	12	4,3%
Average building age	1972	
Total property value (\$000)	216,1\$	20,2%
02- WEST BROME - IRON HILL		
Area	83.8 km ²	40,9%
Number of units	665	18,3%
Number of shops	43	15,5%
Average building age	1972	
Total property value (\$000)	165,0\$	15,4%
03- EAST HILL		
Area	47.4 km ²	23,1%
Number of units	425	11,7%
Number of shops	20	7,2%
Average building age	1973	
Total property value (\$000)	161.6\$	15,1%
04- KNOWLTON VICTORIA		
Area	3.1 km ²	1,5%
Number of units	516	14,2%
Number of shops	57	20,5%
Average building age	1979	
Total property value (\$000)	122,5\$	11,5%
05- KNOWLTON LAKESIDE		
Area	8.5 km ²	4,1%
Number of units	632	17,4%
Number of shops	124	44,6%
Average building age	1958	
Total property value (\$000)	213,7\$	20,0%
06- FOSTER		
Area	24.3 km ²	11,8%
Number of units	618	17,0%
Number of shops	22	7,9%
Average building age	1972	
Total property value (\$000)	190,1\$	17,8%

THE WHOLE TOWN		
Area	205 km ²	100,0%
Number of units	3628	100%
Number of shops	278	100%
Average building age	1966	
Total property value (\$000)	1069\$	100%

The data in the table above show :

- In 2010, there were 3,628 residential dwellings throughout Town of Brome Lake, so the residential function is very strong.
- The vast majority of the Town's housing stock is single-family detached (76.1%). The housing stock includes 335 condos, or 9.2% of the total.
- The Office municipal d'habitation owns 42 units: 30 in the UP-2 zone and a further 12 on rue Victoria (Ui-2 zone).
- The area zoned "white" represents 12.2% of the Town's total land area; the area zoned "white" represents 12.2% of the Town's total land area. "Green" or "mixed" represents 87.8%.
- The urban perimeter (allocation U) represents 9% of the Town's territory. The urban perimeter is divided into sub-districts, the largest being West-Brome - Iron Hill (5.1 km²), followed by Knowlton - Lakeside (4.2 km²).
- On the other hand, the highest density (number of dwellings per hectare) in the urban perimeter is found in Knowlton - Victoria (3.24 dwellings / ha), while the lowest density is in West-Brome (0.38 dwellings / ha).

DEMOGRAPHICS

With Quebec's aging population, this issue is becoming a major concern for Town, which has a particularly elderly population compared to the Quebec average. For a Town like Town, it's important to analyze the situation carefully to better plan residential spaces for the coming decades.

Brome Lake's population profile is typical of a Town with a small urban core, a resort community and a rural environment:

- Permanent population: 5,629 according to Statistics Canada 2006 census;
- Estimated seasonal population (number of cottages 1111 x 2.3): 2,555 (Statistics Canada 2006 census);
- High population growth rate since 1971: 1971 to 1981 (9.4%), 1981 to 1991 (11.7%), 1991 to 1996 (5.19%), 1996 to 2001 (0%), 2001 to 2006 (3.4%) ;

Occupancy density is low, at 27 inhabitants/km² (2006). We need to compare this low occupancy density to understand its full significance:

- Bromont: 53 inh./km²;
- Cowansville: 264 inh./km²;
- Brossard: 1,574 inh./km²;
- Montreal 4,587 inh./km².

The community of Brome Lake, as elsewhere in Quebec, is aging. The phenomenon seems more significant here, and the English-speaking population is facing the challenge of population renewal. These phenomena have an impact on school attendance, on the infrastructures needed by the population, and on the social dynamic: recreation, community activities, etc. The family policy published by Town of Brome Lake in 2009 states that:

- *21% of Town of Brome Lake's population is over 65 (vs. 14% Quebec¹).*
- *The proportion of the population aged 55 to 64 has grown from 14% in 2001 to 20% in 2006 (vs. 10.4% to 12.3% for Quebec).*
- *Without the growth of this age group, Town of Brome Lake's population would have actually declined by 140 people between 2001 and 2006 (the population would have dropped by 2.6% in VLB versus a provincial decline of 0.7%).*

It is therefore clear that the growth of Town of Brome Lake is largely the result of "baby-boomers" moving into the region. The plan assessed the anticipated demand for urban development space for each municipality. The MRC's schéma d'aménagement reports the estimated number of households for the period 2006 to 2021 as follows:

Table 1: Estimated number of households 2006-2011
(Schéma d'aménagement MRC Brome-Missisquoi, chapter 2, September 2008)

	2006	2011	2016	2021	Growth 2011-2016	Growth 2016-2021	10-year growth
Brome Lake	2 683	2 896	3 111	3 303	215	192	407 ²
RCM	19 861	20 614	21 296	21 839	682	543	1 225
% VLB/MRC	13,5%	14,0%	14,6%	13,7%	31,5%	35,3%	33,2%

Town of Brome Lake is expected to grow faster than the rest of MRC. With only 13.5% of households in the MRC in 2006, the Town will account for a third of all household growth in the MRC over the 10-year period from 2011 to 2021. In fact, growth will be double that of the MRC as a whole: over a 10-year period, Brome Lake will welcome 407 new households, an increase of 15% or 1.5% per year; while the MRC will welcome

¹ Institut de la Statistique du Québec.

² Note that this growth is roughly in line with VLB's historical growth, which has averaged around 40 new households per year over the past 10 years.

1,225 new households, or 6.2%. The area's landscapes are also a major attraction, helping to drive up property prices, creating strong economic pressure on long-time residents and making home ownership in Brome Lake less accessible to young families. Household wealth is significantly higher in Brome Lake than the provincial average; in 2006, the average value of a home in Brome Lake was \$228,673³the provincial average \$147,721³, 55% higher. It should also be noted that the Brome lake market is dependent on the Montreal market, the region from which the majority of its customers come.

**Table 2: Population growth
Brome Lake and surrounding municipalities**

Municipality	1981	1986	1991	1996	2001	2006	1981 à 1991 % change	1991 à 1996 % change	1986 à 1996 % change	2001 à 2006 % change
West Bolton	626	592	625	575	681	723	-0,2%	-8%	-2.87	6,2
Brome	288	305	290	287	286	278	0,7%	-1%	-5.9	-2,8
Cowansville	12 240	11 463	11 980	12 051	12 032	12 182	-2,1%	0,6%	5.12	1,2
Brome Lake	4 319	4 466	4 825	5 073	5 444	5 629	11,7%	5,1%	13.59%	3,4
Sutton (ct)	1 243	1 286	1 495	1 701	3 524 ⁽¹⁾	3 805 ⁽¹⁾	20,3%	13,8%	32.27	8,0 ⁽¹⁾
Sutton (v)	1 599	1 602	1 585	1 617			-0,9%	2%	.94	

Source: 2006 revised diagram

(1) Amalgamation of the Township of Sutton and the Town of Sutton in 2002

**Table 3: Permanent and seasonal population Brome
Lake and municipalities in the immediate area**

Municipality	Permanent population 2006	Chalet (2) 2006	Seasonal population (3)	Total populati on	of population by municipality
West Bolton	723	235	541	1 264	42,8
Brome	278	40	92	370	24,9
Brome Lake	5 629	1 111	2 555	8 184	31,2
Sutton (v)	3 805	1 457	3 351	7 156	46,8

Source: 2006 revised diagram

(2) SIGAT 2006

(3) Population estimated by multiplying the number of cottages by 2.3, which represents the average number of persons per household in 2006 in the Brome-Missisquoi MRC, Statistics Canada, 2006 Census.

³ MAMROT, Richesse foncière des municipalités, 2006. We have isolated the property wealth of 1-unit residences. Please note that MAMROT data are from the 2004-2006 triennial roll (market value as at July 1:2002). Note that, for a municipality like Town de Laval, the average value of 1-unit residences is close to \$200,000.

The current situation in 2011

In 2011, Brome Lake (Town) had a population of 5,609, representing a percentage change of -0.4% from 2006. In comparison, the national average growth rate was 5.9%. Brome Lake (Town) also had 2,527 private dwellings occupied by regular residents. The change in private dwellings occupied by usual residents in 2006 was 3.8%. Once again, growth is essentially due to the number of dwellings, not to population.

Table 4 Neighboring census subdivisions, population change, 2006 to 2011

Name of census subdivision (CSD)	Type of SDR	Population		
		2011	2006	Change in %
Potton, Qc	CT	1 849	1 790	3,3
Dunham, Qc	V	3 471	3 396	2,2
Sutton, Qc	V	3 906	3 805	2,7
West Bolton, Qc	MÉ	678	723	-6,2
Brome, Qc	VL	271	278	-2,5
Bromont, Qc	V	7 649	6 049	26,5
Cowansville, Qc	V	12 489	12 182	2,5
Brigham, Qc	MÉ	2 457	2 408	2,0
Shefford, Qc	CT	6 711	5 941	13,0

In 2011, the number of census families in the Brome Lake census subdivision was 1,705, representing a 4.0% change from 2006. In comparison, the growth rate in Canada was 5.5% for the same period. In terms of families, the situation in Brome Lake is comparable to that of Quebec as a whole.

Table 5 Distribution of census families by family structure, 2011 Census

Geographical name	Total families	Married couple families		Common-law couple families		Single-parent families		Variation in % of census families from 2006 à 2011
		number	%	number	%	number	%	
Canada †	9 389 695	6 293 950	67,0	1 567 905	16,7	1 527 840	16,3	5,5
Quebec †	2 203 625	1 143 370	51,9	694 750	31,5	365 515	16,6	3,9
Brome Lake, V	1 705	1 050	61,6	460	27,0	200	11,7	4,0
Potton, CT	590	385	65,3	160	27,1	50	8,5	3,5
Dunham, V	1 045	580	55,5	345	33,0	115	11,0	1,5
Sutton, V	1 180	705	59,7	340	28,8	130	11,0	3,1
West Bolton, MÉ	230	140	60,9	65	28,3	25	10,9	7,0
Bromine, VL	85	50	58,8	25	29,4	10	11,8	6,3
Bromont, V	2 305	1 130	49,0	880	38,2	305	13,2	24,9
Cowansville, V	3 485	1 705	48,9	1 110	31,9	670	19,2	3,7
Brigham, ME	755	380	50,3	295	39,1	85	11,3	4,1
Shefford, CT	2 110	1 095	51,9	860	40,8	150	7,1	13,1

2^E PART

FINDINGS, CONCERNS AND CHALLENGES DEVELOPMENT

FINDINGS

For the Town of Brome Lake territory, the revised development plan (2^e replacement) clearly identified the need to recognize its rural, urban and recreational-tourist vocation. The plan also recognized the need to consolidate these vocations in keeping with the philosophy of sustainable development.

In fact, it's all about finding efficient, cost-effective ways to answer the following questions:

- How can we take full advantage of our privileged geographical location at the heart of a recreation and tourism region renowned for the quality of its landscapes and outdoor activities?
- How can we also take advantage of the proximity of intermediate urban centers and the Montreal metropolitan center?
- How can we take advantage of the presence of Brome Lake in the heart of the municipality, of a concentration of commercial, cultural and recreational activities that constitute a critical mass capable of generating sustained economic activity?
- How can we benefit from the human resources of two great cultures living in harmony in Brome Lake?
- How can we renew our population and regain a better demographic balance?

All in a way that supports economic development while respecting the rural nature of the area and with a view to sustainable development.

Intervention context (2011)

The main findings for the development of the new urban plan are :

- The appeal of the region
- The commercial sector
- Industrial activity
- Vacationing is our most important economic activity.

These four main observations and the challenge of sustainable development have a major impact on the urban development plan. This requires a change of direction in terms of land use and development. Sound management of runoff in the Brome Lake watershed requires the municipality to keep abreast of new techniques in this area. Updating previous plans in this context cannot be dissociated from an integrated approach to managing water quality throughout our territory. The issue of water supply, combined with the issue of surface water quality, is becoming a major concern, with links to the four main findings mentioned above.

a) The appeal of the region

Of course, the lake and mountains of the Appalachian Corridor are an exceptional site and a renowned vacation destination. East of Montreal, it's the first major lake within an hour's drive of the city, and an area offering a wide range of outdoor activities: ski centers, cycling, golf, boating and hiking trails. The historic village has a 150-year tradition, and each of Brome Lake's villages is a pleasant place to live and enjoy the great outdoors.

The bucolic landscapes, the lake, the fields on the hillsides, the old farms that underline the region's rural character, the century-old houses - all this has always attracted tourists and Montrealers fleeing urban density. In the last century, vacationers arrived by train, then by car via the 104, then by highway via the 10. Today, the train has disappeared, but the automobile remains the preferred mode of transport for vacationers. Vacation homes have multiplied, and many have become permanent residences.

<i>Commercial and industrial activity accounts for 7.7% of VLB's property wealth</i>
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b) The commercial sector

Services have expanded, and so have businesses. The "outlets" phenomenon and the lure of small New England-style villages in the countryside have shaped our commercial development. Over the past 25 years, the commercial sector has undergone a profound transformation. Old outdated buildings have been converted into commercial premises, and there has been a proliferation of stores on Lakeside Road and Knowlton Road. In addition to the proliferation of stores in downtown Knowlton, many existing businesses have increased their occupancy. Over the past six years, several major businesses have expanded and some have almost doubled their occupied space, while new businesses have been added all along Route 104, from Victoria Street to just beyond Jolibourg Street. Caterers, landscaping specialists and nurseries have also made investments. Even Gilman's Corner, despite its shortcomings in terms of development, appears to be a dynamic commercial sector, as it is the crossroads between Brome Lake and Sutton, an area that benefits from its proximity to Cowansville.

Over the past six years, the outlying towns of Cowansville and Bromont have also increased the supply of commercial space serving part of Brome Lake's population. All these investments require an increase in sales per square foot, and as a result some businesses have had difficulty adapting to the change. Competition is fiercer, and smaller retailers are losing market share. The net result has been high turnover and an increase in the number of vacant spaces, particularly in downtown Knowlton. This surplus space will take time to absorb. Allowing the conversion of available commercial space is a possible solution for the short and medium . Consideration should be to consolidating the mix of residential and commercial uses in certain sections of downtown. It will also be necessary to correct the fact that Maple Street is zoned commercial and concentrate commercial activities on Knowlton Road, including the intersection with Lakeside Road. Despite this, cottagers still store locally. The citizens of Brome Lake are dismayed by the amount of empty space in the center of Knowlton. To better balance supply and demand, ground-floor commercial zoning should be relaxed in low-traffic areas on Knowlton Road and tightened in high-traffic pedestrian areas (Lakeside Road between Victoria Street and the theater entrance). It's important to maintain a dynamic commercial zone by tightening the rules: such an intervention should lead to a better mix in our downtown and a livelier center.

In addition to these observations on commercial evolution, there is also an aging population that consumes less and differently. New consumer patterns will have a major impact on our local economy, and we need to assess the consequences. In addition to changing consumer habits, we'll be seeing many changes in housing; some residents will change their type of dwelling, and many elderly residents will want to stay in their homes as long as possible. Will they be able to afford it? Inevitably, there will be transitions, and large properties will find new, slightly younger takers with different consumer habits.

c) Industrial activity

Industrial activity in Town of Brome Lake is very limited, and there is no room for expansion in the industrial zone currently limited to the Knowlton district. Indeed, the Knowlton sector is the only area served by water and sewer, and the remaining spaces are wetlands that must be protected. Despite the limited space for industrial activity and development, our businesses are dynamic and most growing. Our territory and facilities will not be able to cope with more intense industrial activity, as our drinking water capacity is limited and new sources of drinking water will primarily serve the residential sector. Maintaining existing industrial activity is essential, while recognizing its limited character in our community.

A small industrial zone for light, non-intensive activities would certainly be desirable. An isolated section in Foster could be an interesting option. Appropriate landscaping could separate this area from residential . It

One need only think of the small industries and excavation companies already established in this area to see that plant screens would be beneficial.

d) Vacationing is our most important economic activity.

The resort industry accounts for the lion's share of our region's real estate wealth. It is the engine of our local economy. Vacationers dominate consumption, construction demand, services and the local real estate market. This is true in Knowlton, West Brome and Foster. Retirees also have a considerable impact on our economy. They live here full-time and are often former cottagers.

Seasonal vacationers account for an estimated 31% of the permanent population vs. 16.2% for the MRC.

Weekend vacationing dominates our local economy, with visiting tourism a distant second in terms of consumption and economic activity. This contribution should not be overlooked, however, as transient tourists can become temporary residents and eventually permanent residents. According to a survey carried out by the Chamber of Commerce a few years ago, the majority age of tourists remains between 46 and 55.

dynamic service economy, digital economy and aging population are generating new residents, some of whom are young retirees, baby boomers preparing for retirement and "hip" self-employed people in their late 30s and early 40s, who commute to Montreal once or twice a week. These new arrivals are attracted by the beauty of the region and the quality of life in the countryside. We also find many professionals in the region. A study⁴ of new arrivals to the Brome-Missisquoi MRC confirms these trends, revealing the results of a survey involving 100 "newcomer" respondents to the MRC, which established, among other things:

- 77% of new rural residents live in the eastern part of the MRC (Sutton, Frelisghburg and Brome Lake);
- The eastern sector of the MRC is known for its tourism and resort economy;
- The western sector is more urban, industrial and agricultural;
- 60% of new rural residents had previously lived in a metropolis before settling in the Brome-Missisquoi MRC, including 56% in Montreal ;
- 26% of the new rural dwellers lived in the Montreal suburbs, mainly on the South Shore;
- 91.9% have lived most of their adult lives (19+ years) in urban areas;
- 83% of new rural dwellers are aged 40 and over; 17% are young adults aged between 25 and 39;

⁴ Guimond, Laurie, Simard, Myriam, Nouvelle population dans le Québec rural : le cas de la municipalité régionale de comté (MRC) de Brome-Missisquoi, INRS, September 2008.

- The new rural dwellers are educated; 73.8% have a university degree;
- 56.0% are retired or semi-retired; 41% are actively employed;
- Among active workers, 68.3% work at their account (self-employed);
- 83.0% of new rural residents migrated to the Brome-Missisquoi MRC for its rural attractions;

It should also be noted that the unavailability of high-speed Internet in certain areas of the territory is a hindrance, particularly for self-employed workers and micro-businesses.

Brome Lake is also a community that wants to grow, but not too fast, and not too abruptly, because most of its citizens want to preserve their surroundings and the environment.

Integrating new homes into the existing built environment or into sensitive environments has always been an issue for residents. Integration rules for new construction were improved in the last urban plan. Respect for environment has often been overlooked in the past; for example, the subdivision land in wetlands in the Eugène Park and Pointe Fischer areas. Today, the vast majority of citizens support the Town's efforts to preserve the environment in a sustainable way. The new urban plan must therefore demonstrate this commitment. Sustainable development is no longer an option, but a necessity for our economic vitality and our living environment.

PLANNING CONCERNS

Today's concerns are not so different from those of 1989, when a large group of residents defined the priorities for our community. This plan, entitled "Imagination", aimed to enhance and preserve quality of life and the environment. This document strongly inspired Town Brome Lake's revised urban plan (1^{er} replacement). Imagination emphasized the importance of the following elements:

- Orderly population and economic growth based on infrastructure.
- This is to protect the environment, green spaces and the lake.
- Maintain the rural character of the villages that make up Town of Brome Lake.
- Protecting green spaces, forest land and mountain panoramas.
- Maintain viable farming communities.
- Avoid overcrowding, control growth and integrate new projects.
- Integrate new neighborhoods with green corridors, bike paths and trails; create linear parks to link parks.
- Promote compatible economic development without negative impacts.
- the bucolic character of landscapes.
- Establish an advisory committee for culture and recreation.

- Maintain green spaces, create new ones and link them with a network of paths.
- Protecting villages and heritage.
- Increase and double the minimum lot size.
- Improving Town centers (burying wires, planting trees and new sidewalks).
- Protect wetlands, fragile ecological zones, forests and farmland.
- Limit densities in agricultural zones to one single-family home per 10 hectares (25 acres).
- Protect the lake, its tributaries, shores, surface and groundwater; create buffer zones.
- Restrict industrial development.
- Encourage tourists, cottagers and visitors to settle here.
- Work from home.
- Encourage housing cooperatives to create a stock of affordable housing.
- Put in place measures to enable the elderly to remain in their own homes.
- Integrate land densification: projects of five units or more should be subject to strict architectural and environmental regulations.

Since then, many measures have been implemented, but much remains to be done. Imagination has addressed all aspects of sustainable development planning: social, cultural, economic and environmental. The need for a dynamic, strategic plan that includes periodic revisions will be part of the new regulatory framework foreseen by the Quebec government in its urban development bill (LAU). Whether at the time of Imagination or today, most citizens seem to agree with the following strategic statement:

Our community's mission is to offer its permanent and temporary residents an exceptional environment in which to live and work in a rural setting.

Strengths and weaknesses

From these main concerns, we have identified the strengths, opportunities, weaknesses and constraints in terms of planning and development.

a) Our community's strengths

- A wealth of human capital and citizens committed to preserving the environment;
- The social commitment of citizens, and the availability of dedicated volunteers, despite an aging population;
- Active community radio (CIDI);
- A significant built heritage, in the heart of Knowlton village, but also scattered in the countryside;

- Mill Pond landscape and dam, scenic roads and rural landscapes;
- Heritage buildings as well as several beautiful, relatively well-preserved residences;
- Knowlton's village core has a strong reputation;
- For people who know our region, Brome Lake's landscapes evoke an exceptional living environment;
- Brome Lake is a beautiful body of water ideal for swimming, water-skiing, sailing, canoeing, kayaking, fishing and swimming...;
- Proximity to Highway 10 and the first tourist valley when arriving from Montreal;
- Close to 3 ski resorts: Sutton to the south, Owl's Head to the east, Bromont to the west;
- Our region is attractive to retired professionals with good incomes;
- Autumn workers and professionals from Montreal are strongly attracted to our region;
- The presence of several rivers and waterfalls throughout our territory;
- Montreal's South Shore will benefit greatly from the Autoroute 30 loop and the alternative link to Vaudreuil, which is beginning to have a positive impact on our region;
- Proximity to Brome-Missisquoi-Perkins Hospital, a hospital that is very well supported by area residents;
- Strong presence of second homes, a still-growing market;
- Rural, bucolic setting; large areas of mature woodland and agricultural land create attractive views;
- Agri-tourism activities and activities complementary to agriculture (see PDZA);
- Presence of large-scale, reputable events: Tour du Lac Brome, House and Garden tours, Tour des arts Festival gastronomique du canard, etc;
- Knowlton and Brome Lake are on the Wine Route;
- A land rich in landscapes and history, especially that of the Loyalists;
- There is great potential for the creation of multifunctional trails on the territory, some of which could eventually be linked to regional and supra-regional infrastructures;
- The reinstatement of a 10% policy for parks and green spaces will enable their development;
- The public is calling for measures to preserve the lake. Despite resistance, citizens seem open to changes in their practices;
- French and English elementary school;
- A bilingual population open to the other community.

b) Community weaknesses

- There is a structural and aesthetic deficiency in the Gilman's sector, due in part to the presence of gravel pits and businesses whose nature requires outdoor storage and manoeuvring areas for heavy vehicles;
- Linear commercial sprawl along routes 104 and 243, roadside businesses (Foster, Gilman's Corner and a section of route 104 between Victoria and Jolibois);

- Residents and visitors are unaware of the natural attractions offering a variety of potential activities, and their accessibility is often very limited (e.g.: accessibility to the lake is poor (physically and visually);
- There's no secondary school on site, a French-language elementary school nearing capacity and an English-language elementary school attendance has declined sharply;
- Brome Lake lies within the urban perimeter and its shores are largely artificialized, leading urbanization of the land; the use fertilizers has been detrimental to water quality;
- The other watersheds on the territory are problematic: Lac Davignon and Lac Bromont;
- Watershed management will require ongoing investment to preserve and improve water quality;
- Public heritage buildings are more or less well preserved, and their functioning is outdated;
- Shopping tourism is in decline and businesses are being lost. Is this due to an aging population, or to a drop in tourist numbers, lack of promotion, or the absence of a renewed tourism offering?
- The Town's network of bike paths and trails is deficient and unintegrated compared with neighboring municipalities;
- Knowlton's commercial core is unstructured, with no businesses on Maple Street. On Knowlton Road, commercial activity is divided between two zones. The linear commercial sprawl on Knowlton Road between the new IGA and Joliboire Street encourages car use for every trip;
- The bucolic landscapes are lost, the land is left fallow and agricultural activity currently in decline;
- Aging population and farmers;
- An aging tourist clientele;
- The lake's eutrophication level is high due to excessive phosphorus and sediment inputs. The lake's reputation is in decline, the presence of cyanobacteria is significant and, despite the efforts made, it is too early to confirm whether the situation is being resolved and how quickly;
- The presence of several rivers and waterfalls throughout our territory is not sufficiently promoted. Poor access, few visual breakthroughs and little safety;
- There is an insufficient level of basic services to meet the day-to-day needs of residents, particularly in terms of primary medical services;
- There is a physical absence of identification of the Knowlton heritage area and villages;
- There is lack of integration of public and industrial uses in the heart of Knowlton;
- Economic activity seems to be dominated by tourism and vacationing, at least for the Knowlton sector. This is difficult to verify, as there is no data compiled by the Town, the CLD or the Chamber of Commerce;
- There few industries and the reception and structures are inadequate;
- Farmland is highly fragmented, with few homogeneous areas offering good potential. Constraints due to uneven topography and poor drainage are common. Decline and destructuring of the agricultural zone. Agricultural enterprises

- are in decline; wasteland is expanding; land exceed economic potential. The number of farms fell by 80.4% between 1941 and 2006;
- Conversion agriculture is ;
 - The prices of large properties reflect the resort market, but are not available because they are subject to the restrictions of the Loi sur la protection du territoire et des activités agricoles (LPTAA). LPTAA restrictions encourage speculation and higher prices. The current situation of restrictions on agricultural land slows down availability in relation to demand;
 - Traffic is increasing on Lakeside Road, and people are becoming increasingly dissatisfied. Roads are too close to waterways, especially the lake. The main access roads are too urbanized and inappropriate. In the current context, speed limits are hampered by the lack of effective alternative routes (particularly on Lakeside Road, which is provincial route 243);
 - Inadequate telecommunications infrastructure (cellular and Internet);
 - The Quebec government's urban densification policy is not compatible with Brome Lake's environmental constraints, and does not respect Imagination's objectives, nor those of current residents or those who wish to move here for the countryside. There is a strong demand for large lots in the rural environment, just as there is a certain demand for properties within the urban perimeter. Our growth will therefore depend on the availability of land with a rural setting;
 - The Quebec government does not have a model for village and rural development that allows for better harmonization of residential, agricultural, commercial and forestry uses, with greater flexibility in a resort context. Increased flexibility on the part of the CPTAQ for land management in resort areas is an environmental and economic issue for Town of Brome Lake; in this context, it is essential to participate actively in the collective request (article 59 of the LPTAQ) currently being negotiated in the Brome-Missisquoi MRC. Roads are numerous and costly to maintain in sparsely populated areas. Without jeopardizing the rural character of the area, we can accommodate new arrivals if the rules for integrating new dwellings are well established;
 - There are few homogeneous areas offering good agricultural potential for large-scale, intensive operations. The rugged topography, poor drainage and preservation of wetlands make the Brome Lake Valley unsuitable for agriculture or intensive livestock farming. On the other hand, the area is highly conducive to resort activities, provided they are carried out in an environmentally-friendly manner.

CHALLENGES

The themes addressed in the revised plan (2^e revision) as well as the stated development orientations and objectives, the findings, as well as the various characteristics and concerns, strengths and weaknesses of the Town of Brome Lake community, highlight the main issues affecting the development of the Town's territory.

They are :

- *-The infrastructure challenge*

Municipal infrastructure - the road network, road ditches, culverts, sidewalks, sewage system, local wastewater treatment plants, street furniture, parks, trails, utility buildings, etc. - must be adapted to the needs of land preservation and development, taking into account the specific characteristics of each of the hamlets that make up the municipality. Roads and ditches in particular are being put to the test, given their state of disuse and the risk increasingly frequent extreme weather events. Traffic flow and speed have also become issues on 243 and Knowlton Road near the IGA and SAQ.

- *-The drinking water challenge*

A sufficient supply of drinking water to meet the needs of the citizens and businesses served must be ensured in order to maintain the municipality's vitality. Frequent drinking water shortages are a major irritant for the population and a major brake on community development.

- *-The demographic challenge*

The municipality's population is aging and needs to be renewed by the arrival of young families and new citizens interested in the municipality's attractions, particularly its village environment and rural character. Population renewal and growth among young families are essential to maintain current service levels at a socially acceptable cost (municipal taxes).

- *-The environmental challenge*

Water, lakes, rivers, wetlands and sensitive areas account for over 11% of the territory. They are a predominant factor in the attractiveness of the area. Construction, development and public works practices must take into account water as an essential resource. Shoreline protection, runoff management, erosion control and soil conservation will important environmental issues, as will the management of works and constructions on steep slopes (*modifying 595-1*).

- *-The challenge of rural and village character*

The rural setting, the landscapes, the variety of sites, the wide-open spaces, the wooded massifs, Loyalist heritage, the historic buildings, the cohabitation of residential, agricultural and commercial functions in a rural setting all represent distinctive marks that the community holds dear. The 6 districts that make up Town of Brome Lake each have their own characteristics and identity. Following a process of reflection and planning specific to each, it is important to make choices that respect the potential and the citizens each of these village cores.

- *-The economic challenge*

The municipality's property wealth exceeds \$1 billion, and residents invest significant sums to take advantage of its exceptional setting. It's important to make the right choices so that, collectively, citizens can benefit from increased wealth, by this exceptional and sought-after living environment and by attracting dynamic businesses to serve residents and tourists attracted by the outdoors and culture.

- *-The cultural and historical challenge*

The municipality already boasts a variety of cultural activities, strongly imbued with values rooted in its history. The cohabitation of the two communities, French-speaking and English-speaking, as well as the presence of facilities and events that encourage artistic expression, should be highlighted.

- *-Recreational and outdoor activities*

Development choices must allow for better integration of existing outdoor assets, enabling better service to citizens and creating conditions that can attract permanent residents (especially families), resort residents and tourists through improved lake access, connectivity, integration of multi-purpose trails, and development of outdoor infrastructure.

- *-Agricultural issues*

Town of Brome Lake has fewer than 80 farmers left. To counter their disappearance, more flexible measures will be needed to promote the harmonious cohabitation of niche agricultural activities and village activities such as small specialized livestock (e.g. alpacas) and specialized crops (e.g. sea buckthorn). The integration of standards on unstructured islands in the agricultural zone will also enable the development of certain already built-up areas, in compliance with the rules established by the Commission de protection du territoire agricole du Québec.

In embracing the concept of sustainable development, the Town recognizes the value of economic growth and change, and the right of individuals and companies to achieve commercial objectives. However, if development is to be sustainable, decisions taken today must enable future generations to enjoy a quality of life comparable to, if not better than, that which we enjoy today. Consequently, optimizing short-term growth at the expense of sound environmental management compromises not only our interests, but also those of our children and grandchildren.

, fields and farmland are no longer being used for agricultural purposes and are being left to lie fallow. We need to think about the potential of these lands with the help of new arrivals, who often have little experience in this field.

3^E PART, THE PROPOSED PLAN

MAJOR DEVELOPMENT GUIDELINES

This section is mandatory under the Act respecting land use planning and development. It refers to the spatial organization of the territory. Also, in response to the situation prevailing on the territory following the findings, concerns and development issues listed in this , the Town intends to base its actions on the following major development orientations.

The proposed orientations will focus on structuring measures manage growth while respecting the limits of the environment. They will therefore :

- preservation of the area's village character and rural setting including landscape protection and enhancement of lake views;
- promoting and developing environmentally-friendly access to the lake and waterways;
- Promotion and implementation of outdoor activities and enhancement of the territory (integration of trails, bike paths, beaches, Tiffany access, heritage buildings, etc.).
- showcasing our cultural institutions
- harmonization of agricultural, residential, commercial and forestry uses;
- the adoption of measures to promote the sustainable management of rainwater and runoff, together with measures to maintain pre-development conditions;
- improving recreational water quality (cyanobacteria control) and working with neighboring Towns to manage the watershed;
- implementing structuring measures for infrastructures (drinking water, wastewater, telemetry, Internet, etc.); upgrading our infrastructures (roads, municipal facilities, etc.).
- the choice of a strategy to maintain a balance between the supply of space and the demand for development (depending on the characteristics of the demand: urban cores, hamlets, village areas);
- promoting rurality and enhancing villages with local services that are adapted to and respect the specific characteristics of each environment, to create more convivial and prosperous village cores;

- renewing our population to achieve a better demographic balance. Annual growth of 1 or 2%, with an emphasis on young families, is the goal, particularly in the Foster and Knowlton village cores.

Warning

A policy of densification of the urban territory without a preservation policy is not compatible with the environmental constraints of Brome Lake. Densification of the urban perimeter, particularly around the lake, is both undesirable from an environmental point of view and undesirable from a strategic point of view.

Redefining a development model that harmonizes and integrates the functions of housing, agriculture, forestry and recreation and tourism is a priority, based innovative rules to maintain the quality of our environment, its rurality and its attractions. In a sustainable development approach, existing regulations and land use practices are not sufficiently effective. Our new plan must therefore reconcile development and preservation. To achieve this, the rules for sustainable use must take into account the following constraints:

- The support capacity of the environment ;
- Municipal sewer treatment capacity ;
- Drinking water supply capacity ;
- The impossibility opening new roads outside the urban perimeter;
- Preservation and rehabilitation of the natural water network occupying more than 10% of the territory;
- The preservation of the rural and village character of the territory and the existing buildings;
- The requirements imposed by the LPTAA ;
- Resident population's ability accept change;
- Preserving landscapes and heritage;
- Stormwater management and quality;
- Limiting existing traffic lanes.

In addition, the new urban plan must take into account the legislative and regulatory framework in place and/or under revision, as well as government directives concerning the environment and the protection of agricultural land, i.e. :

- The current revision of the Loi sur l'Aménagement et l'Urbanisme (LAU), the Loi sur l'aménagement durable du territoire et de l'urbanisme (LADTU);
 - Requirement strategic statements;
 - New public consultation policy;
 - Increased responsibilities for municipalities;
 - A sustainable development approach;
 - Accountability with regard to the orientations of the urban plan and integrated land management.

- Municipal Powers Act
 - Greater powers for municipalities in environmental and nuisance ;
- - Watershed management - MRC (watercourse manager);
 - Water master plan;
- Recycling policy;
 - Increasingly stringent targets (composting requirements, 3-way waste collection);

As a result of the above considerations, the development guidelines are as follows:

Orientation 1: Improve the environment, taking into account the existing and future natural and built environment and aiming for minimal environmental impact

This orientation mainly addresses the following issues:

- Environmental issues
- Rural character (including an architectural component)
- Demographic

challenges In terms of planning

- Make an inventory of the various government assistance programs for urban renewal and the acquisition or enhancement of natural environments, the redevelopment of gravel pits, the protection of forest cover and sustainable management of private forests, assess their scope for Brome Lake and sign up to them, where applicable;
- Finalize inventories of wetlands and sensitive areas throughout the Town and integrate these data into the Town's mapping;
- Identify areas suitable for the settlement of young families and enable increased densification while preserving the environment;
- Update the cyanobacteria action plan (2008) and introduce new approaches to reduce contaminant inputs to the lake;

Regulatory control

- Establish an environmental SPAIP for building interventions and renovations waterfront strips (when these interventions are permitted by virtue of acquired rights or because they involve development on collective land);
- Use the 10% collected for parks and green spaces to build surface water catchment and sedimentation devices such as sedimentation ponds;
- Adopt a by-law on Plans d'aménagement d'ensemble (PAE) in certain zones to encourage "Growing Greener" type developments, allowing a certain amount of densification while preserving and protecting natural spaces and the environment.
- Prepare an environmental PPU (Programme particulier d'urbanisme) specific sectors with older built-up areas (Rock Island and Pointe Fisher streets) to allow greater flexibility land development,

riparian buffer strips, runoff management to compensate for inadequate riparian buffer strips
;

- Include in zoning bylaws minimum standards for the planting, maintenance and upkeep of trees in urban areas, and control felling and planting of trees for commercial purposes. For commercial tree felling, regulate measures to be taken for the responsible management of runoff water and the transport sediment through ruts dug by machinery into watercourses (*modif. 595-1*);
- Improve regulations for areas with architectural heritage potential, and establish a bylaw site planning and architectural integration for areas with aesthetic and visual quality;
- Regulate land use in flood-prone areas, steep slopes, former landfills and ecological zones;
- Restrict the location of storage , waste disposal sites and human activities that have an impact on the neighbourhood, and control uses near electrical transformer substations;
- Regulate the distance between quarries and gravel pits and the creation of buffer strips.
- Ensure that the costs of traditional infrastructure (paving roads and sidewalks), and green infrastructure (particularly stormwater management), are borne by developers.
- Include measures in the regulations to encourage infiltration and capture of rainwater, and to increase tree and vegetation cover to provide a better framework for existing and future developments (*modifying 595-1*);
- Regulate the planning and construction of roads and ditches to reduce the impact on runoff and sediment transport (*modif. 595-1*);
- Regulate soil reworking operations to prevent erosion and transport to watercourses (construction sites, steep slopes as shown Appendix III: Territories subject to development constraints) (*modifies 595-1*).

terms of intervention

- Evaluate the opportunity to acquire recognized ecological areas and buffer strips along gravel pits bordering public roads;
- Support the efforts of various groups working to enhance natural sites.

Orientation 2: Ensure the development of identified recreational, cultural and ecologically interesting areas, as well as the protection of landscapes _

This orientation mainly addresses the following issues:

- Culture and heritage
- Recreational and outdoor activities
- Environmental issues

Planning :

- Finalize a master trail plan and continue development of a multifunctional trail network. Connect the trail network to tourist attractions such as Tiffany Beach, Douglas Beach and Coldbrook Park;
- Promote and support cultural industries and related activities, with a special focus on Knowlton.

Regulatory control

- Protect and, where necessary, renovate heritage buildings and public buildings, and ensure their full development;
- Allow low-density outdoor centers with low environmental impact;
- Encourage campsites to reduce their density and negative impact on the environment;
- Alleviate current requirements for B&B uses in residential dwellings.
- Regulate construction work to prevent erosion and sediment transport to watercourses (*modif. 595-1*).

terms of intervention

- Clarify the vocation of Tiffany Beach as a space for four-season sports and specialized activities, while creating a safer zone for pedestrians to cross Lakeside (R243) to reach the lake shore without crossing the railing. The future vocation of Lakeside, should it become a local rather than a provincial road, must be taken into account;
- Redevelop Coldbrook Park and the heritage ensemble of the park, Mill Pond and Town, with particular attention to the historic museum area;
- Improve access to water bodies for the general population;

- Support cultural institutions dedicated to protecting and promoting local cultural heritage;
- Encourage the creation of nature, aquatic environment and water quality interpretation circuits on multifunctional trails;
- Promote local culture and history as a tourist attraction.
- Continue the beautification with flowers and various landscaping schemes, and improve the Town's and villages' gateways;

Orientation 3: Ensure the best quality and adequate quantity of water for consumption purposes to support Town of Brome Lake development. Also ensure surface water quality.

This orientation mainly addresses the following issues:

- The challenge of drinking water
- Environmental issues In

terms of planning

- Extend systematic monitoring of contaminant inputs to watercourses.
- Analyze the drinking water situation; study the risk factors concerning quality supply and take the necessary steps to lift the current moratorium on network expansion;
- Develop a guide for recreational use of the lake and encourage traffic to stay out of shallow areas;
- Improve the septic system emptying program by increasing requirements.
- Develop an integrated stormwater management plan and a five-year municipal intervention plan for stormwater basins, weirs and runoff management devices, where facilities are lacking;

Regulatory control

- Regulate the rational use of drinking water and encourage the adoption of water-saving devices: toilet cisterns, aerators, water recovery barrels, etc;
- Creation of eco-zones around the lake, specifying permitted and prohibited uses (docks, walkways, boathouses, etc.);
- Adopt new soil infiltration standards for different types of development (bare surfaces, grassed areas, wooded areas, etc.);
- Protect wetlands and ecologically sensitive areas: reword Article 82 of the zoning by-law and revise Appendix V to include sensitive areas identified by the ACA and wildlife corridors;
- Adopt new standards for maximum impervious surfaces (including roofs, driveways, parking lots, patios, sidewalks, pools, etc.) that take into account the size of the lots;

- Extend the restrictions on fertilizer use already applicable to residents and golf courses to other commercial users, and ensure their control and monitoring;
- Ban commercial aircraft tours on the lake. Allow commercial cruises in accordance with rules that respect the environment and local residents;
- Limit water-skiing to two runs in appropriate areas of the lake to limit ecological damage;
- Implement monitoring requirements for septic systems based on the concept of periodic certification according to date of construction, use and environmental risk;
- Make it mandatory for all new residential or commercial development to include devices to cope with water surges and to set standards accordingly: stormwater basins, driveways, diversion to natural woodlands;
- Formulate drainage requirements for private property, based on grade in relation to the public highway, and encourage water infiltration on private land (ponds, wooded areas, water gardens, etc.);
- Ensure that regulatory violations also target contractors, not just owners;
- Require that the disposal of dead leaves, lawn clippings and branches, as well as composting, take place outside the riparian buffer zone of lakes and watercourses;
- Encourage private pond owners to preserve and maintain the water quality of their ponds and regulate the quality of the water they discharge;
- Better manage access to the lake by promoting public and/or collective access;
- Reinforce water-saving requirements;
- Improve erosion control and bare soil regulations;
- Prohibit the connection of eavestroughs, sump pumps or other rainwater supplies to the municipal sewer system, and implement a verification program to this effect.

terms of intervention

- Develop and implement a water-saving program aimed citizens, businesses and institutions;

- Apply the annual maintenance plan for public stormwater management systems (stormwater basins, weirs, public parking lots, rain gardens, etc.);
- Put in place the necessary runoff management systems for all major road and infrastructure repairs;
- Disseminate documentation on new practices to Public Works concerning interventions on the territory, in particular during any work involving of the soil (excavation, backfilling, reprofiling, etc.).

Orientation 4: Encourage the development of urban perimeters by improving the housing offer, in particular to attract young families; maintain the harmonious proximity of agricultural, commercial and residential functions for permanent, seasonal and tourist populations;

This orientation mainly addresses the following issues:

- Village centers and landscape preservation
- Demographic

challenges In terms of planning

- Prepare a development plan for each village based on its potential;
- Determine measures to support and stimulate the Town's economic and cultural activity, taking into account the particularities and needs of each village; study demand, growth potential and develop forecast scenarios for annual growth of 1 or 2%, with an emphasis on young families, particularly within the Foster and Knowlton village cores ;
- To maximize the municipality's options for public parks on the shores of Brome Lake, the former Terrace Inn in Bondville and Camping des érables in Foster are two strategic locations for new parks for citizens. The municipality should therefore consider negotiating a first option on these 2 properties in the event of changes in vocation and ownership;
- Involve the council, the main economic players and promoters in order to optimize actions and create synergy;
- Implement measures to restrict industrial and commercial sprawl contained in the regional plan, and centralize public infrastructures such as public administration and healthcare.
- Define the urban perimeter around the lake In terms

of regulatory control

- Regulate heavy transit traffic;
- Regulate driveways and access roads, mainly on public roads and in the various industrial and commercial zones;
- Review urban planning regulations to enable consolidation of existing functions in certain areas and the redevelopment of others;

- Increase the minimum surface area of lots served by sewer and water services to a minimum of 1,000 square meters instead of the current 557 square meters, while preserving wooded areas and maintaining soil permeability;
- Adjust the minimum lot sizes in the areas around the lake from south of Pointe Fisher to rue Benoit to require a minimum of 18,000 square metres;
- Lighten the requirements for multi-generational housing to encourage seniors to stay in their own homes, and allow the creation secondary suites in large homes.

terms of intervention

- Produce promotional documents on the major orientations and interventions proposed in the urban plan for the local population and external clientele;
- Develop a proactive attitude in all large-scale urban renewal projects; keep developers well informed about the procedures to follow to facilitate compliance with new environmental requirements;
- Implementation of specific interventions identified in the special urban planning program (PPU): redrawing of the 23 PPU zones into 7 PPU zones;
- Densification and revitalization measures in certain village cores to encourage families to settle there: provision of the necessary public infrastructure (sewers, street furniture, parks, with multifunctional paths that connect to water bodies); revitalization projects will have to include measures to ensure the preservation of the rural setting, landscapes and water quality).

Orientation 5: Maintain the density that characterizes the dominant rural character of Town of Brome Lake territory

This orientation mainly addresses the following issues:

- Rural and village character
- Demographic challenges
- Enhancement of agricultural land (zoned green) (*modif. 595-1*).

In terms of planning

- Based on the rural policy established by the provincial government (états généraux sur la ruralité), support local projects that meet the objectives set for Brome Lake and the region;
- Establish, for each recognized homogeneous sector of the territory, an appropriate specific planning by means of a particular urban planning program (PPU) if necessary;
- Improve our detailed knowledge of agricultural land in order to identify more precisely the sectors most susceptible to erosion and to the export of sediment to the hydrographic network, in particular by developing tools using geomatics (*modifying 595-1*);
- Develop, in collaboration with recognized stakeholders and professionals, a support approach in agricultural environments to implement appropriate corrective measures that will optimize surface water management and erosion control (*modifying 595-1*).

Regulatory control

- Protecting rural built and natural heritage assets;
- Limit land fragmentation through subdivision regulations that favour the preservation of village and rural landscapes traditional to the Eastern Townships;
- Zoning to limit the spread of urban commercial activities;
- Enable complementary uses to agriculture, such as small-scale marketing of local products, and ease constraints to allow such uses;
- Adoption of new land-use percentages based on lot size (main building, accessory building);

- Define and implement new standards logging and tree cutting to maximize the conservation and presence of forest cover (*modif. 595-1*);
- Adopt an EAP or SPAIP bylaw that introduces the notion of landscape preservation, particularly when it comes to large properties that are part of the landscape. Determine whether such a landscape preservation bylaw could be implemented in rural areas (see attached document).
- Avoid the proliferation of gravel pits in the area, encourage the gradual revegetation of quarries and sand pits, and the effective implementation of a plant screen;
- Allow more residential uses in green zones, based on a collective application (section 59), and meeting criteria of poor soil quality, minimum frontage and minimum area of 10 hectares;
- Encourage the redevelopment and conversion of agricultural buildings to preserve them in our rural landscapes;
- Make it possible to use farm cottages to promote agri-tourism.

terms of intervention

- Carrying out interventions provided for in the specific urban planning program (PPU), where applicable;
- Promoting the implementation of family policy ;
- Educate and inform local stakeholders about the importance of conserving and maximizing forest cover (*modif. 595-1*) ;
- Encourage farming practices that take into account the areas most susceptible to erosion and minimize the transport of sediment and pollutants to the river system (*modifies 595-1*).

Orientation 6: Equitable development of all Town entities, while respecting the specific character of each village, particularly in terms of community facilities for families; equitable investment in central and peripheral services.

This orientation mainly addresses the following issues:

- Infrastructure issues
- Demographic challenges
- Village centers Planning

issues

- Distribute municipal public investments equitably across all sectors;
- Create and respect the unique identity of each hamlet under a harmonized, bilingual signature;
- Distinguish between central and peripheral services available in each core, according to the specific needs of the population (e.g. library, schools are central activities).
- Consolidate the use of existing infrastructures to support the enhancement and development of urban cores; where necessary, upgrade or update infrastructures to meet the needs of the population;
- Analyze and identify the districts and sectors where growth should take place, and plan infrastructure budgets accordingly;
- Seek to increase property values in such a way as to keep the cost of services to residents at current levels, and thus make it easier to attract new residents, especially young families.

Regulatory control

- Facilitating the use of local services in urban cores, particularly family daycare services
- Encourage the use of vacant spaces for residential purposes within urban perimeters (U zones);
- Permit densification and the development of new infrastructures when accompanied by measures to protect, preserve and enhance the environment.

terms of intervention

- Adapting our public buildings to the needs of an aging population;
- Redevelop urban cores according to the population's needs as defined in development plans: street furniture, parks, municipal services, etc.
- Ensure that each hamlet has adequate play areas in line with vocation;
- Support the deployment of high-speed Internet for remote working;
- Provide areas for one or more carpool parks in Foster and Knowlton.

Orientation 7: Consolidate existing tourist, commercial and industrial activities.

This orientation mainly addresses the following issues:

- Economic issues

In terms of planning

- Request and obtain MRC's support for requests to the MTQ for bypasses to correct traffic problems.
- Determine the needs of our population and the potential for outdoor activities in order to consolidate our tourism activity;
- Develop a tourism development plan that is supported by the local population and reconciles economic development needs with respect for the local population;
- Plan and size the effort that the municipality must devote to the commercial, tourism and industrial functions, and encourage the involvement of shopkeepers in all tourism development projects;
- Prepare a trail master plan to identify potential connectivity needs.

Regulatory control

- Changing the uses of Knowlton's downtown core to allow for a better mix of uses
"To better balance supply and demand To better balance supply and demand, in areas high pedestrian traffic (Lakeside Road between Victoria Street and the theater entrance), maintain commercial zoning on the first floor while allowing housing on the upper floor (and rear), and relax the rules in areas of low traffic (Knowlton Road from LEK beyond the Uniprix pharmacy) to also allow mixed use on the first floor;
- Improve existing PIAs;
- Allow a mix of activities on farms (gîtes, country-style tables with local produce).
- Identify suitable locations for small-scale industries, taking into account constraints related to the road network, water supply and neighborhoods;

terms of intervention

- Define and deploy standardized bilingual signage for institutional and tourist sites, as well as regional tourist routes (Route des vins, Chemin des Cantons, Tour des Arts). Create connecting corridors between the various nodes.

downtown, create better circulation routes for pedestrians and cyclists, as well as appropriate identification;

- Better manage parking spaces in downtown Knowlton, provide plant screens, better signage and create green corridors businesses and parking lots and Coldbrook Creek.

MAJOR LAND USES AND OCCUPANCY DENSITIES

The major orientations outlined above are initially reflected in a cartographic representation of the vocations assigned to different parts of the territory.

This concept plan defines the main land uses for the entire territory

The plan in Appendix I shows the following allocation areas:

PB: I assume that the description of each zone has been updated to reflect the new allocations on the revised maps.

- Secluded farming area (green zone) (A) (recognition) ;

This area corresponds to the "Canards du Lac-Brome" farm. The purpose of this area is to recognize this reclusive breeding farm. This area is entirely located in an agricultural (green) zone, according to the government decree adopted in 1980 under the Act respecting the protection of agricultural land and agricultural activities (LPTAA).

- Conservation area (CONS) (recognition) ;

This area corresponds to a sector of the Monts Sutton mountain range. This area is wooded and extensive recreational activities are recommended. This area is located entirely within the agricultural zone (green zone), despite its Class 5 and 6 (low) agricultural potential.

- Agroforestry area (green zone) (AF) (consolidation) ;

This area covers the largest area of all. It lies mainly west of Route 139, north of Route 104 and west of Brome Lake. The area is rather hilly, with mountain ranges such as Mont Brunelle, Montagne des Pins, Colline Chandler and Tibbitts. The agricultural potential of the soils is variable. There are a few pockets of class 3, but mainly classes 4 and 5, and class 6 on the mountain peaks. main functions are agricultural and forestry activities, as well as extensive residential, resort, commercial, industrial and recreational activities that complement agricultural and forestry activities or benefit from acquired rights.

- Agroforestry area (white zone) (AFb) (low-density transition area) ;

This area corresponds to the agro-forestry zone of the MRC's land use plan, located outside the agricultural (green) zone decreed under the LPTAA, i.e. the white zone. There are several small areas: one to the west of the Bondville urban area, one to the west of Fulford and one to the north and west of Foster. The recommended functions are agricultural, forestry, residential, commercial, industrial and extensive recreational activities.

- Recreation area (green zone) (Rec) (area undergoing change) ;

This area is found specifically around Brome Lake and is located within the green agricultural zone according to the decree adopted under the LPTAA. It may seem paradoxical, but this is an area undergoing change. The recommended dominant functions are recreational, low-density residential and commercial activities directly related to recreational and tourism activities. Complementary functions are agricultural and forestry.

- Recreation area (white zone) (Recb) (consolidation) ;

This area is located around Brome Lake, but outside the green zone, i.e. in the white zone as defined in the decree adopted under the LPTAA. The dominant functions are recreational, low-density residential and commercial activities directly related to recreation and tourism. Complementary functions that may be authorized are agricultural, forestry and commercial with restrictions.

- Recreation-forestry area (green zone) (RF) (agricultural-forestry free zone) ;

This area covers the southern part of Town, within the agricultural green zone (LPTAA). The territory is rather mountainous, and includes Sugar Hill and Patch Hill. The eastern part of the municipality of Brome is characterized by a rugged topography and an altitude in excess of 260m. Agricultural potential is dominated by classes 5 and 6. There are a few class 3 and 4 blocks. The dominant functions are agriculture, forestry and extensive recreational activities. Complementary functions include low-density residential, commercial and industrial activities linked to agricultural and forestry activities.

- Forest recreation area (white zone) (RFb) (area undergoing change) ;

This area is also found to the south of Town, but is zoned white (LPTAA). Three sectors make up this area: the first is located east of the Knowlton urban area, south of Route 243 and east of Spring Hill Road. Taking into account Class 6 agricultural potential, a second, located on Sugar Hill Road to the east of Moffat Road, roughly corresponds to the Sugar Hill Estate, and finally the third sector to the north of Mansville. This section includes land served by Johnston, Turner, Bolars, Kuss, Beacon and Darrah roads, and has Class 5 and 6 agricultural potential. The dominant functions retained are agricultural activities, despite the low potential, and forestry and extensive recreational activities. Complementary functions include low-density residential, commercial and industrial uses related to agriculture or forestry.

- Village urban area (UV) (consolidation) ;

This area is represented by 3 localities: Foster (excluding land adjacent to Route 243 (Lakeside Road)), Fulford and West Brome. These three areas are described as residential urbanization perimeters. These areas are all located outside agricultural green zone (LPTAA), i.e. in the white zone. Recommended dominant function

for Fulford and West Brome is residential. Foster is multifunctional. For West Brome and Fulford, the complementary functions that can be accepted are commercial activities as secondary uses to housing, as well as existing industrial or agricultural uses. Extensive recreational activities are also possible. For Foster, targeting young families, the functions are residential, commercial, industrial (on serviced lots), institutional, public, extensive and intensive recreational. Agriculture may also be permitted. These areas include sectors identified as residential reserve development zones. The concept of reserve development zones is explained later in this document.

- Urban commercial road or service area (UCr) (consolidation) ;

This area is represented by three lieux-dits: Foster (only land adjacent to Route 243 (Lakeside Road)), Gilman's Corner and a commercial area located around the intersections of Knowlton-Victoria-Moffat Roads. These three sites are located in the white zone (LPTAA) and qualify as a multifunctional urbanization perimeter. The dominant functions are residential, commercial, industrial (on serviced lots), institutional, public, extensive and intensive recreational. Agriculture may be authorized as a complementary function. These areas sectors identified as both residential and commercial reserve development zones. These concepts are explained later in this document.

- Urban residential-village area (URV) (recognition) ;

This area is mainly represented by the residential urbanization perimeter around Brome Lake (Bondville, properties bordering Brome Lake and served by Robinson Bay, Rock Island Bay, Colibri, Olson, Thomas, Burkley, Gadoury roads, Des érabes campground, Lakeside Road, Pointe Fisher, Robert). It also includes the predominantly residential part of Knowlton's multifunctional urban perimeter. These areas are located within the white zone (LPTAA). The dominant function is residential. Complementary commercial uses secondary to housing are authorized, as well as existing industrial, agricultural and extensive recreational uses. For land located within a multifunctional urbanization perimeter, traditional urban functions (residential, commercial, industrial, etc.) are recommended. These areas include sectors identified as priority or reserve development . These concepts are explained later in this document.

- Mixed area (commercial - residential - public - industrial) (U mixed) (consolidation).
- This area includes the urban core in the heart of Knowlton. This area located within the white zone (LPTAA). Traditional urban functions are permitted: residential, commercial, industrial, institutional, etc.).

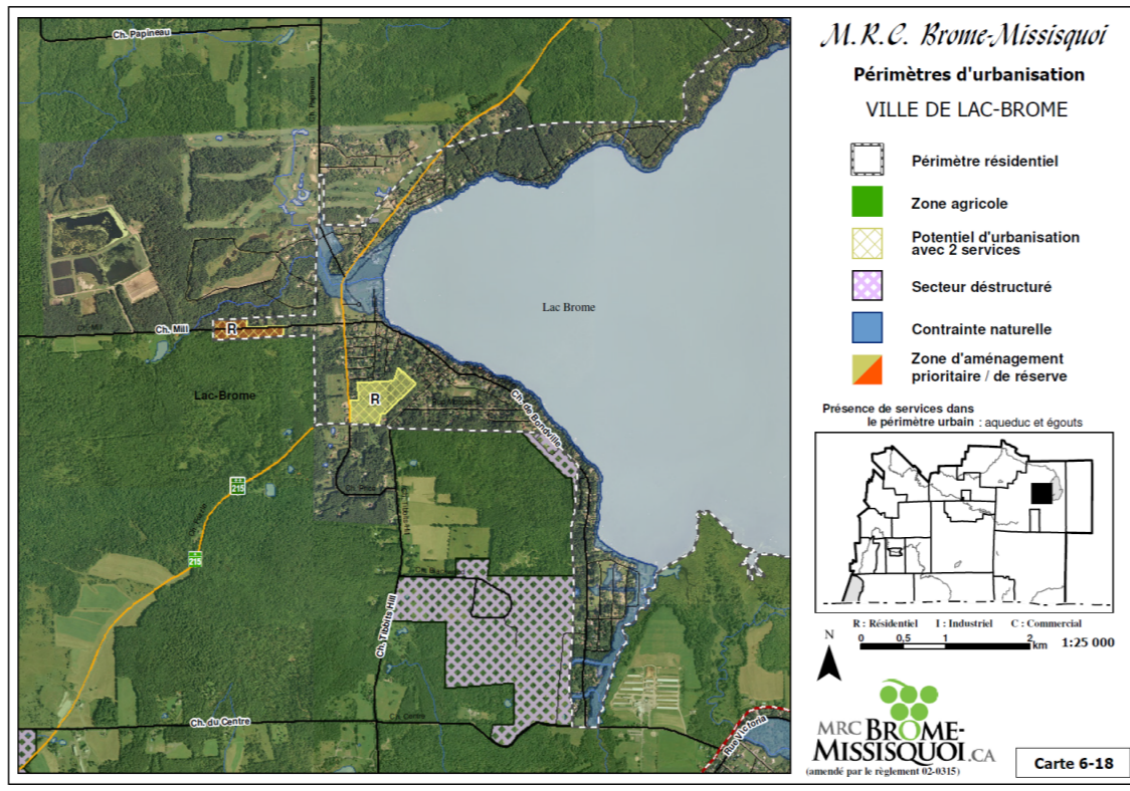
The maps entitled "Urbanization perimeters" are included below. These maps show, for allotments located within the urbanization , the following areas

and residual development spaces identified as reserve areas.

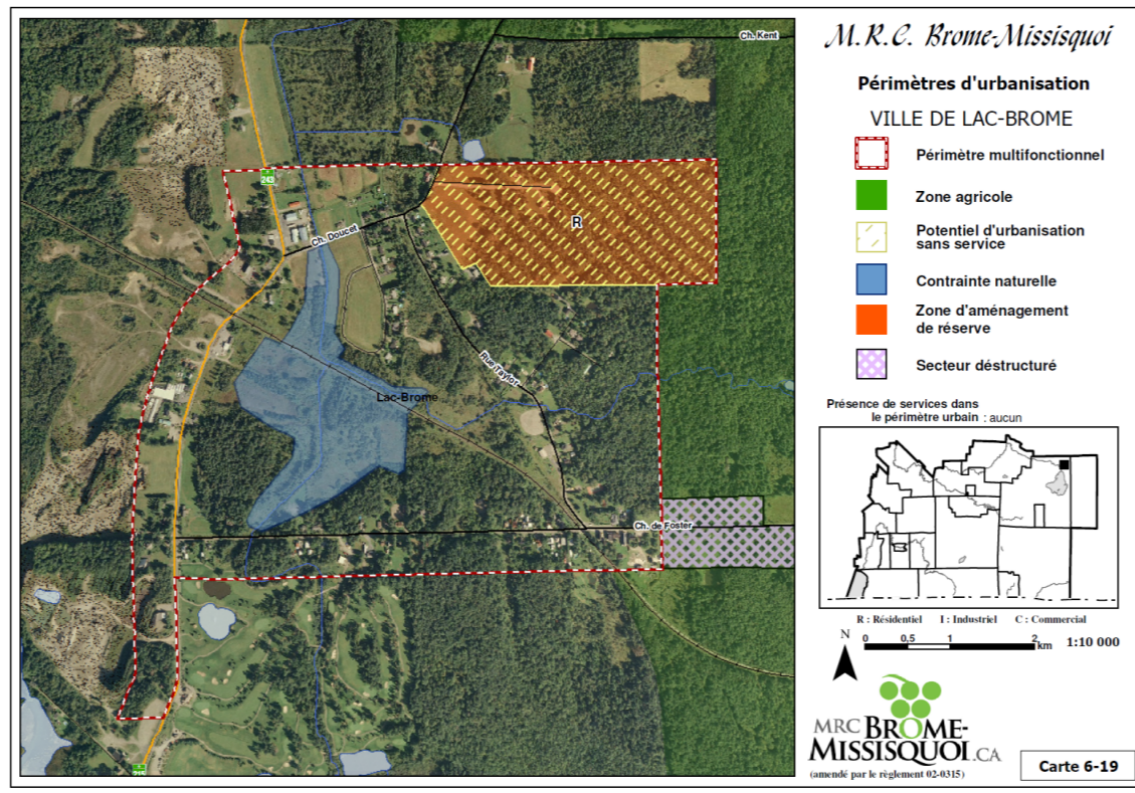
Priority development areas aim to ensure sustainable development and have been identified with growth prospects up to 2021 in the revised regional development plan.

As for the reserve development areas identified on the plans, they represent the residual spaces to be built on beyond the 2021 horizon, or when the priority spaces will be at least 70% occupied in terms of their residential, commercial or industrial uses. Modalities for modifying the boundaries of these priority development areas and reserves have been established in the revised land use and development plan to enable the Town to make adjustments according to development needs.

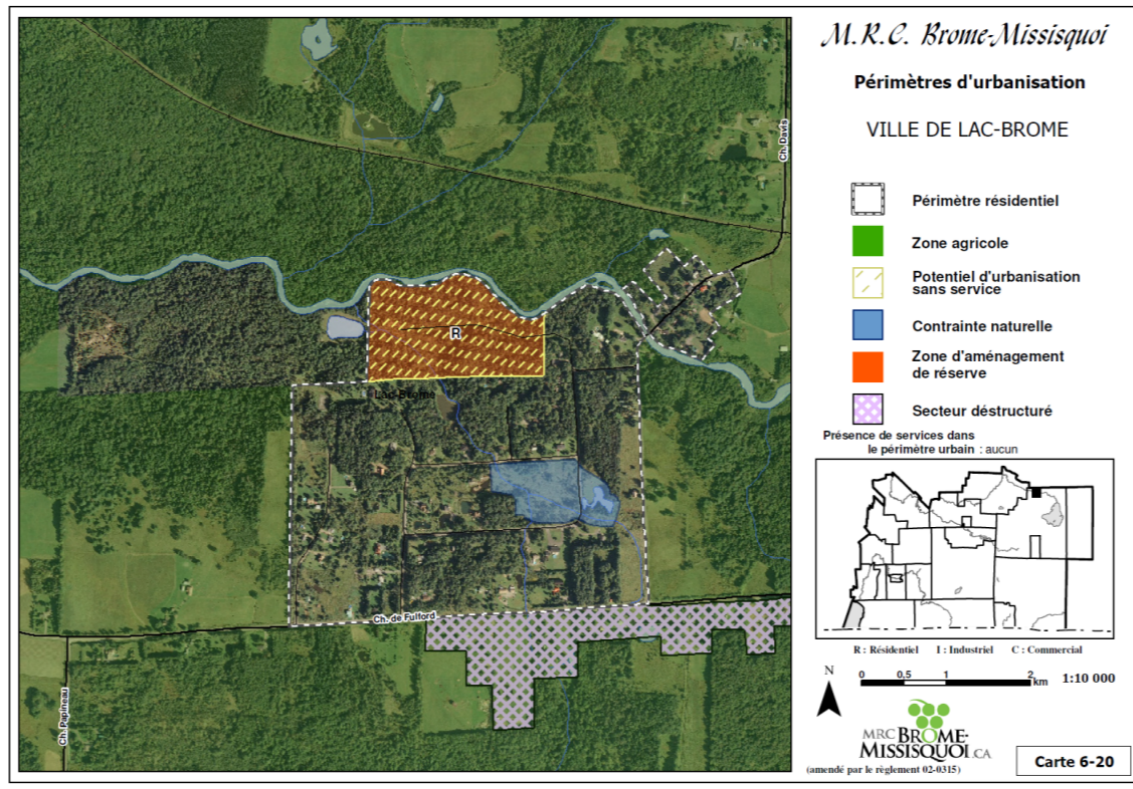
Plan périmètre d'urbanisation Bondville (modif 595-1)



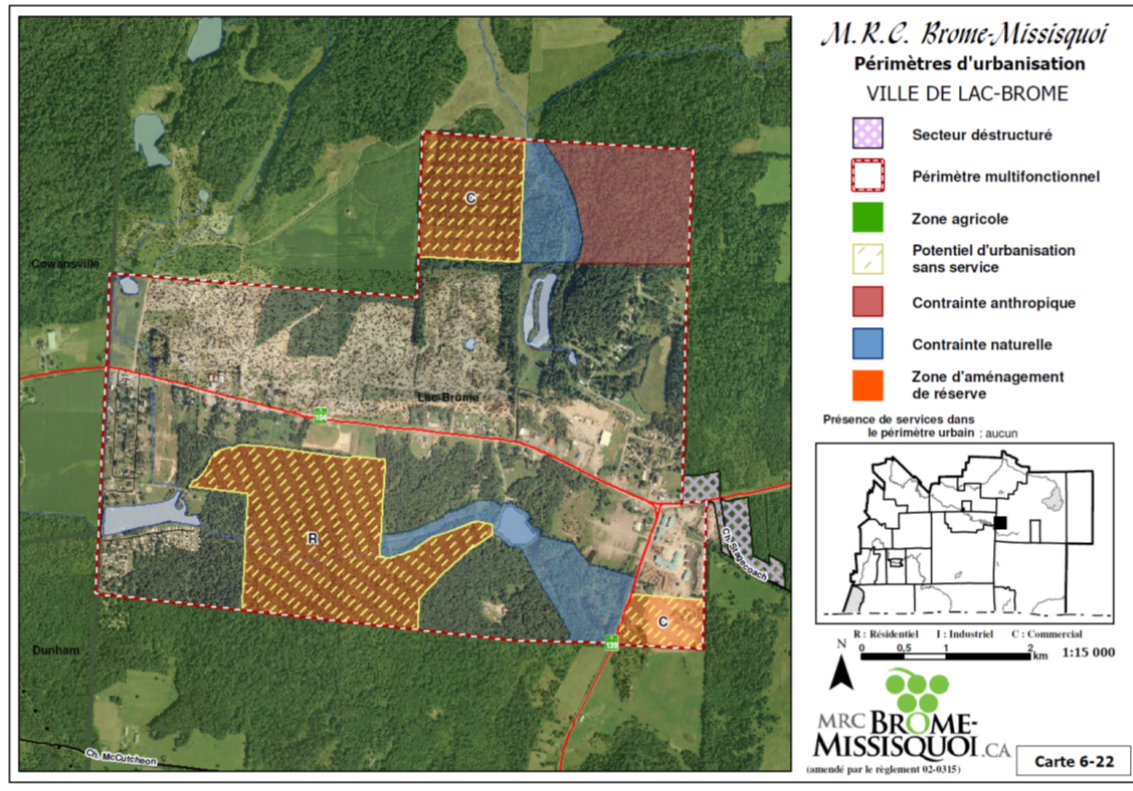
Plan périmètre d'urbanisation Foster (modif 595-1)



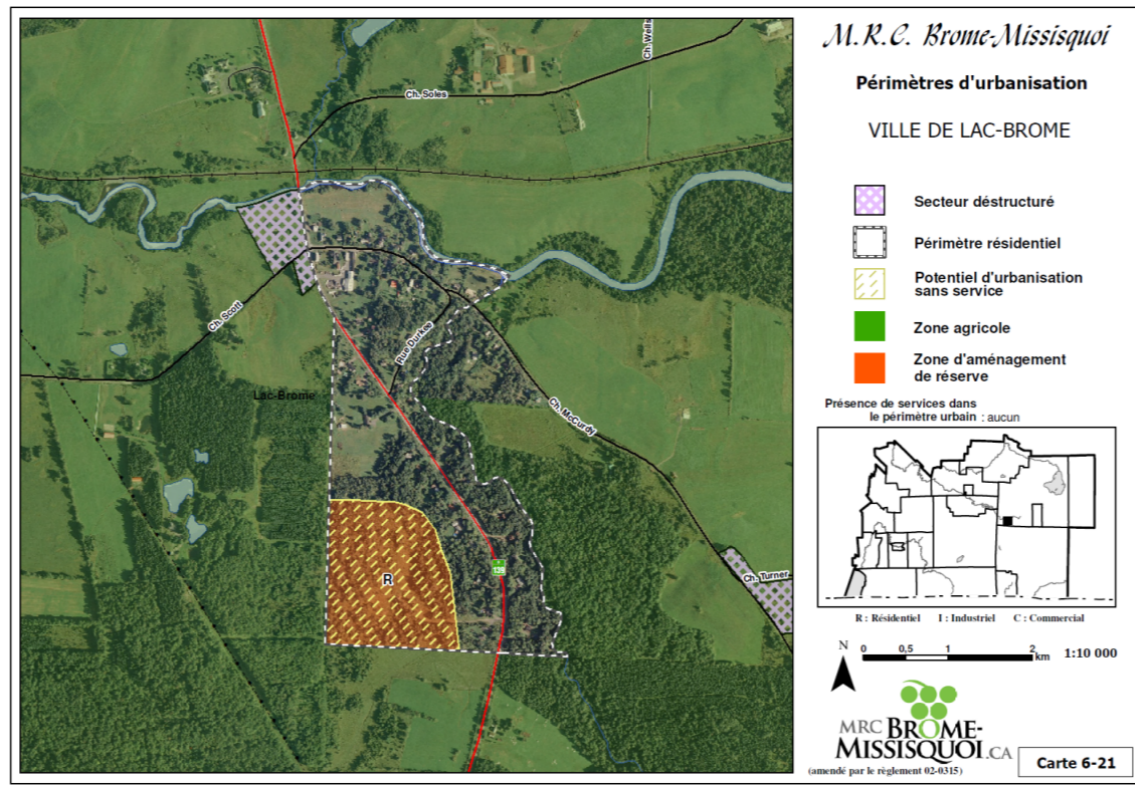
Plan périmètre d'urbanisation Fulford (modif 595-1)



Plan périmètre d'urbanisation Gilman's Corner (modif 595-1)



Plan périmètre d'urbanisation West-Brome (modif 595-1)



Land use for these major land uses

These densities take into account the very nature of the municipality, and various characteristics of the physical environments supporting development.

Much of the territory within the urbanization perimeter is served or likely to be served by centralized or local public water and sewer systems. As a result, land-use densities are much higher than in areas not served by such networks. For unserved areas and those not scheduled to be serviced, occupancy densities vary according to the proposed land use.

Agro-forestry, recreational-forestry and conservation land uses have the lowest densities, and subdivision bylaws will be used to establish minimum standards for controlling density. It should not be forgotten that most of these areas are located in agricultural zones (green zones) as defined by the LPTAAQ, and therefore occupancy density is severely limited. In many cases, Town of Brome Lake goes beyond these minimum standards in order to maintain the rural character of the area, as clearly indicated in one of the development orientations of this revised urban plan.

THE PROPOSED LAYOUT AND TYPE OF MAIN ROADS AND TRANSPORT NETWORKS

This item is the third mandatory component of the urban plan.

In fact, as the urban plan takes into account a multitude of data to elaborate, frame and orient development in a coherent and functional way, it must take into account the structuring aspect of transportation networks, and more the road network. However, we mustn't overlook the rail network for freight transport and the cycling network for its growing use by permanent, seasonal and tourist populations. Finally, mention is made of the main energy and communications networks.

The urban plan serves as a guide, highlighting the main problems associated with the various networks and identifying the nature and scope of the more detailed studies and technical assessments that the Town could eventually commission to find solutions to specific traffic or safety problems in certain sectors. The urban also defines the major issues related to implementation, improvement and maintenance of infrastructures on municipal territory.

The road network

Taking into account the content of the revised land use plan, as well as the findings, issues and concerns described above, the first step identify the functionality of the main roads according to the classification contained in the plan. This is followed by the identification of desirable interventions on Town territory. These interventions are of two kinds: improvements to existing roads and structural additions.

1- Functional classification of the road network identified in the revised plan

Highway network (MTQ)	Highway 10
National and regional network (MTQ)	Route 243 (Lakeside and Knowlton roads) Route 139 (West Brome road) Route 104 (Knowlton road) Route 215 (chemin Bondville)
Collector network	No roads

2- Specific network issues

Route 139 in the south-western part of Town of Brome Lake experienced a significant increase in traffic volume between 1992 and 1995, according to Ministry of Transportation count data. This increase is of the order of 35% in AADT (annual average daily flow) and 40% in AADWT (winter average daily flow). This road is in fact the main north-south link, and the MRC has indicated its intention to designate it as a national highway all the way to the US border. This route is therefore open to heavy traffic (over 4,200 vehicles of all categories (AADT - 1995).

Since the 104-139 section has a volume of 7,000 vehicles (DJMA - 1995) it is important for Town of Brome Lake to consider Gilman's Corner as a strategic site. Safety, authorized uses along these roads, their siting and the aesthetic quality of these constructions and developments are of prime concern to the entire community. This area is one of the Town's major gateways and does not adequately reflect the character and nature of Town of Brome Lake. The section of Route 104 shared with Route 139 also has a high noise level that needs to be taken into account.

Routes 215 (chemin Bondville) and 243 (chemin Lakeside) play an important role in access to Town of Brome Lake from Highway 10 and from the Memphrémagog MRC. The MRC points out that Route 243 is used by trucking from the major extraction sites in West Bolton, which is a problem and causes numerous inconveniences for homes along the lake. The fact that this road allows heavy traffic from any source amplifies this problem. The road's alignment, configuration, infrastructure and close proximity to the site all contribute to the problem.

of permanent residences and cottages with sometimes very small setbacks (just a few metres) is unsuitable for use as a through-route for heavy vehicles. This is a major issue for the Town of Brome Lake. Several talks have already been held with the MTQ, but unfortunately to no avail. However, the Town intends to relaunch discussions with the MTQ, as maintaining the status quo is . It is totally at odds with the sustainable development to which the Town, its citizens and even the MTQ subscribe.

A bypass route out of Knowlton towards Montreal is an important regional issue. Brome Road as an alternative route to Highway 10 could require the creation of a new exit near milepost 84, where Chemin de l'Assomption passes under the highway. It would serve Brome, Sutton, Lac Brome and the eastern boundary of Bromont by joining Chemin Brome.

In general, the municipal road network is fairly well developed, and the Town has made every effort to improve the network as a whole. Since 2004, major investments have been made in certain sections: rehabilitation of the water and sewer system and paving of Bondville and Grove streets, paving of Davis Road and Pine Street, and resurfacing of several rural gravel roads. In addition to these projects, the Town has invested an average of \$300,000 per year in road network improvements. The Town is committed to further improving the quality of its municipal road network.

3- Improvements to existing tracks

As required by law, the plan identifies the five-year interventions planned by the MTQ for the entire MRC territory. We present here those planned for the Town of Brome Lake territory.

Table 4: Interventions planned for the medium term (3 to 5 years)

Infrastructure	Intervention	Length (km)	Cost (\$000)
Pavement conservation			
Route-104, wearing course From 97 m east of rte 139 to 569 m west of ch. Iron Hill	Pavement structure repair	3.4	2 553
Route 243, wearing From 200 m south of the Route 104 intersection in West Bolton	Wear	5.7	1 680
Route 104, surface coating Tibbits Rd. to Iron Hill Rd.	Surface coating	5.4	985
Structural preservation			
Route 243, P-01477 Above Quilliams Creek	Reconstruction of a bridge non-functional		2 165
Route 139, P-01427 Above the Yamaska River Southeast	Rebuilding a bridge with limited capacity		3 696
Route 104, P-08736 Above tributary of North Branch Creek	Repairs to deck elements		1 403
Route 104, P-16220, culvert above tributary of North Branch Creek	Culvert replacement		878
Ch. Boivin P-01440 above the North Branch Creek	Deck replacement, guardrails, approach embankments		280
Ch. Stagecoach, P-01421, above Draper Creek	Rebuilding the bridge.		1 340
Rue Victoria, P-01483, above Cold Creek	Deck repairs. Structure and railings		740
Ch. Du Mont Écho, P-09018, at above the Etang du Moulin tributary	Foundation repair		710
Network upgrade			
Route 215/243, Intersection redevelopment	Geometry redesign		1 260

Source: **Government of Quebec**, *Ministry of Transportation, Project Planning and Programming*, July 2011.

Planning by-law no. 595

Town of Brome Lake

The rail network

It is important to note the presence of railroad tracks, one to the north at Foster and Fulford and the other to the southwest at West-Brome. Although these 2 tracks are heavily used - traffic has doubled since 1996 - they represent development constraints for Town of Brome Lake.

In fact, they serve no industry or establishment on the territory. Every intersection of the railroad with a road at level constitutes a traffic conflict that must be properly managed. Safety is paramount. The 2 main intersections deserve special attention: the Foster intersection with Route 243 is particularly problematic, given the road's sharp curves. As for the Route 104 intersection at West-Brome, the problem is more related to the high volume of traffic, as previously stated.

Corrective measures should be envisaged, but nothing has been proposed in the regional plan. This issue doesn't seem to have been addressed, it's a topical one, given the increase in rail and road traffic.

Finally, Town of Brome Lake will be planning uses in the vicinity of these rail corridors to take account of the high noise levels caused by this type of transport.

Recreational networks

The revised plan points out that the popularity of recreational networks, the strategic location of the Brome-Missisquoi MRC in relation to the Route Verte in Montérégie, and the tourist and landscape attractions offered by the MRC make it a regional issue.

The development of a regional network of green corridors is based on the concept of sustainable development, since it seems to us that certain elements absolutely must be enhanced by a network of green corridors. These are :

- Landscapes and scenic routes;
- Villages, their built heritage and heritage trails;
- From the Wine Route, orchards and pick-your-own sites;
- Lakes and rivers;
- Green spaces ;
- The accommodation network, whether on the farm, in tourist or traditional gîtes.

The proposed regional network focuses on exploiting and discovering the heritage, natural and historical potential of the Brome-Missisquoi MRC and its rural villages. The network is also part of a larger regional and provincial network, with the designation of regional gateways (Farnham, Brome Lake, Sutton, Bromont and Saint-Armand) that link to existing or planned networks in Montérégie, the Eastern Townships and the United States.

The planning objectives of the MRC's development plan are:

- Use green corridors as links between the region's hubs, including tourism and hospitality elements;
- Link population centres to the network of green corridors;
- Create links between the Brome-Missisquoi network and neighbouring regions;
- Make cycling in the region as safe as possible by facilitating cohabitation between motorists and cyclists where necessary, either by paving shoulders or installing signage.

The existing facilities in the west of the MRC and to the south will be joined by others that will continue to serve the MRC territory.

To meet the long-term objective of linking up with existing major networks, we need to complete the MRC's loop by creating links between the Estriade (Granby-Waterloo), the Campagnarde (Drummondville-Waterloo), the Town of Bromont and the Haut-Richelieu and Memphrémagog MRCs.

The Town Brome Lake shares the regional position of creating a true network of recreational and tourist corridors. However, before determining the best routes for these links, Town wishes to consolidate its existing local network.

Over the next few years, Town of Brome Lake intends to consolidate its network of non-motorized, multifunctional recreational trails by first completing the linear parks it owns. In the longer term, the Town intends to inventory informal trails with a view to promoting their development and access for the local population. At the same time, the development of a safe network for cyclists should be taken into account in all road rehabilitation .

The development of multifunctional trails in Brome Lake has three objectives:

- 1) give all citizens access to exceptional natural sites, as well as to our heritage sites, which are our Town's main assets;
- 2) enable young and old to develop healthy habits;
- 3) develop safe, non-motorized access between villages, enabling residents to travel off the main roads wherever they live on the territory.

1. Access to natural sites

Brome Lake's main attractions are its scenic beauty and its lake. Both permanent residents and vacationers, who make up the population of Brome Lake, seek to take advantage of these attractions. It's important that Brome Lake's natural beauty be accessible to all.

The Town already boasts a linear park along part of Brome Lake, offering some of the finest views in the region. Enhancing it give residents privileged access to the lake and these landscapes. Completing the proposed network will enable residents and their guests to reach four-season walking trails from their homes.

2. Access to outdoor activities

In a society where physical activity has become a public health issue, it's important to promote access to outdoor activities for all generations. The development of multifunctional trails enables people of all ages to enjoy hiking, running and cycling in summer, and snowshoeing and cross-country skiing in winter.

The provincial government's policy framework "*Pour un virage santé à l'école*" invites schools to

"partner with the municipality to provide safe corridors to school: a safe, active transportation system between home and school is a great way to encourage a physically active lifestyle and provide a safe environment for students who walk or bike to school."

3. Security links between villages

The various villages that make up Brome Lake are far apart. For the time being, they are linked only by road. A network of multi-purpose trails that allow children and families to cycle safely, away from the main roads, could be developed using land already owned by the Town and by developing access with the collaboration of certain property owners to complete the missing links.

The proposed short- and medium-term routes are as follows:

- 1) Develop the linear park on lot P-745 already owned by the Town, into an integrated multifunctional trail by completing the missing links to connect all existing sections:
 - a. complete the linear park trail between Foster Village and Victoria Street;
 - b. Complete the missing links between the Coldbrook trail in Knowlton and the linear park leading to the municipality of Brome;
- 2) Develop bicycle paths along arterial roads, in particular :
 - c. complete roadside links between the linear park leading to Brome Village and Callsmill Park in West Brome;
 - d. develop a link between the villages and Foster and Fulford (bike path Fulford Road and/or trail along the Yamaska River);

- e. develop a true bicycle lane (full width) on chemin Bondville;
 - f. develop a bicycle lane on Chemin Mill to link up with the Route verte ;
- 3) In addition to trails linking villages , the ultimate goal would be develop loops based on this network, allowing short, accessible hikes for residents of the various sectors.
- For example:
- Trails already widely used for hiking, snowshoeing and cross-country skiing in Fisher Woods;
 - a path linking the Community Centre and the Jolibourg neighbourhood;
 - a nature trail between Tiffany Beach and the linear park;
 - a nature trail along Coldbrook Creek between Victoria Street and Duck Farm.

These trails could be developed by negotiating agreements with landowners along these routes, and by using the 10% for parkland purposes whenever a subdivision is requested on land in the areas where the projected trails are located.

Longer-term strategic planning for the development of such loops through agreements with residents is underway.

Other trails

In a world where leisure and outdoor activities are becoming increasingly popular, it's impossible to ignore recreational vehicles such as snowmobiles and ATVs (all-terrain vehicles). With these activities come specialized clubs and the development of marked and unmarked trails. The creation of a network, initially local, which then links up with a regional, provincial, national and sometimes continental network. On these networks, it is important to avoid conflicts of use between motorized equipment and the multifunctional network described above,

Major energy transmission and communication networks

The revised diagram describes the major electricity network and shows the presence of a transformer station (49-25 kv) in Knowlton. It also indicates that there are 2 120 kv lines criss-crossing the territory of Brome Lake. The first, from Stukely substation, feeds Knowlton substation and is located to the east, crossing the town center near Mill Pond and running along Ball Street. The other line, from Cowansville

feeds the Sutton substation, and is located southwest of the Town, crossing a rural area west of West-Brome.

The diagram also notes that Hydro-Québec is considering the installation of a new 120 kV line south of the MRC and the Town of Brome Lake, which could result in the dismantling of Knowlton substation and the 2 sections on the Town's territory. This project has not yet been retained by Hydro-Québec. However, it would be to the Town's advantage if this project were to be carried out, as it would eliminate this equipment and infrastructure from downtown Knowlton, thus eliminating this source of visual pollution.

As for the communications network, there are several major antennas already in place on the MRC territory. As the majority of these are located in the western part of the MRC territory, wireless communication problems exist in certain sectors, including Town of Brome Lake.

The installation of major energy transmission and communication networks is prohibited in the "Conservation" and "Recreation" zones, in order to preserve the visual setting these areas.

AREAS PARTICULAR INTEREST (SEE MAP IN APPENDIX II)

The Town of Brome Lake is home to a number of sites of particular interest. Some elements are recognized in the revised land use plan, while others are identified by the Town itself and, like those identified by the MRC, constitute areas of special interest.

1- Areas

The revised schéma d'aménagement only scratches the surface of this subject. In particular, it identifies the Brome Museum (Brome County Historical Society) as a facility of intermunicipal importance. Other facilities with a more local impact can be found on Town of Brome Lake territory. The Brome Lake Theatre, located in the heart of downtown Knowlton, is an active contributor to the Town's cultural life, especially during the summer months. There's also the old church in West-Brome, where classical concerts are occasionally held. Finally, there's the former Tibbits School on Tibbits Hill Road, now a museum.

2- Areas ecological interest

These are places with good potential for wildlife and are important natural environments to protect.

The Town of Brome Lake has included a series of zones in its plan, dubbed "eco-zones": these zones bordering sensitive wetlands will undergo modifications to their recreational use, with only collective municipal recreational uses allowed to be deployed in order to avoid the proliferation of individual or private interventions in the sensitive environments of the lake and its tributaries.

For the Town's territory, areas of ecological interest are represented by an ecological zone corresponding to :

- Knowlton swamp woodland ;
- Pointe Ecological Zone near Fisher Point;
- Ecological zone at the mouth of the Quilliams and Durull streams;
- Ecological zone between Brome Lake and Lakeside Road near Argyll Road;
- Ecological zone along Coldbrook Creek between Victoria Street and Brome Lake;
- Chemin Papineau ecological zone;
- Pearson Ecological Zone between Centre Road and Brome Lake
- McLaughlin ecological zone between the old railroad line and Brome Lake
- Inverness ecological zone between R215 and Brome Lake

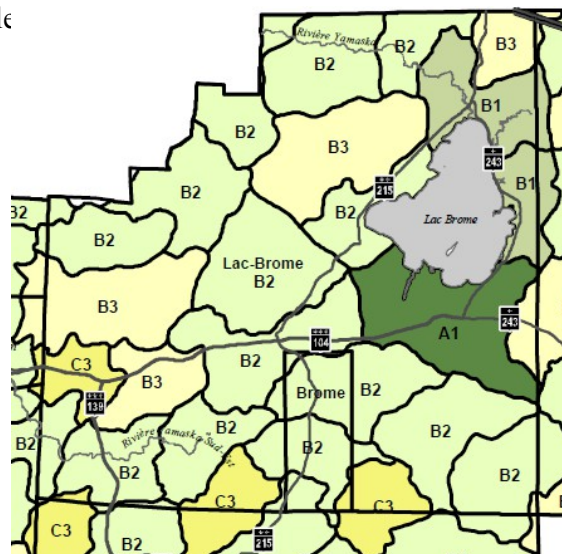
- Ecological zone downstream of Foster dam, on the Yamaska Centre River, as far as rue Korner
- Baie Colibris ecological zone
- White-tailed deer confinement areas;
- Waterfowl concentration areas;
- Fisher Woods ;
- Deborah Stairs Pond;
- The Brome Lake Land Foundation.

3- Areas aesthetic and visual interest

The municipality's physical characteristics are marked by its rural setting, a strong hydrographic network, with Brome Lake and its numerous tributaries and confluences at the top of the list, undulating topography and a highly articulated road network that successively crosses open agrarian landscapes and closed forest landscapes. Much of this road network is rightly identified as a scenic route of undeniable aesthetic and visual interest. The stretch of road between the village of Brome and Gilman's Corner, along with the tour of Brome Lake including Knowlton, are the richest cultural sectors, the former for its historical value and picturesque dimension, the latter for its varied and numerous architectural attractions. Preserving this quality of landscape is one of the development orientations set out in the revised urban plan.

In fact, a study* carried out on behalf of the MRC revealed that the Brome Lake territory includes several quality landscape units, including a vast sector south of Brome Lake classified as national and international in scope.

The map extract opposite shows this large-scale area identified as "A1".



Source: Development plan, map 2-32

*APP Inc, *Inventaire de la sensibilité des paysages forestiers et agroforestiers de la MRC Brome-Missisquoi*, August 2001, 104 p. and appendices.

4- Areas historical interest (heritage)

Heritage features

Certain elements on Town territory have been recognized in the revised development plan as representing a regional interest:

- Tibbits School;
- Stagecoach Road, Bolton Pass to Gilman's Corner;
- Family cemeteries ;
- Pigeon Hill Church and Community Cemetery;
- The Catholic Catholic church Saint-Édouard (1864) and its presbytery neo-Gothic architecture;
- The barn-stable on West Brome Road dates from 1898.
- The following heritage groups:
 - West-Brome (see MRC map 10-12, attached below);
 - Fulford (see map 10-13 of the MRC, attached below) ;
 - Iron Hill (see MRC map 10-14, attached below) ;
 - Knowlton (see map 10-15 of the MRC, attached below) ;
- Zone with archaeological potential (Mill Pond) (in Knowlton) (see MRC map 10-15, attached below) ;



CARACTÉRISTIQUES GÉNÉRALES

- Secteur de West Brome;
- Ensemble à vocation résidentielle situé en bordure de la rivière Yamaska.

Ville de LAC-BROME

CARACTÉRISTIQUES ARCHITECTURALES DOMINANTES

Ensemble 1- Noyau villageois

- Unité architecturale et homogénéité du cadre bâti;
- Magasin général d'influence néoclassique;
- Résidences d'influence vernaculaire américaine, néogothique ou cubique;
- Récurrence des couleurs et des matériaux utilisés.

Ensemble 2- Grange ronde du chemin Scott

- Ensemble agricole d'importance;
- Grange ronde avec un silo situé au centre du bâtiment.

ENSEMBLE PATRIMONIAL

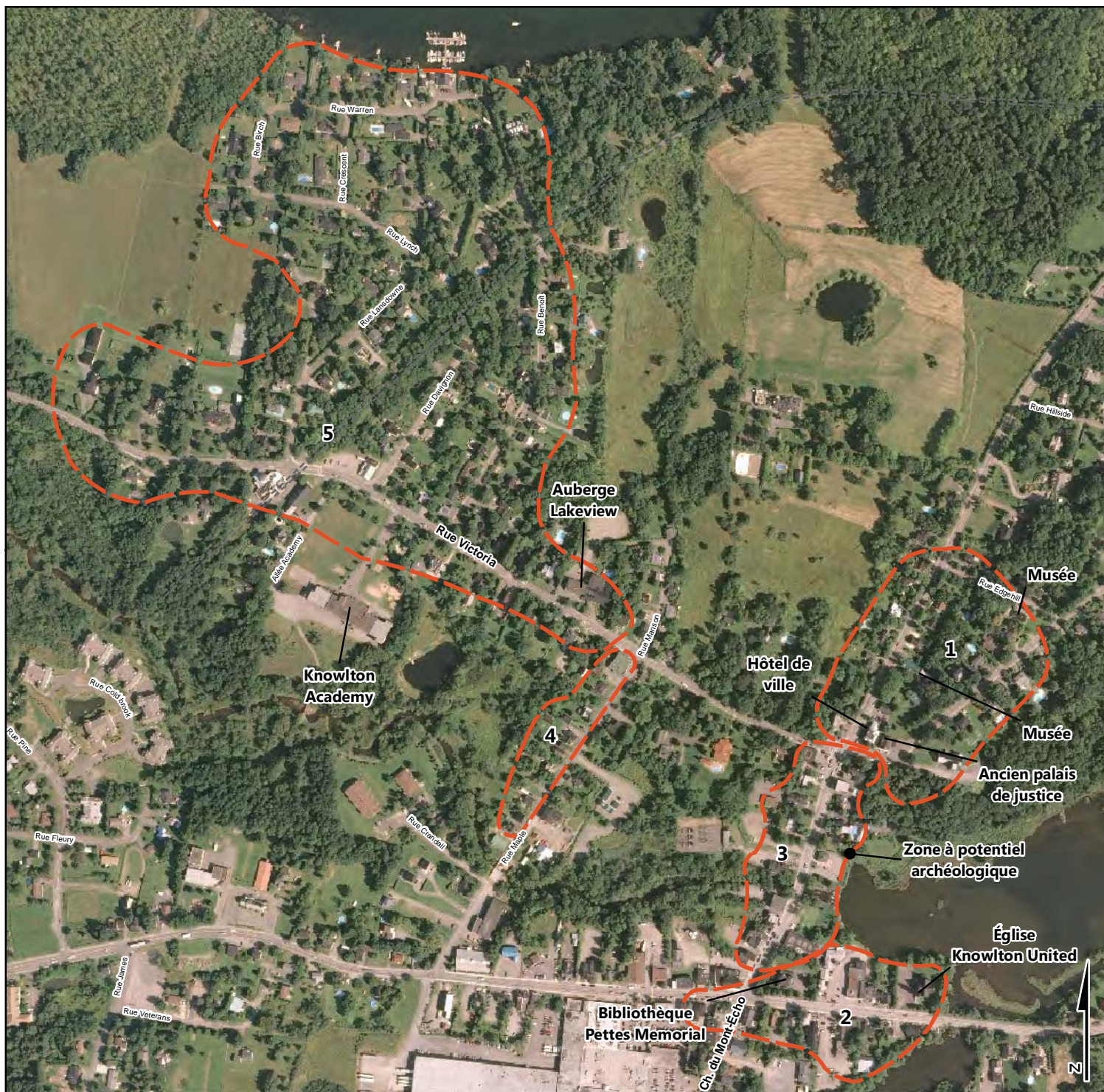
*Municipalité régionale
de comté Brome-Missisquoi*



<p>CARACTÉRISTIQUES GÉNÉRALES</p> <ul style="list-style-type: none"> • Secteur de Fulford; • Situé de part et d'autre de la rivière Yamaska; • Ensemble résidentiel avec deux églises. 	<p>Ville de LAC-BROME</p>	
<p>CARACTÉRISTIQUES ARCHITECTURALES DOMINANTES</p> <ul style="list-style-type: none"> • Bâtiments anciens utilisés majoritairement à des fins résidentielles; • Église Fulford United (1864) et église anglicane St. Stephen; • Intérêt patrimonial plutôt faible (perte d'authenticité); • Difficulté d'associer des influences stylistiques; • Résidences recouvertes de planches de bois à clin. 	<p>ENSEMBLE PATRIMONIAL</p>	
	<p><i>Municipalité régionale de comté Brome-Missisquoi</i></p>	



<p>CARACTÉRISTIQUES GÉNÉRALES</p> <ul style="list-style-type: none"> • Secteur de Iron Hill • Ensemble à vocation agricole et résidentielle; • Situé au creux d'un vallon; • Environnement paysager de grand intérêt. 	<p>Ville de LAC-BROME</p>	
<p>CARACTÉRISTIQUES ARCHITECTURALES DOMINANTES</p> <ul style="list-style-type: none"> • Église Holy Trinity d'inspiration néogothique (1864) à planches verticales à couvre-joints; • Bâtiments à l'intégrité architecturale variable; • Présence de quelques bâtiments agricoles anciens. 	<p>ENSEMBLE PATRIMONIAL</p>	
	<p><i>Municipalité régionale de comté Brome-Missisquoi</i></p>	



CARACTÉRISTIQUES GÉNÉRALES

- Secteur de Knowlton;
- Localité de villégiature située aux abords du lac Brome;
- Bonne intégrité architecturale, mais insertions modernes mal intégrées et rénovations ayant modifiés des composantes anciennes

CARACTÉRISTIQUES ARCHITECTURALES DOMINANTES

Ensemble 1- Noyau institutionnel

- Important groupe de 8 bâtiments religieux et publics;
- Ancien bureau de poste: bâtiment éclectique de la période victorienne;
- Palais de justice (1858-1859) de style néoclassique évoque les temples grecs;
- Édifice Old Academy (1854) d'influence géorgienne.

Ensemble 2- Chemin Knowlton

- Ensemble à vocation mixte (résidences, commerces et institutions);
- Église Knowlton United (1895) avec sa tour-clocher décentrée;
- Bâtiments d'influence néoclassique en planches à clin;

Ensemble 3- Rue Lakeside

- Secteur surtout commercial avec bâtiments orientés pignon sur rue;
- Bâtiments se distinguant par leur âge et leur rareté;
- Variété de types architecturaux.

Ensemble 4- Rue Maple

- Ensemble résidentiel d'influence néoclassique.

Ensemble 5- Chemin Victoria

- Vocation résidentielle et hôtelière;
- Villas de style néogothique et second Empire;
- Aménagement paysagers et couvert végétal de qualité.

Ville de LAC-BROME

ENSEMBLE PATRIMONIAL

*Municipalité régionale
de comté Brome-Missisquoi*

These elements are undoubtedly privileged witnesses to the Town's history, and deserve special attention as they contribute to conferring a unique identity on the municipality.

5- Areas recreational and tourist interest

There are many areas recreational and tourist interest, giving the Town a dominant and recognized recreational and tourist vocation. The main elements are :

- The Knowlton area, particularly its central sector, for its architectural and heritage features, and its commercial component for its concentration of retail, restaurant and cultural establishments;
- Brome Lake for its outdoor activities:
 - Summer: water sports (windsurfing, swimming, canoeing, sailing, motorboating), fishing and cycling around the lake;
 - Winter: ice fishing and kite-skiing;
- Various marshes canoeing and nature interpretation;
- The village cores of Fulford, West Brome, Foster, Iron Hill and Bondville.

AREAS DEVELOPMENT CONSTRAINTS (SEE MAP IN APPENDIX III)

The territory of Town of Brome Lake, like that of other municipalities, contains constraints that limit interventions in terms of land development for reasons of public safety and environmental protection. These zones take two forms: so-called natural constraints and anthropogenic constraints.

The natural constraints are :

- Flooding and flood risk zones (around Brome Lake, Pearson Creek and Yamaska River (Fulford sector), Coldbrook Creek (Knowlton sector);
- Wetlands near Brome Lake and throughout the territory;
- Areas with steep slopes (north-western sector, Montagne des Pins).

Anthropogenic constraints include :

- Presence of a disused dump (chemin Moffat) ;
- Route 104 (between the western municipal boundary and Chemin Moffat) and Highway 10 corridor (high noise level) ;
- Hydro-Québec transformer substation in Knowlton ;
- Drinking water intake ;
- Railroad lines to the north of the municipality (Fulford and Foster) and to west (West-Brome);
- High-voltage power lines (49 kv) , West Brome and Knowlton ;
- Sewage ponds (Bondville).

For the most part, these elements will be the subject of specific measures in urban planning bylaws to govern activities and uses on or near the site.

SPECIAL URBAN PLANNING PROGRAMS (PPU)

A Programme particulier d'urbanisme (PPU) is a plan for specific public action within a limited territory. Like an urban plan, it aims to promote a physical organization that meets the needs and aspirations of the population. A specific urban planning program is certainly not an economic development or marketing plan. It differs from urban plan in that it defines more detailed development concepts and clearly indicates land-use control measures, public works to be carried out and implementation of redevelopment, restoration or demolition programs, as the case may be. The PPU must provide information on the proposed concept, acting as a catalyst for the public and private stakeholders concerned.

The areas targeted by the development of a specific urban planning program are very different. The aim of this exercise is to ensure a coherent physical organization in a spirit of complementarity that will stimulate the dynamism of these areas, particularly the central Knowlton sector, which is already well known.

1. The Knowlton Central Area PPU

1.1- Delimitation

This area, identified for a specific urban planning , covers not only the commercial, institutional, residential and industrial core along Lakeview, Victoria, Knowlton and Mont Écho streets, but also the land along these main axes that herald this concentration of urban activity. The extension of this intervention area along these axes is essential to better define the physical organization of the territory and the main gateways to this central sector (see map in Appendix IV).

1.2- Features

This area is characterized by the Town's highest concentration of urban activities. All urban functions are present including industrial. The central core is characteristic of early 20th-century urban village environments, with buildings located very close to the street and close to each other. Buildings of typically banal architecture have been added to this core: two gas stations, now transformed into a restaurant and professional office, and the industrial facade on Knowlton Street bear witness to this. The commercial complex near the library comprises several one-storey, flat-roofed buildings that are not the most successful in terms of architectural integration. They do, however, have the merit of bringing people in and out of the building, and along Mill Pond Park.

The high number of tourists and day-trippers during the summer months and at weekends clogs up the area with vehicles looking for a place to park. Parking lots are poorly managed and lack adequate layout and signage, contributing to a conflictual situation where pedestrians and vehicles pass each other more or less safely. Street and parking lot lighting is also poorly adapted to pedestrians.

1.3 Development issues

This central core was gradually built up at the beginning of the last century to meet the needs of a resident and vacationing population. Over the past three decades, this core has been gradually transformed to accommodate specialized businesses geared more towards tourists and day-trippers attracted by the charms of this turn-of-the-20th-century village. This transformation took place in the absence of detailed planning. Of course, the Town has adopted a set of urban planning bylaws to ensure safe development, and has also introduced measures to control the appearance buildings, including commercial signage, and architectural integration (PIIA) to maintain a certain cachet. But nothing specific to create optimal conditions for a commercial mix.

The development challenge for this area is to establish an integrated concept of spatial organization that favors the strengthening of economic activities whose commercial mix meets the needs of both the permanent and vacationing population, as well as tourists and day-trippers. The ghettoization of this core area for tourism purposes only must be avoided. Similarly, renovations, extensions and the addition of new buildings should help reinforce the village character of this core. Last but not least, public interventions should promote the presence of pedestrians and minimize the inconvenience caused by the presence of vehicles of all kinds. Consolidating the area's cultural vocation could be a dynamic element in enhancing the area while avoiding its ghettoization.

1.4 Development guidelines

Reinforce the distinctive character of the central core, promote economic dynamism and ensure a commercial mix that meets everyday and specialized needs by :

- Reinforcing the display concept and ensuring its implementation;
- Controlling the appearance of buildings (renovations, extensions and new buildings) to enhance the visual quality of the environment and make even more attractive;
- Burying or relocating overhead wires;
- Replacing street lighting to create a pedestrian-friendly atmosphere;
- Favoring a commercial mix capable of maintaining year-round economic activity that caters to both local and tourist customers;
- Promoting effective pedestrian links between establishmentspublic parking lots and public areas;
- Clearly identifying the gateways to this central core;
- Programming the various actions described in the PPU according to a hierarchy that takes into account available resources and catalytic effects in the community.

1.5 Spatial organization concept

The concept of spatial organization hinges on the consolidation of different functions into well-structured hubs, and the establishment of physical links that generate efficient vehicular movement and pedestrian movements, them easy access to a variety of environments offering a wide range of activities and services.

The concept focuses on :

- Achievements resulting from the development of the existing urban grid ;
- The synergistic synergistic of planning planning of each of the units that make up this central core;
- Strengthening residential, public and commercial functions.

For the whole of Knowlton's central core, we can identify 5 poles that group together the 15 different use areas shown on the plan in Appendix IV. Here, we define the dominant vocations, the main recommended uses and the proposed physical and regulatory interventions.

Knowlton Heritage (Victoria Street between Centre Road and Lakeside Street)

Area 1- Natural public space.

Permitted uses: recreational trail, silvicultural treatment, nature interpretation ;

Area 2 - Residential and resort.

Permitted uses: low-density residential, possibility of subdividing a dwelling, lodging, professional or home-based business services;

Area 3 - Public or residential redevelopment.

Permitted uses: residential and public, accompanied by a Comprehensive Development Plan (CDP) by-law; to set aside, the "COOP" establishment protected by acquired rights;

Area 4 - Institutional consolidation.

Permitted uses: public, institutional and community;

Area 5 - Deferred residential development.

Permitted uses: residential and public with a Comprehensive Development Plan (CDP) by-law; with access on Maple Street;

Area 6 - Commercial and tourist accommodation.

Permitted uses: Commercial accommodation with catering, bed and , professional, personal and business services;

Proposed interventions for Heritage Knowlton :

- Interpretation trails, rest area, nearby parking facilities;
- Acquisition of land or environmental easements to be acquired (according to the Act);
- Gateway (Knowlton heritage core)" sign near Coldbrook Creek, Victoria Street;
- Elimination of industrial and commercial land use in Area 3 (limitation of acquired rights and redevelopment) ;
- Greater control over the quality of interventions on buildings and land through the adoption of a bylaw on site planning and architectural integration (SPAIP);
- Greater control tree maintenance and felling (urban forest to be preserved);
- COOP demolition and relocation program ;
- Public access (street) to be improved (sidewalk, lighting) ;
- Revise signage to direct visitors to the different circuits (heritage, ecological and sports);
- ;
- Add additional lighting for pedestrians;

Pôle récréatif d'accès du lac Brome

Areas 7 and 8 - Brome Lake and Mill Pond access recreation

Permitted uses: public, recreational and community

Recreational activities:

- Parking lot redevelopment (addition of trees and lighting) ;
- Signage to be reviewed;
- Front door signage (Knowlton central heritage district) near park entrance (municipal beach) integration of "Les Beaux Villages du Québec" sign;
- Add additional lighting for pedestrians between the beach and the village center;
- Promoting the beach building
- Erosion control, riparian buffer maintenance, tree and shrub planting ;
- Trail signs to be revised and synoptic panels added to the central core;
- Extension of the trail to Foster to improve connectivity and access to the lake for citizens ;

Institutional and historical pole

Area 9 public - institutional and historical.

uses permitted : administration
administration, institution à museum ;

Interventions proposed for the institutional and historical pole:

- Parking signs to be reviewed with Église St-Paul;
- Review the development around the museum and Town Hall and a development plan for the entire area 9;
- Picnic and rest areas (between Lakeview Road and St. Paul) and ambient lighting to be installed on the museum grounds;
- Provide disabled access;
- Signage for the museum and trail to be reviewed and synoptic panels added to the central core (same as shopping center);

Town and culture centre

Area 10 - Deferred commercial development,

Permitted uses: public market and restrictive residential zoning accompanied by a comprehensive development plan (CDP) by-law;

Areas 11 and 14 - Commercial consolidation area for retail, miscellaneous specialized and cultural services.

Permitted uses: restaurants, terrace bars, small retail outlets (specialty stores, clothing, footwear, home decor, antiques, gifts, etc.) library, theater, cultural businesses, first-level services (grocery store, pharmacy, post office, bank), residential units on upper floors only, personal, professional and business services on upper floors, open-air public square, relaxation of ground-floor residential presence for the extremities of Town;

Area 12 - Religious institutional

Permitted uses: places of worship and culture ;

Area 13 - Deferred cultural development,

Public square for major cultural events

Area 15 - Secondary industrial and commercial

Permitted uses: Service businesses, no outdoor storage, industries, no outdoor storage;

Interventions proposed for the Town and cultural center:

- Connect the trail to the public market;
- Integration of street furniture in the market square;
- Housing integration ;

- Riparian buffer protection and runoff management along the Coldbrook River
- Appropriate signage ;
- Greater control over the aesthetic quality of construction and land development through more rigorous application of the SPAIP;
- Increased signage control and compliance requirements ;
- Greater control over tree maintenance and felling, and measures to encourage tree planting;
- Plan for comprehensive repair of sidewalks and footpaths :
 - Better management of conflicts, access to properties and sidewalks ;
 - Better organization at the intersection of Lakeview and Knowlton streets (crosswalk, pavement signage and signage ;
 - Addition of sidewalk on chemin Mont Écho ;
 - Addition of a pedestrian bridge between the relocated municipal garage and the theater;
- Redevelop the library grounds into a multi-purpose green space: rest area, pedestrian path, artist exhibit, flower mosaic, fountain, ambient lighting, better integration and link to Coldbrook Park;
- Improvement of the footpath along Coldbrook (access to the integrated project in Area 10);
- Overall plan for multi-purpose trails along the shores of Mill Pond and Coldbrook Creek along the entire route covered in the PPU area;
- Removal of electrical substation (see regional development plan) ;
- Relocate overhead wires to the rear of buildings or bury them throughout the area;
- Consolidation of the Mill Pond park near the dam, planting, furniture, ambient lighting, central element to be developed ;
- Street lighting to be reviewed with relocation of overhead wires: focus on a pedestrian-first ambience (choice of fixtures must take into account Knowlton's particular architectural environment). The poles supporting the lights should also be able to serve as supports for Christmas decorations, planters, and various pennants or flags announcing events (e.g. Duck Festival, Canada Day...);
- Lighting the falls on Coldbrook - Mill Pond ;
- Landscaping along the watercourse and Mont Écho Road (Virginia creeper in the fence) + island planting in the parking lot on the LEK side;
- Better control of road access for delivery vehicles (new Knowlton Road access, traffic regulations);

2. **The PPU for the core service area of Route 104 (Knowlton Road and Victoria Street)**

2.1- Delimitation

The territory identified for a specific urban planning program covers the land bordering a section of Route 104, Knowlton Road, delineated as follows

approximately on the west side by the intersection of rue Jolibourg with route 104 and on the east side by the Caisse populaire (see plan in Appendix IV).

2.2-Characteristics

This sector is characterized by a concentration of commercial establishments offering basic services such as groceries, convenience stores, gas stations and restaurants, as well as specialized services such as the SAQ, Caisse populaire, professional services, lumber yards, a sports center, hotels, etc.). The surface areas of these establishments are not insignificant. There are also residential functions interspersed between commercial uses. This sector has developed particularly rapidly over the past twenty years, with no regard for the immediate surroundings. With their heterogeneous and, for many, even banal architecture, many buildings are typical of the 1970s-1980s period for commercial construction: box modules, minimal facade treatment, use of vertically grooved architectural sheet metal cladding, courtyard treatment focused on car parking with no organization of traffic lanes, and road access that is full width with the lot. Some recent corrections have been undertaken by a few retailers, but much remains to be done. Landscaping is absent or minimal. Finally, signage is abundant, often poorly positioned and sometimes rudimentary.

2.3- Development issues

Primarily serving the basic needs of the permanent and vacationing populations, this sector is lacking in terms of aesthetics and safety. The development challenge for this area is to encourage the redevelopment of the courtyards of all properties fronting on Knowlton Road (Route 104) and the renovation of commercial facades, so as to gradually enhance the overall quality of the area, the safety of motorists and particularly that of pedestrians frequenting the establishments on Route 104.

2.4- Development guidelines

Consolidate the service area function of this section by :

- Ensuring that safety related to manoeuvring access to these establishments is prioritized;
- By enhancing the quality of building renovation, signage replacement and courtyard landscaping;
- limiting the development of the residential function for this service area and making this section accessible and safe for pedestrians and cyclists.
- By encouraging the development of plant screens to conceal storage areas required by certain establishments.

2.5- Spatial organization concept

The concept of spatial organization is based on the consolidation of the commercial function to meet the basic and specialized needs of the permanent population and of

and the reorganization of Route 104 (Knowlton Road) to first secure the intersection with Victoria Street and all riverside accesses. The concept focuses on :

- The shared desire of the MTQ, Town and local merchants to make the area safer;
- The economic dynamism of this sector and catalytic effect of public intervention on the redevelopment of the Route 104 Knowlton Road right-of-way;
- Strengthening the commercial service function and reducing the residential function to reduce neighborhood problems.

For area shown on the plan in Appendix IV (Route 104, Knowlton Road section, Victoria Street), here are the main uses recommended and the physical and regulatory interventions proposed:

Area 16 - commercial service

Permitted uses :

- Medium- and large-format retail, regular purchases, restrictive semi-regular purchases (e.g., hardware,) and restrictive thoughtful purchases (e.g., furniture, household equipment, automobiles, garden center);
- Service businesses such as heating oil delivery, plumbing, electricity, gas station, auto detailing;
- Professional, personal or business shops;
 - Catering ;
 - Entertainment, sports center, video games, video club... ;
 - Residential floor only ;

Interventions proposed for the Knowlton/Victoria commercial sector:

- Redesign of the Victoria, Tuxen and Route 104 (Knowlton Road) intersection and improved traffic management;
- Implement a corrective access plan along the entire route of this section of Route 104 to limit the number of accesses and ensure safe manoeuvring (with MTQ). Encourage shared access (shared accesses);
- Relocate overhead wires or bury them in new construction;
- Street lighting to be reviewed (first done according to vehicles) ;
- Improving road signs and reducing speed ;
- Greater control over the aesthetic quality of construction and land development through more rigorous application of the SPAIP;
- Greater control over tree maintenance and felling, and measures to encourage tree planting;
- Increased signage control and compliance requirements ;

3. The PPU for the service area on Route 104 and Route 139 (Gilman's Corner)

3.1-Delineation

The territory identified for a specific urban planning program covers the land bordering a section of Route 104 and Route 139. Route 104 runs from the western boundary of Brome Lake (the Town of Cowansville's eastern boundary) to the intersection with Route 139 to the south. From this intersection along Route 139 for a distance equivalent to the boundary between the zone decreed green by the LPTAA decree (see plan in Appendix IV).

3.2-Characteristics

This sector is characterized by a certain concentration road-related commercial establishments: gas station, recreational vehicle sales and specialized services such as yards, restaurants and antiques. There is also a mobile home along Route 104 and a few residences.

Like the section of Route 104 (Knowlton Road and Victoria Street) presented above, this sector suffers from major shortcomings in the organized layout of vehicular access. This is particularly the case on Route 139 for the yard. This situation is particularly dangerous. The presence of gravel and sand pits is also a shortcoming in terms of the aesthetics of this road corridor, but some improvements have been initiated (embankments and planting). The presence of residential uses interspersed with commercial uses along Route 104-139 is a cause for concern, especially as the inconvenience caused by the very nature of the establishments in place and permitted, and the high volume of traffic, can be a source significant inconvenience for the residential neighbourhood.

3.3- Development issues

Established long municipal bylaws and the LPTAA came into force, these settlements are the result of the urban sprawl that began in the 1950s, linked to increased accessibility of individual transportation and the significant rise in truck freight traffic. Positioned along provincial highways with ever-increasing traffic volumes, it is important to ensure safe access for truckers, and to encourage landscaping of courtyards, since these roads are collectors for tourist areas (Knowlton and Sutton). The challenge for this area is to improve aesthetics of buildings and yards fronting on Routes 104 and 139. Disadvantages related to the very nature of the establishments, notably outdoor storage, must be minimized.

3.4- Development guidelines

In this unstructured, utility-only area, it is proposed to consolidate the service area function by :

- Relying on the reorganization of right-of-way of routes 104 and 139 so as to circumscribe vehicular access;

- Encouraging the development plant screens to conceal utility storage areas required by certain establishments;
- Limiting the residential function of this service area along major roads.

3.5- Spatial organization concept

The spatial organization concept is based on consolidating the commercial function to meet the specialized needs of the permanent, resort and transit population, and reorganizing the rights-of-way of routes 104 and 139 to secure access.

The concept focuses on:

- The common desire of the MTQ, Town and riparian owners to make the area safer;
- Concrete landscaping measures to minimize the sight of unsightly elements (gravel pits, storage yards, etc.).

For the area shown on the plan in Appendix IV for the service area sector of sections of Routes 104 and 139 (Gilman's Corner), it has been defined that the dominant vocation is commercial, and physical and regulatory interventions are proposed:

Area 17 - commercial services

Permitted uses :

- Convenience store-type retail sales;
- Retail sales restrictive semi-current purchases (e.g. hardware, wood yards);
- Restrictive thought purchases (e.g., automobiles, recreational vehicles, tools, garden centers, antiques) ;
- Service businesses such as heating oil delivery, plumbing, electricity, gas station, auto detailing;
- Catering ;
- Single-storey residential or accessory ;

Suggested surgery for Gilman's corner:

- Corrective access plan for the entire route with MTQ (especially near the lumber yard, route 139);
- Greater control over the aesthetic quality of construction and land development through more rigorous application of the SPAIP;
- Greater control tree maintenance and felling, and measures to encourage tree planting;
- Increased signage control and compliance requirements ;
- Municipal assistance program for village renovation, landscaping and access, and sign replacement ;

4. PPU FOSTER for the service area on Route 243 from the municipal boundary near Highway 10 to the intersection with Route 215 (Foster)

4.1- Delimitation

The territory identified for a special urban planning program covers the land along a section of Route 243 on both sides of the road from the northern municipal boundary to the intersection with Route 215, including the land along the Yamaska River on Lakeside Road (see map in Appendix IV).

4.2- Features

This sector is characterized by a certain concentration road-related commercial establishments (gas station, canteen, mechanical shops), basic services such as convenience stores and specialized services (docks, garden center), gravel pits and recreational facilities (golf course, tourist office, bed & breakfasts).

Like the Gilman's Corner sector and the section of Route 104 (Knowlton Road and Victoria Street), but to a lesser extent, this sector suffers from a lack of organized vehicular access, especially near the intersection of Route 243 with Douce Road and at the canteen near Allard Road. The presence of gravel pits in the vicinity also constitutes a shortcoming in terms of the aesthetics of this corridor. This section is one of the Town's two main gateways to Gilman's Corner.

4.3- Development issues

The aesthetics of this stretch have been greatly enhanced by the introduction of the course, driving range and the relocation of the old train station, which has been transformed into a tourist information office. This area near Highway 10 has been identified as a prime location for young families, and the Town is keen to enhance the area by expanding Foster's urban perimeter, particularly the old village center and the former sand pits.

However, there is a need to secure the various vehicular accesses to businesses that use the full width of the lots, and to provide visual mitigation measures for the presence of gravel pits. The challenge for this sector is to improve the aesthetics of the buildings and front yards, and the road safety of accesses to regional roads 243 and 215.

4.4- Development guidelines

The area is not very homogeneous and is predominantly used for utilitarian purposes. It is proposed to consolidate the service area function by :

- Ensuring that safety related to access maneuvers is prioritized;
- Inviting the landscaping of commercial front yards;
- Inviting the development of plant screens to conceal gravel pits and utility storage areas for certain establishments;

- Limiting the residential function along this stretch;
- access to lakes and rivers;
- Reducing the environmental impact of any new street;
- Revising the PPU for the Foster sector following the revision of the urban perimeter of this sector;
- Linking Foster to Knowlton with a multifunctional trail.

4.5- Spatial organization concept

The spatial organization concept is based on consolidating the commercial function to meet the basic, specialized and leisure needs of the permanent, vacationing, transit and excursionist population. The concept focuses on :

- The desired improvement is to make this aesthetically pleasing stretch of road even more attractive, through concrete measures such as planted landscaping to minimize the sight of gravel pits, storage yards and hard surfaces on commercial ;
- The joint determination of MTQ, the Town and local merchants to make the area safer.

For the allocation area shown on the plan in Appendix IV for the service area sector of section of Route 243 from the municipal boundary near Highway 10 to the intersection with Route 215 (Foster), it has been defined that the dominant vocation is commercial and service, and physical and regulatory interventions are proposed.

Area 18 - commercial services

Permitted uses :

- Convenience store-type retail sales;
- Retail sales considered purchases (e.g. docks) ;
- Service outlets such as service stations and gas stations;
 - Catering ;
 - Residential and low-density commercial ;

Proposed interventions:

- Corrective access plan for several commercial establishments to limit accesses and their excessive widths and make maneuvering safer (with MTQ);
- Greater control the aesthetic quality of commercial constructions and land development through more rigorous application of the PIIA);
- Creation a neighborhood particularly conducive to young families;
- Increased signage control and compliance requirements ;
- Municipal assistance sign replacement ;

INFRASTRUCTURE AND EQUIPMENT

Lac-Brome is the MRC's fourth-largest service center, after Cowansville, Bromont and Farnham. Brome Lake has municipal, intermunicipal and inter-municipal infrastructures and public facilities on its territory:

- The Knowlton library serves Town, West Bolton and Brome;
- Water and sewer systems:
 - Water and sewer: Knowlton and Bondville sectors;
 - Sewer: West-Brome sector ;
 - Private sewers: Camping des Érables, Auberge Quilliams, Camping Vallée Bleue, Auberge Le Cypres, Knowlton Road Mobile Home Park, Fairmount Campground;
 - Private aqueduct: Camping Vallée Bleu inc, Club de golf Lac-Brome, Domaines des Érables, Association des condominiums du Lac-Brome, West Brome mobile home park, Camping Fairmont ;
 - Oxidation ponds: Bondville, these ponds also receive sludge from septic tanks;
- Drinking water intakes :
 - Auberge West Brome (restaurant and condos), water intakes serving more than 20 people in 2008:
 - Tubular well, groundwater: Fond au nom de l'enfance, 44 rue Johnston ;
 - Tube well, groundwater: private Lakeside Road; Tube well, groundwater: Papillon Restaurant, 1076 Knowlton Road;
 - Tube well, groundwater: Table nippone, 256 chemin Fullford ;
 - Tubular well, groundwater :1390114 Canada Ltd, 13 Paramount Street ;
- The local tourist information office Lakeside Road;
- Telephone network ;
- Brome County Historical Museum;
- École primaire Saint-Édouard (Val-des-Cerfs School Board) ;
- École primaire et secondaire 1 Knowlton Academy (Eastern Townships School Board;
- Seniors' residences (740 rooms or units): Maison Knowlton House, Manoir Lac-Brome, Résidences Knowlton ;
- Justice, Bureau de la publicité des droits de Brome Services Québec ;
- The post office (Canada Post Corporation) ;
- Fire ;

- Service de police, sûreté du Québec ;
- Douglass and Tiffany public beaches;
- Center communautaire Lac-Brome ;
- CSSS de La Pommeraie point of service;
- Community centers in each of the local communities (Bondville, Fulford, Foster, Iron Hill);
- Churches, Town Hall.

4^E PART, MEANS OF IMPLEMENTATION

REGULATORY MEANS

As the Master Plan is intended to govern land use on Town lands, it contains policy statements rather than regulatory documents. These policy statements formulate proposed interventions and rules for future development. As required by the Act respecting land use planning and development, the urban plan is a planning tool that is complemented by more precise and detailed bylaws: zoning bylaws, subdivision bylaws, building bylaws, bylaws respecting permits and certificates, and bylaws respecting the conditions for issuing building permits. These bylaws apply the objectives set out in the urban and, of course, those set out in the regional land use plan. Other urban planning by-laws, such as the Comprehensive Development Plan), Site Planning and Architectural Integration Programs (SPAIP) and, since June 2002, by-laws governing conditional uses and special projects, as well as the by-law on municipal works agreements, complete the regulatory implementation tools available to the Town.

Zoning regulations

These bylaws give concrete expression to the objectives of the Master Plan. The zoning by-law implements the spatial organization of the plan by dividing the territory into zones and determining which uses and constructions are permitted or prohibited.

It reflects the land use and density plan, clearly expressing the uses that are favoured and authorized. As a result of this new zoning, certain existing activities no longer correspond to the desired vocations and, by the same token, become derogatory. eventual disappearance of this activity at this location is therefore desirable. However, the rule of law will apply to this activity.

It is therefore easy to understand the importance of the zoning plan revision exercise, both in terms of dividing up the zones and identifying the uses that are permitted and those that are prohibited. This exercise was carefully carried out and subsequently verified.

In general, this zoning revision will make it possible to :

- Adjustment of zone boundaries to better reflect more homogeneous groupings while integrating a certain mix to reduce displacement;
- Individual treatment of each zone in terms of permitted uses and siting standards;
- Better segregation of uses by grid zoning;

- Recognition of the major economic hub that is downtown Knowlton, the village cores and the commercial concentration areas of Gilman's Corner and Knowlton Road near the Victoria Street intersection;
- Limiting linear commercial sprawl along main arteries;
- Strengthening the residential function in the immediate vicinity of the town center;
- Consolidation and recognition of institutional and recreational/tourist ;
- Recognition and protection of agricultural areas;
- Integration of standards for unstructured islands in the agricultural zone;
- Recognition and protection of resort areas;
- Increased protection of ecological areas;
- With provisions on commercial signage, tree planting and felling, shoreline protection, fences and hedges, control of fill, cuttings and retaining walls, soil permeability, off-street parking requirements for various uses and standards for exterior cladding materials, zoning puts in place measures that ensure a minimum threshold of quality for all interventions relating to these items.
- Better protection of coastlines and wetlands, notably through the creation eco-zones;

Subdivision regulations

This by-law contributes to the organization of space; even before buildings are erected, it makes it possible to organize space in such a way that development is harmonious in relation to the natural water network and its retention and absorption capacities. The main purpose of this by-law is to provide framework for all specialists involved in land subdivision and occupation.

The subdivision by-law implements the Town's intentions in terms of density of occupation, by requiring minimum size standards that take into account the existence or absence of water and sewer systems, the proximity of watercourses, and the nature of the intended use of the building lot.

Finally, this subdivision by-law sets standards for street dimensions, as well as measures for street layout and runoff retention and infiltration characteristics. This by-law will evolve over the coming years as best practices are implemented.

Building regulations

By setting minimum safety requirements for the ordering and assembly of materials during construction, this by-law helps to ensure that citizens enjoy a quality of construction that provides a safe living environment, whether at home, at work or in any other place used for other activities.

By-laws on permits and certificates and on conditions for issuing building permits

These by-laws have a very significant impact, as they require that all parties involved on the territory obtain a permit or certificate before starting any work of any kind covered by the urban planning by-laws. These by-laws set out the terms and conditions for obtaining these permits.

Site and architectural integration program (SPAIP) bylaw

This urban planning by-law complements the basic on zoning, subdivision, construction and permits and certificates. Its purpose is to ensure, for specific sectors, a superior quality of intervention on buildings during construction, expansion, conversion or renovation. For Town of Brome Lake, certain sectors would benefit from being covered by this type of bylaw, in particular to ensure that each intervention on the physical environment contributes significantly to providing added value that promotes the revitalization of this environment and the construction of attractive urban or rural landscape. The territories targeted for this type of by-law are those covered by a specific urban planning program, certain village cores, resort areas and areas of recent development, and the shores of lakes and watercourses.

For the first time, the PIIA includes an environmental component designed to protect shorelines and the littoral, particularly when work is carried out on buildings with acquired rights.

Comprehensive development plan (CDP) regulations

In this new by-law, the Town clearly states its intentions regarding the future vocation of the EAP sites, leaving it up to the developer to make detailed development proposals, which will be evaluated by the Town according to predetermined criteria, particularly with regard to the environmental aspects of EAP by-law. The municipal garage area would thus become an EAP zone once demolished. Its future vocation would be as a cultural zone, to be determined at a later date. The Town intends to use this tool in contexts of land densification, which should not be at the expense of preserving natural attractions and the environment. This approach should allow for unconventional subdivision while preserving the rural character of the area.

Conditional use by-law

This type of bylaw has been in existence since June 2002, and is useful in that it provides a degree of flexibility to allow other compatible uses, provided there is adequate control over their implementation and exercise. The technique of conditional uses gives a new flexibility to regulations, by allowing uses that are acceptable to the population and compatible with the environment to be implemented following an evaluation procedure, without the need to amend the regulations each time. The Town intends to use this type of bylaw whenever necessary.

By-law respecting specific construction, alteration or occupancy projects for an immovable (PPCMOI)

This type of by-law, in existence since June 2002, is useful for facilitating the development of problematic sites, in particular to redefine the vocation of obsolete buildings, and paradoxically, to authorize a project that does not conform to the by-law but respects the objectives of the urban plan, without having to modify the standards of use or layout of the zoning by-law, which remain relevant to the surrounding environment. In a way, it's a made-to-measure regulation for a project, subject to certain conditions regarding the municipality's jurisdiction over the project.

The Municipal Works Agreement Bylaw

A new by-law replaces the outdated one adopted before the Act was amended in 1994. The new by-law will provide a better framework for development projects, through conclusion of agreements on planned streets, pedestrian access, green infrastructure, water and sewer extensions, and so on. Subdivision and building permits will be subject to a municipal works agreement

The special planning program (PPU)

This type of instrument is part of the urban development plan and provides the Town with an opportunity to prepare detailed program of actions to be taken to ensure the realization of a strategic development or redevelopment area.

In addition to the PPUs described in the present urban plan, two environmental PPU sectors should be established in the built-up areas of Rock Island and Pointe Fisher, in order to mitigate over-densification around the lake in these cramped areas.

Demolition regulations

This tool enables the Town to control demolitions, so that certain buildings are not demolished without justification, and so that the reuse of the land thus freed up is properly planned. This by-law does not undergo any major changes as part of the current revision.

OTHER MEANS

Many means other than regulatory ones are also useful and necessary for the implementation of the urban plan. One need only mention all the public or private interventions that are occurring or will occur on the territory (new buildings, renovations, infrastructures, etc.) to realize that this will be the result multitude of concerted actions on the part of the public and private domain.

For the municipal sector, the preparation and adoption of the three-year capital expenditure plan is an ideal time to implement several aspects of the urban plan.

ENTRY INTO FORCE

These regulations come into force in accordance
with the law.

Gilles Decelles, Mayor

Mr Edwin John Sullivan , Clerk

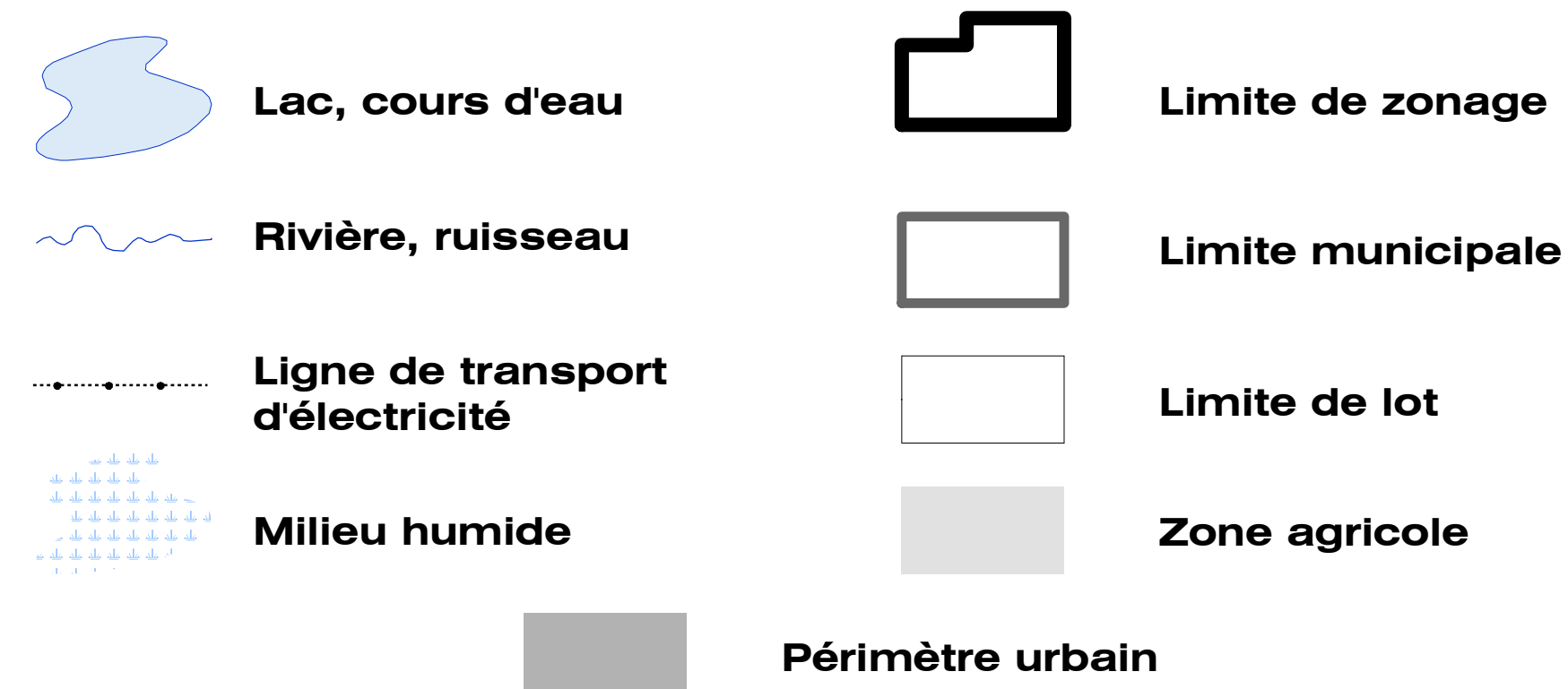
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RÈGLEMENT DE PLAN D'URBANISME

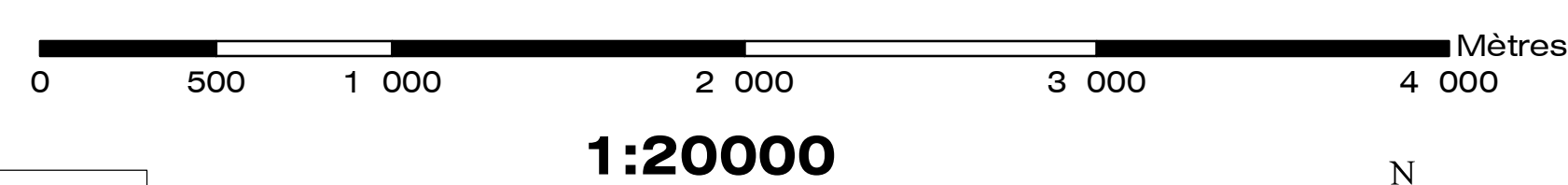
ANNEXE I : PLAN DES GRANDES AFFECTATIONS DU SOL



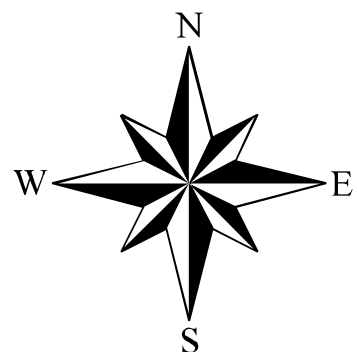
A	Aire agricole en réclusion (zone verte) (reconnaissance)
CONS	Aire de conservation (reconnaissance)
AF	Aire agro-forestière (zone verte) (consolidation)
AFB	Aire agro-forestière (zone blanche) (aire de transition de faible densité)
REC	Aire de récréation (zone verte) (aire en mutation)
RECb	Aire de récréation zone blanche) (consolidation)
RF	Aire récréo-forestière (zone verte) (aire en franche agricole - forestière)
RFB	Aire récréo-forestière (zone blanche) (aire en mutation)
UV	Aire urbaine villageoise (consolidation)
UCr	Aire urbaine commerciale routière ou de service (consolidation)
URV	Aire urbaine résidentielle-villégiature (reconnaissance)
Umixte	Aire mixte (commerciale - résidentielle - publique - industrielle) (consolidation)

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Ce plan fait partie intégrante du règlement numéro : 595
Adopté le : _____



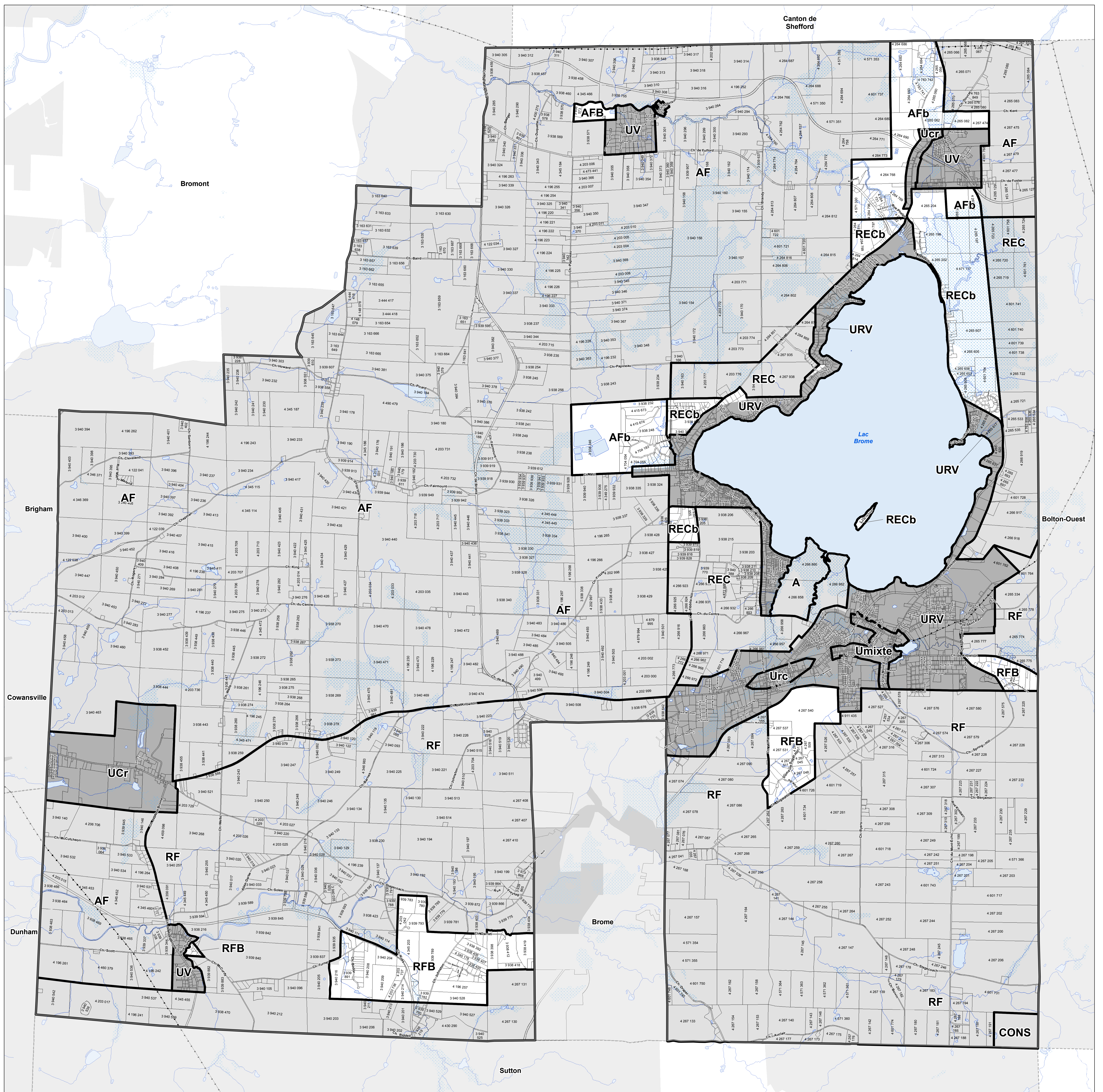
Annexe no.
1



Réalisation: Service d'urbanisme et Environnement de la Ville de Lac-Brome.

Dessiné par: Pier-Philippe Labrie
Technicien en géomatique
MAI 2013

SOURCES: Photocartothèque québécoise
Ministère des Ressources Naturelles, CPTAC
BDTQ (modif)2000, MRC Brome-Missisquoi,



RÈGLEMENT DE PLAN D'URBANISME

ANNEXE II : PLAN DES TERRITOIRES D'INTÉRÊT PARTICULIER



VILLE DE LAC-BROME
TOWN OF BROME LAKE

PLAN D'URBANISME

TERRITOIRES D'INTÉRÊT PARTICULIER

Territoire et éléments d'intérêt
historique et culturel



Ensemble patrimonial



Musée

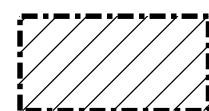
Territoires d'intérêt écologique



Aire de confinement du cerf de Virginie



Zone écologique identifiée



Aire de concentration d'oiseaux aquatiques

Territoire d'intérêt esthétique



Corridor routier



Massif montagneux



Couvert forestier



Lac, cours d'eau



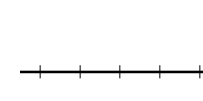
Rivière, ruisseau



Ligne de transport d'électricité



Milieu humide



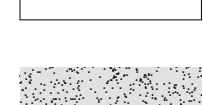
Corridor ferroviaire



Limite municipale



Limite de lot



Carrière

Note: Ce plan de montre pas tous les éléments d'intérêts particuliers énumérés dans le texte du plan d'urbanisme

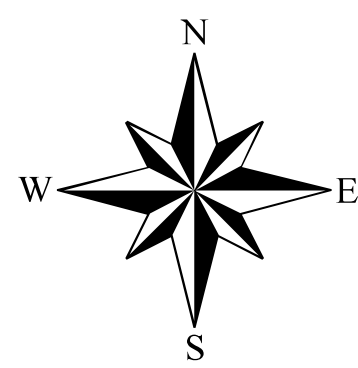
Ce plan fait partie intégrante du règlement numéro : 595
Adopté le :

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Annexe no.

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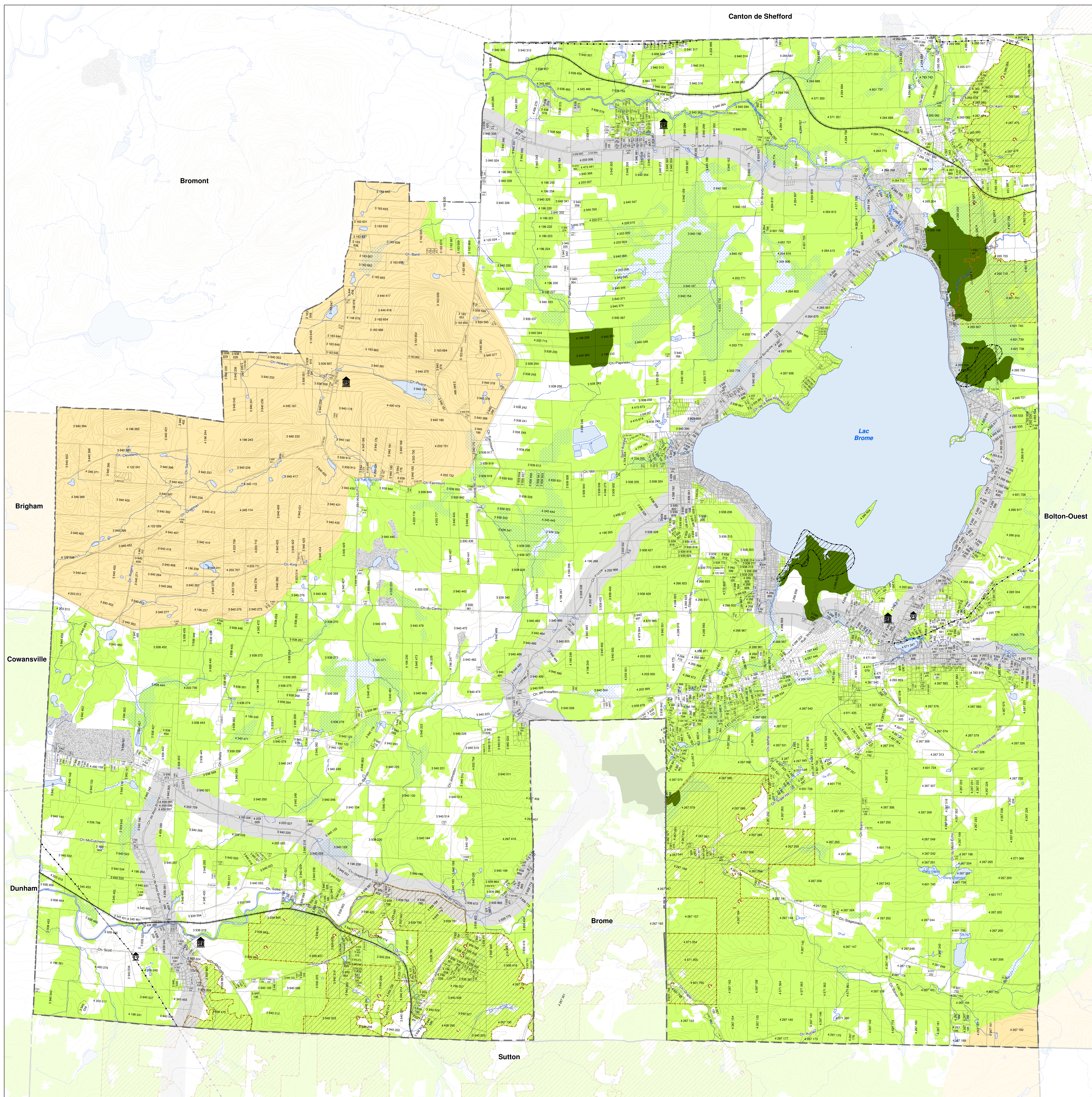
Réalisation: Service d'urbanisme et Environnement de la
Ville de Lac-Brome
avec la participation de: SCU

Préparé par: Marc Bélard, Urbaniste

Dessiné par: Pier-Philippe Labrie
Technicien en géomatique
novembre 2011

SOURCES: Photocartotheque québécoise
Ministère des Ressources Naturelles
BDTQ 2008
Localisation: T:\data\municipal\lbr\Plan d'urbanisme\urbanisme oct 2011\Annexe 2 Territoires d'intérêt particulier.mxd

MRC BROME-
MISSISQUOI.CA
RÉGION VITICOLE,
VERTE ET EN SANTÉ



RÈGLEMENT DE PLAN D'URBANISME

ANNEXE III : PLAN DES TERRITOIRES DE CONTRAINTES (*MODIF 595-1*)



VILLE DE LAC-BROME
TOWN OF BROME LAKE

PLAN D'URBANISME

Les territoires de contraintes d'aménagement

Contraintes anthropiques

- Dépotier désaffecté
- Étang d'épuration
- Corridor ferroviaire
- Poste de distribution d'électricité
- Ligne de transport d'électricité
- Route à niveau sonore élevé (+65 dBA)
- Zone approvisionnement eau potable

Contraintes naturelles

- Zone à risque de crue
- Plaine inondable PDCC 0-20 ans
- Plaine inondable PDCC 20-100 ans
- Milieu humide
- Zone de pente de 30% à 50%
- Zone de pente de 50% et plus
- Limite municipale
- Limite de lot
- Massif montagneux
- Couvert forestier
- Lac, cours d'eau
- Rivière, ruisseau
- Cours d'eau intermittent
- Carrière

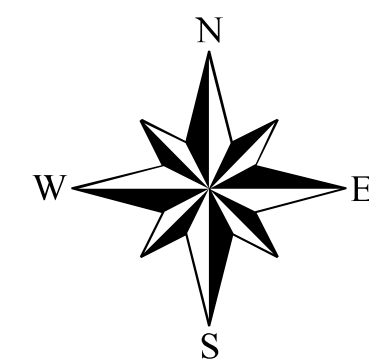
Note: Ce plan ne montre pas tous les éléments des territoires de contraintes énumérés dans le texte du plan d'urbanisme

Ce plan fait partie intégrante du règlement numéro : 595
Adopté le : 5 août 2013

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Annexe no.
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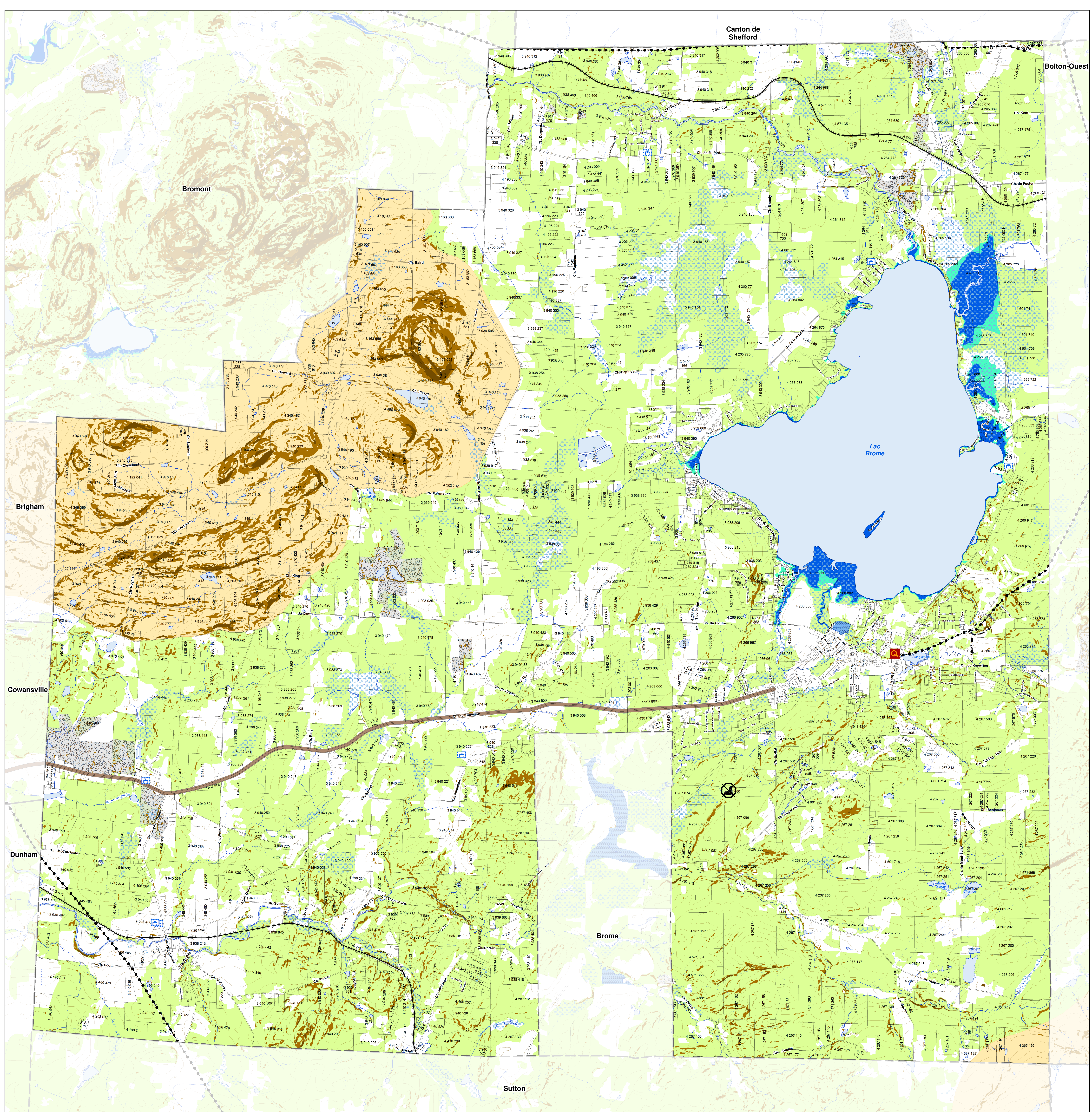
MRC BROME-
MISSISQUOI

RÉGION VITICOLE,
VERTE ET EN SANTÉ

Réalisation: Service d'urbanisme et Environnement de la Ville de Lac-Brome.

Dessiné par: Pier-Philippe Labrie
Technicien en géomatique
MAI 2013

SOURCES: Photocartotheque québécoise
Ministère des Ressources Naturelles, CPTAQ
BDTQ (modif)2000, MRC Brome-Missisquoi
*PDCC 16-L01, 2003



RÈGLEMENT DE PLAN D'URBANISME

ANNEXE IV : PLAN DES AIRES DE PPU



VILLE DE LAC-BROME
TOWN OF BROME LAKE

PLAN D'URBANISME

AIRE D'AMÉNAGEMENT FAISANT L'OBJET D'UN PROGRAMME PARTICULIER D'URBANISME (PPU)

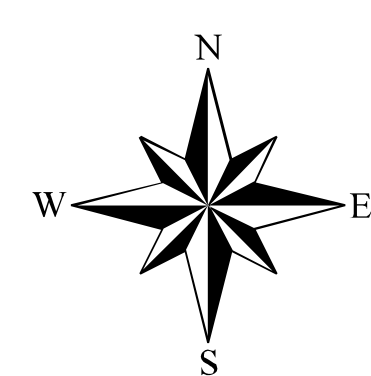
- 1 A 15** Secteur central de Knowlton
- 16** Noyau de service angle route 104 et rue Victoria
- 17** Aire de service Gilman's corner
- 18** Aire de service Foster

- Lac, cours d'eau
- Rivière, ruisseau
- Milieu humide
- Ligne de transport d'électricité
- Réseau ferroviaire
- Limite municipale
- Limite de lot
- Zone agricole
- Carrière
- Périmètre urbain

Ce plan fait partie intégrante du règlement numéro : 595
Adopté le : _____

Annexe no.

4



Réalisation: Service d'urbanisme et Environnement de la Ville de Lac-Brome.

Dessiné par: Pier-Philippe Labrie
Technicien en géomatique
MAI 2013

SOURCES: Photocartothèque québécoise
Ministère des Ressources Naturelles, OPTAQ
BDTQ(modif)2000, MRC Brome-Missisquoi

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VERTE ET EN SANTÉ

