NORVICK NEIGHBOURHOOD

Construction, renovation and landscaping Guide

Saint-Laurent Montréal

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(See p. 9)

E.A. Bollinger Collection. *Wartime Housing Limited, Glebe Lands, erecting exterior wall panels of residential unit*, photographer: E.A. Bollinger, 1941, Nova Scotia Archives, acquisition no. 1975-305 1941 no. 6-24.
(See p. 9)

E.A. Bollinger Collection. *Wartime Housing Limited, Glebe Lands, single family units under construction*, photographer: E.A. Bollinger, 1941, Archives, acquisition no. 1975-305 1941 no. 216-16.
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Fonds Armour Landry. *Un lotissement au croisement du boulevard Henri-Bourassa et de la rue O'Brien près de l'ancien aéroport de Cartierville à la Ville de Saint-Laurent, île de Montréal,* photographer: Armour Landry, BAnQ Vieux-Montréal, no. P97, S1, P15508, 1958.
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Cartierville plan, Wartime housing in Canada, Library and Archives Canada, no. e010866105, 1943.
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Plans originaux de la maison modèle H15, Library and Archives Canada, 1942.
(See p. 14)

Plan soumis à la Ville de Montréal pour la désignation des rues du quartier, Ville de Montréal archives (VM6-R5273-002), 1942.
(See p. 13)

A street in the Norvick neighbourhood, Borough of Saint-Laurent, 2014.
(See p. 11)

A street in the Norvick neighbourhood, Library and Archives Canada, no. e010866107, 1943.
(See p. 10)

Credits

Borough of Saint-Laurent

Production team under:
Nathalie Thibodeau, Architect

Drawings
Pascale Parenteau-Gauthier

Graphic design
ACM

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Borough of Saint-Laurent

Borough Hall
777, boulevard Marcel-Laurin, Saint-Laurent
ville.montreal.qc.ca/saint-laurent

☎: 311

WHY HAVE A GUIDE?

This guide has been produced in order to regulate the following projects in the Norvick neighbourhood: extensions to existing dwellings, new construction and landscaping

In 2013, Ville de Montréal recognized the Norvick neighbourhood as being unique, in publishing *Énoncé de l'intérêt patrimonial – Secteur Norvick, arrondissement de Saint-Laurent*. This statement of heritage significance highlighted the landscape and historical features of the site.

Following this publication, urban planning bylaws were amended in order to focus special attention on any changes to be made to any property in the neighbourhood.

Plans for permits are examined on the basis of such standards as height and set-backs as well as on a qualitative assessment.

This qualitative assessment makes it possible to ensure the quality of the installation as well as the architectural and landscaping integration of the project. The objectives and criteria of the qualitative analysis may be found in the Bylaw on the site planning and architectural integration program (SPAIP).

The following projects are subject to SPAIP approval by Borough Council:

- Cadastral operation
- Construction of a building
- Transformation or modification of the floor space of a building, including the addition of a basement
- Installation or replacement of exterior surface material on a building
- Installation or modification of over 10% of openings overlooking the exterior (window, door, etc.) on the front façade of a building
- Changes to the roof structure of a main building
- Changes to the dimensions of a front façade

The section on "Norvick's origins" (p. 6-11) explains the historical context of this neighbourhood and the resulting features.

The section on "Criteria to respect in renovating" (p. 12-25) explains the bylaws that apply to planned renovations.

Lush greenery at a home in the Norvick neighbourhood, 2014.

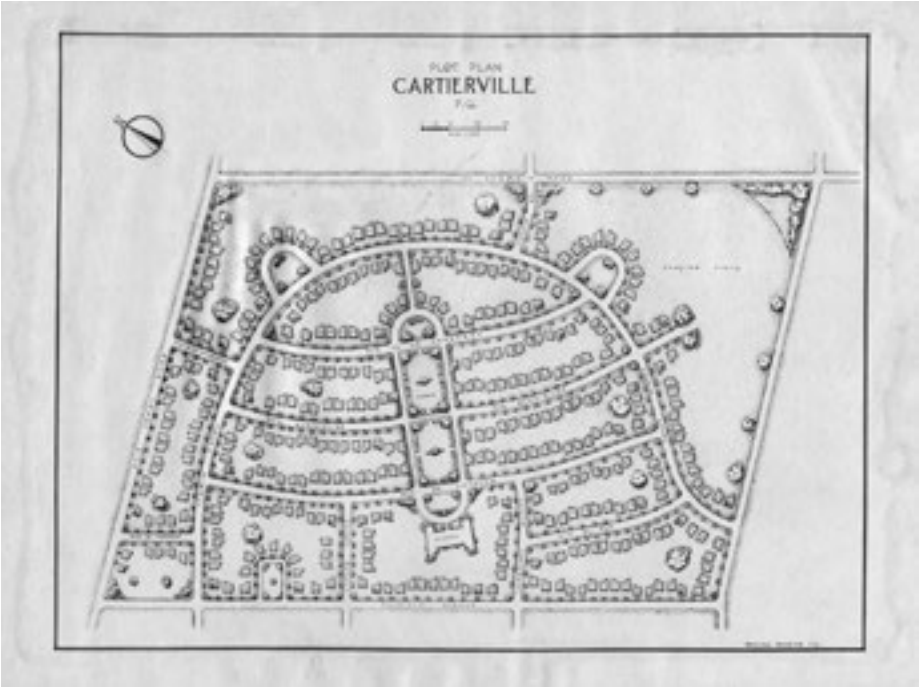
A subdivision at the crossroads of boulevard Henri-Bourassa and rue O'Brien, near the former Cartierville Airport in the City of Saint-Laurent, on the island of Montréal, 1958.

Since the trees were planted in 1955, there wasn't much greenery yet. The plants run by Noorduyn Aviation and Canadair are illustrated in orange.

NORVICK'S ORIGINS

PLACE NAME

Named "Cartierville" by the architects at Wartime Housing Limited in 1943, given the fact that Cartierville Airport was so close by, the neighbourhood was then apparently renamed "Norvick" by its residents. This name is found for the first time in the archives of the Norvick tenants' council and is a combination of the names of the two aerospace plants in the area: Noorduyn Aviation and Canadian Vickers (which became Canadair in 1944 and now Bombardier Aerospace).



Plan of Cartierville neighbourhood, 1943.
Originally, the public place in the centre of the development was supposed to be a large park. Today, it is the site of Aquarelle-Bois-Franc school / Bois-Franc building.

NORVICK, A "GARDEN CITY" MODEL

The challenges of preserving this local heritage stem from the particular economic and political context.

The construction of 400 working class houses by Wartime Housing Limited in 1942 was prompted by a lack of housing in Montréal. When Canada joined the war against Germany in 1939, the country was already facing a serious housing crisis. With Canada's war effort increasing the housing needs for plant workers, the Canadian government—in order to solve the problem—then established Wartime Housing Limited in 1941 (ancestor of the Canada Mortgage and Housing Corporation).

To house the married workers who were taking part in the war effort, Wartime Housing Limited built some 18,000 single-family homes all over Canada, between 1941 and 1945. The Norvick neighbourhood is unique, as it is the only residential development of workers' homes built in Montréal by Wartime Housing Limited during that time.

Its design is based on garden cities in England, the brain child of British-born Sir Ebenezer Howard. Letchworth, the first garden city, was created in England in 1919. This city then served as a model elsewhere in Europe and in North America. Montréal boasts a number of neighbourhoods directly inspired by this garden city movement, the most well known being the garden city of the Town of Mount Royal (1912) and the Tricentenaire garden city in the Borough of Rosemont–La Petite-Patrie (1940).

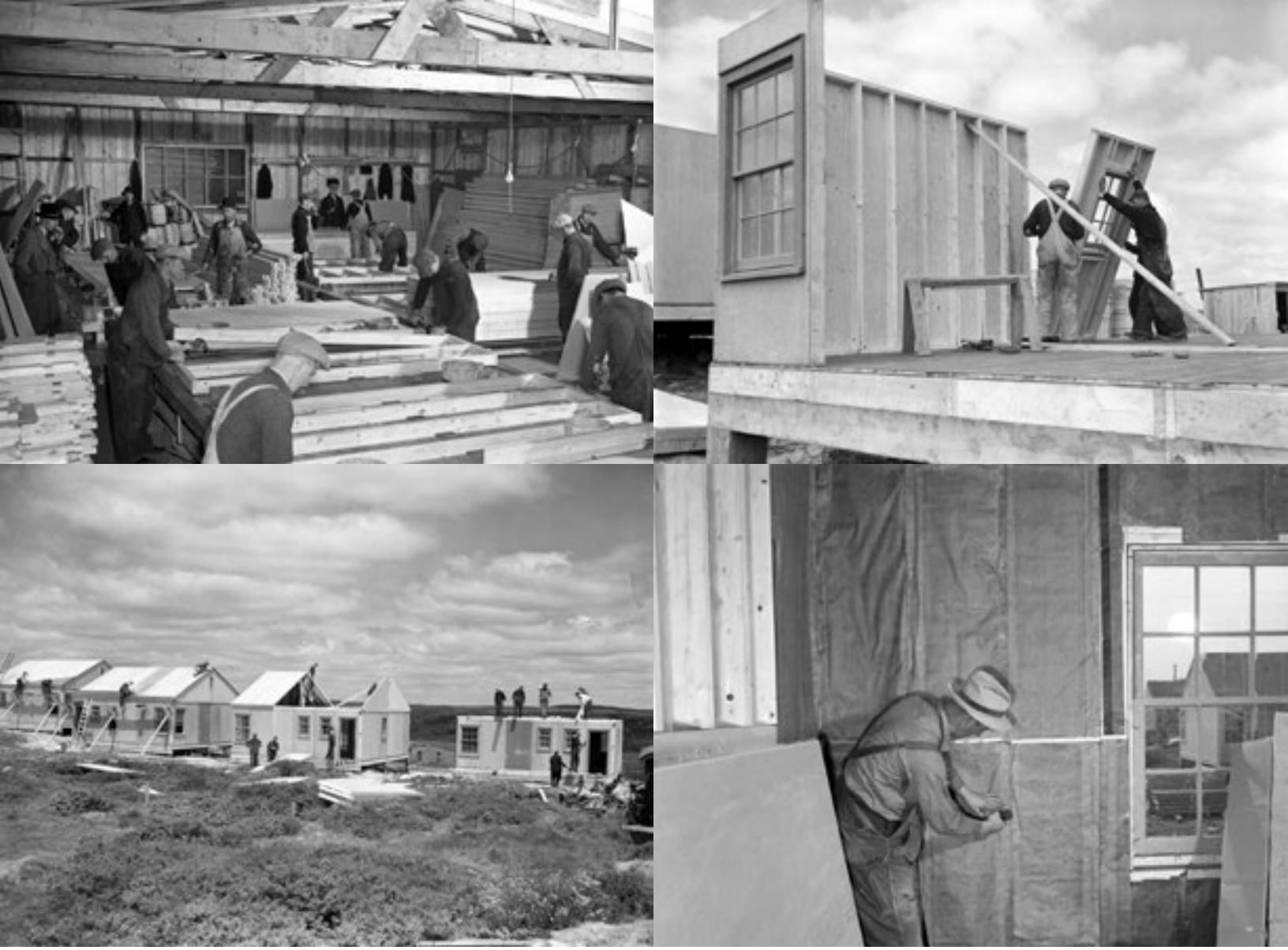
The winding streets in the Norvick neighbourhood, its single-family homes, its greenery everywhere and—at the heart of this residential development—its public places, are all characteristic of garden cities.

Canadair employees leaving the building at the end of their shift, 1945.
Courtesy of Bombardier Inc.

NORVICK'S HISTORICAL SIGNIFICANCE

The Norvick neighbourhood is of great historical significance: It bears witness to Canada's contribution to the war effort, as this sector is one of the 163 neighbourhoods built in Canada by Wartime Housing Limited during World War II to house the workers at the military equipment plants. Developed in 1942 to house the workers employed at Noorduyn and Canadair, this very distinctive neighbourhood is Saint-Laurent's first suburban area and bears witness to a major period in the history of this borough and its aircraft industry.

– Excerpt from the statement of heritage significance of the Norvick neighbourhood in the Borough of Saint-Laurent



Construction of a single-family house, 1941.

The significance of the Norvick neighbourhood is largely based on its landscape components, including the small-sized houses. These structures are an example of the first pre-fabricated buildings constructed in the first half of the 20th century. In fact, Wartime Housing Limited, which developed a prefabrication system, was able to build houses in record time. According to the NFB documentary *Wartime Housing*, "a wartime house can be erected from floor to chimney in less than 36 hours".

As these houses were temporary, the Government planned to demolish or relocate them once the war was over; however, in 1947, the houses were sold to the families who were living in them. These families modified them so that they could be adequately used as permanent homes. Seventy years later, these houses are still standing and the mature trees add special charm to the neighbourhood.

A street in the Norvick neighbourhood, 1943.

NORVICK'S SPECIAL LANDSCAPE FEATURES

Its original, winding road network surrounding central community facilities, its many mature trees and its small, modest houses located on lots of various shapes give this neighbourhood picturesque features, offering strollers a variety of perspectives and landscaping to view in passing. In addition, since all the houses were built according to just a few different models, their size and volume are uniform and, combined with variations in materials, architectural details, front façades and setbacks, they contribute toward giving vitality to the built environment and landscape setting, while ensuring great harmony in the appearance of the neighbourhood.

– Excerpt from the statement of the heritage significance of the Norvick neighbourhood in the Borough of Saint-Laurent

A street in the Norvick neighbourhood, 2014.

LUSH LANDSCAPING

With the passing years, the Norvick neighbourhood has become an oasis of greenery within the urban system. To maintain the quality of a neighbourhood, it is important to protect the trees, whether they are on public or private property, and to replace those that are at the end of their life, in order to ensure the sustainability of the landscape. Moreover, the use of natural, inert materials in landscaping the grounds of these properties is to be given preference in order to preserve the landscape features of this residential development. A few notions to respect may be found on pages 24 and 25.

A house under construction, 2014.

THE CRITERIA TO RESPECT WHEN RENOVATING

This section illustrates the foundations of the bylaws and how to interpret them in order to plan renovations to modify a property, whether on the grounds or the house itself.

Before undertaking any renovations, residents must go to the reception desk of the Borough's *Direction de l'aménagement urbain et des services aux entreprises* in order to find out about the specific features of each property. Architectural plans will be required and, in certain cases, plans signed and sealed by a structural engineer as well.

Address:
777, boulevard Marcel-Laurin, Saint-Laurent

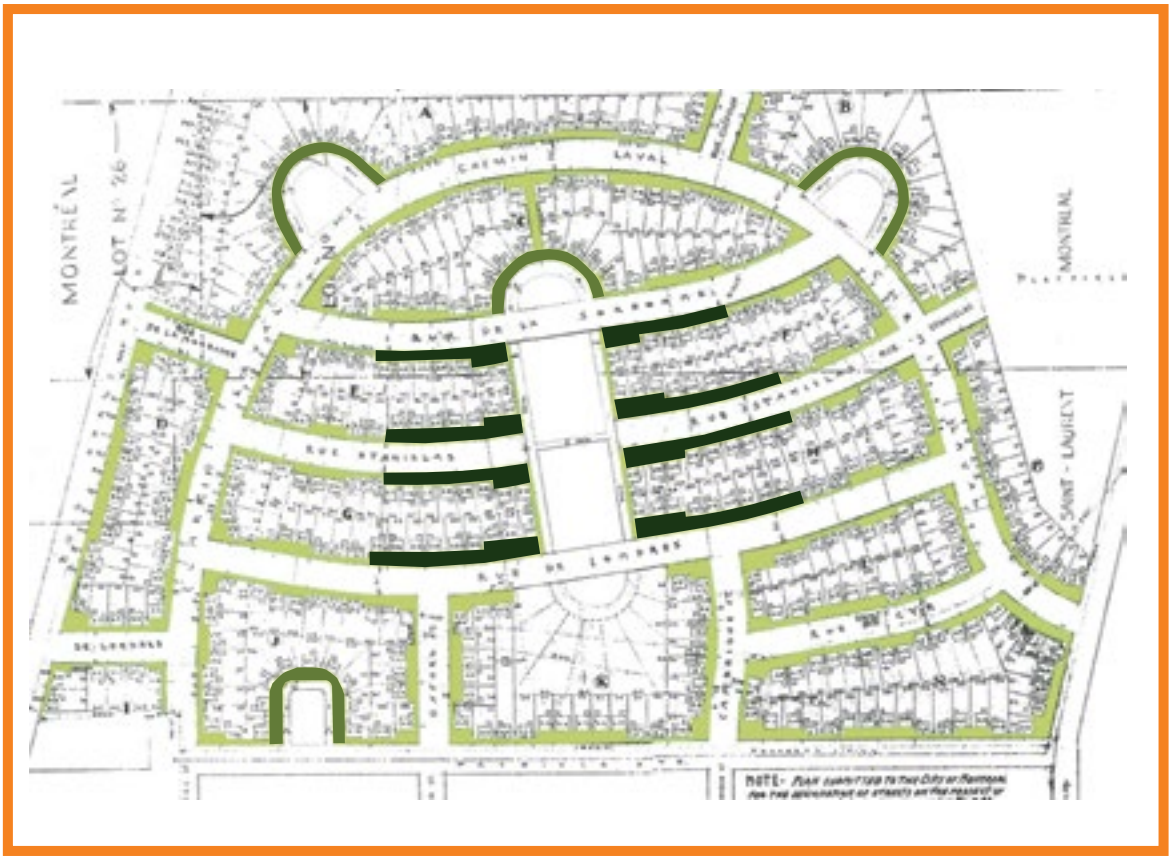
Office hours:
Monday to Friday, 8:30 a.m. – noon
and 1 p.m. – 4:30 p.m.

POSITIONING

It is important to preserve the play of variations in the front setbacks* when planning a new construction layout, whether the structure being considered is a new building or an extension of an existing property.

FRONT SETBACKS TO RESPECT

The minimum front setback varies depending on the positioning of the property. This illustration indicates the required distance.



Plan submitted to Ville de Montréal for naming the streets in the neighbourhood, 1942.

- Minimum front setback of 3-6 metres
- Minimum front setback of 6 metres
- Minimum front setback of 6-9 metres

*The front setback line is the minimum distance between the front edge of a property and the point where the structure will be built.

SIDE AND REAR SETBACKS

The minimum side setbacks required are 2 metres and 1.2 metres. If one of the two existing setbacks is equal to or less than 1.2 m, the other will therefore have to be a minimum of 2 metres. The required distance of the rear setback is 7.6 metres.

LAND DEVELOPMENT RATIO

The land development ratio—between the area of the building and the area of the land on which it has been installed—must be respected. It varies depending on the dimensions of the lot. The applicable percentage according to the various lot sizes is indicated in Drawing #1 on page 25.

Original plans of model home 4, 1942.
There are four models of houses in the Norvick neighbourhood.

ARCHITECTURE

PRESERVATION OF CERTAIN ARCHITECTURAL FEATURES

Since the fifties, lifestyles have changed and some houses may need renovations. In order to preserve the uniform appearance of the neighbourhood, certain criteria have been defined. The renovations will have to be carried out according to the specific features of each property. The following pages offer a few suggestions for possible extensions or transformations, according to the model of each of the houses. A neighbourhood plan, located in the centre-fold of this publication, indicates the original model of each property.

Here is how to preserve the original architectural features of a house located in the Norvick neighbourhood, while adapting the project to the owner's own needs.

EXPANSION FROM ONE STOREY TO TWO

- Roofs originally with two slopes (gable roofs) must be given preference. When expansions and new construction include a second storey, that second storey must have a 9/12 roof slope, with the rooftop parallel to the street.

- Figure 1 example: Expansion from one storey to two, by changing the 6/12 slope into a 9/12 one. In this way, original Models 1 and 2 are converted to original Model 4.

- Figure 2 example: Expansion from one storey to two, by changing the 6/12 slope with a rooftop that is perpendicular to the street, into a 9/12 slope with the rooftop parallel to the street. In this way, original Model 3 is converted to original Model 4.

ADDING A DORMER WINDOW

- Adding a single dormer window or double dormers that are not very big is acceptable. (Figure 3)

- A shed dormer is acceptable. (Figure 4)

- A raised structure within the same plane of the front façade, with less of a roof slope is acceptable behind the house. (Figure 4)

A FEW OTHER CRITERIA

- The integration of architectural features that are not representative of the neighbourhood must be avoided.

- The exterior surface materials of an extension or of a new building must be made of fibre cement clapboards or weatherboarding (wood) or equivalent and be of a light colour.

- The floor level of the first storey of a new building must not be more than 1.2 metres above the average sidewalk level.

- After the renovations are completed, the original building must be visible and easy to recognize.

- It is always possible to add extensions that call to mind the features of the other models.

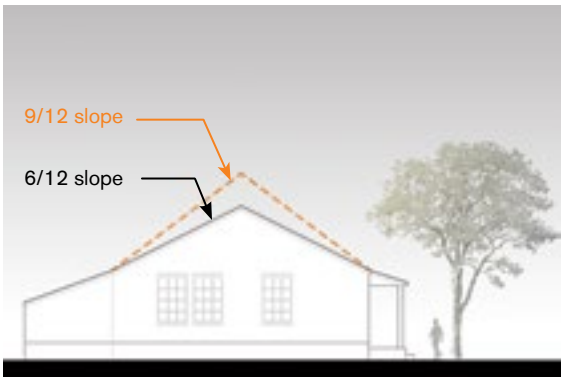


Figure 1

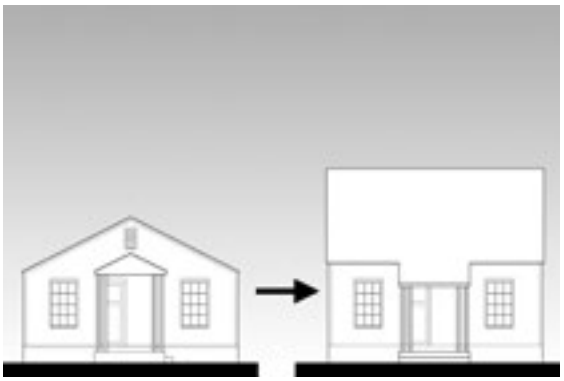


Figure 2

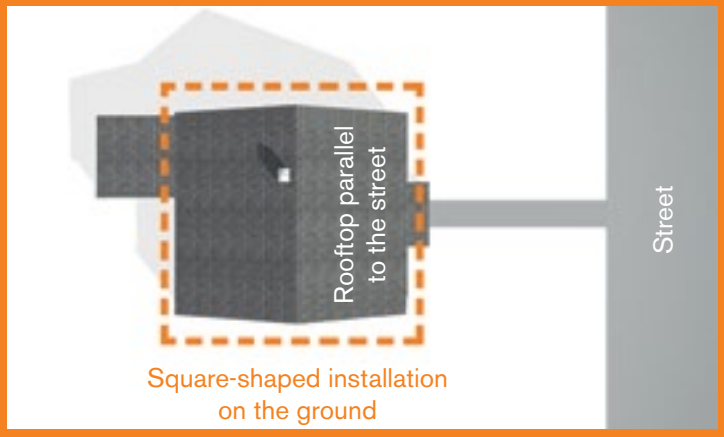
Figure 3

Figure 4

MODEL 1

- 1 storey
- Square-shaped installation on the ground: 7.6 m X 7.6 m
- Rooftop parallel to the street
- Lean-to roof in back, on the left or right
- Living space: 67.5 m^2
- Gable roof, 6/12 slope

This model represents 17.5% of all houses.



Square-shaped installation on the ground

EXAMPLES OF EXTENSIONS

EXAMPLE 1

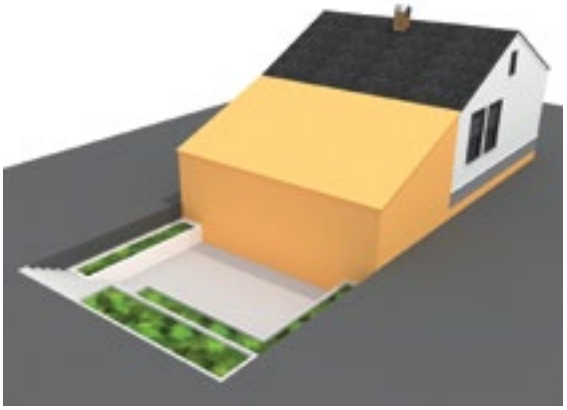
Side extension of approximately 1.5 m, in keeping with the width of Model 2.

EXAMPLE 2

Extension in the backyard, jutting out from the house and therefore not in line with the volume of the house, but rather offset from it.

EXAMPLE 3

Extension in the backyard, as a continuation of the original house. Possibility of creating an areaway in order to allow maximum height, while keeping the initial volume virtually intact.



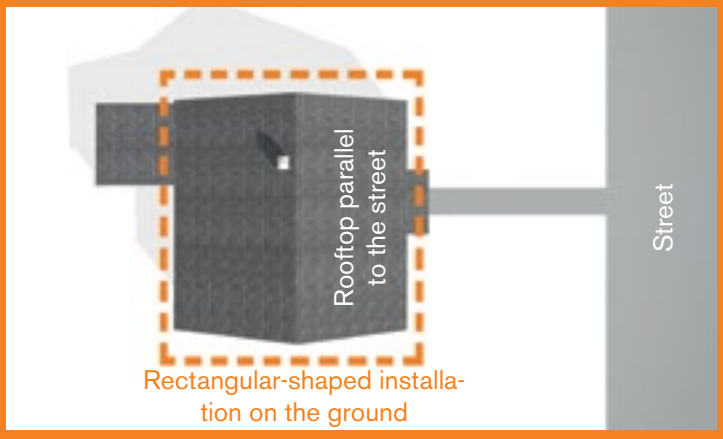
EXAMPLE OF EXTENSION TO BE AVOIDED

Loss of original features and volume measurement of the house.

MODEL 2

- 1 storey
- Rectangular-shaped installation on the ground: 7.6 m X 8.71 m
- Rooftop parallel to the street
- Lean-to roof in back, on the left or right
- Living space: 67.5 m^2
- Gable roof, 6/12 slope

This model represents 7.5% of all the houses.



Rectangular-shaped installation on the ground

EXAMPLES OF EXTENSIONS

EXAMPLE 1

Extension in the backyard, as a continuation of the original house. Possibility of creating an areaway. (See Example 3 for Model 1.)

EXAMPLE 2

Extension in the backyard. The roof of the extension maintains the typical 6 /12 slopes in the neighbourhood.

EXAMPLE 3

Extension in the backyard, as a continuation of the original house. The setback makes it possible to increase the light indoors and create an attractive outdoor space.

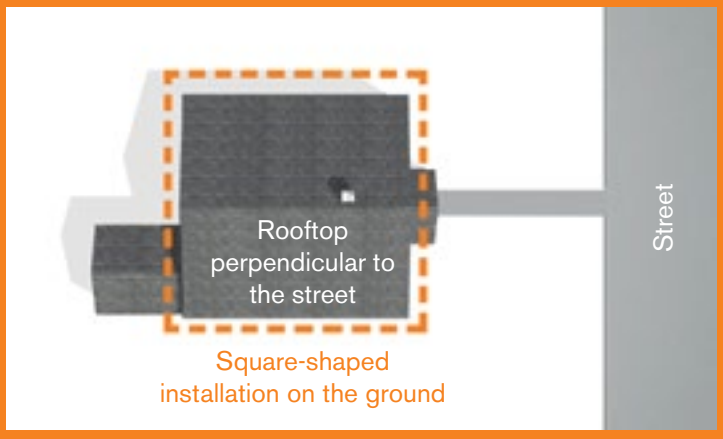
EXAMPLE OF EXTENSION TO BE AVOIDED

Loss of original features and volume measurement of the house.

MODEL 3

- 1 storey
- Square-shaped installation on the ground: 7.6 m X 7.6 m
- Rooftop perpendicular to the street
- Lean-to roof in back, on the left or right
- Living space: 67.5 m^2
- Gable roof, 6/12 slope

This model represents 25% of all houses.



Square-shaped
installation on the ground

EXAMPLES OF EXTENSIONS

EXAMPLE 1

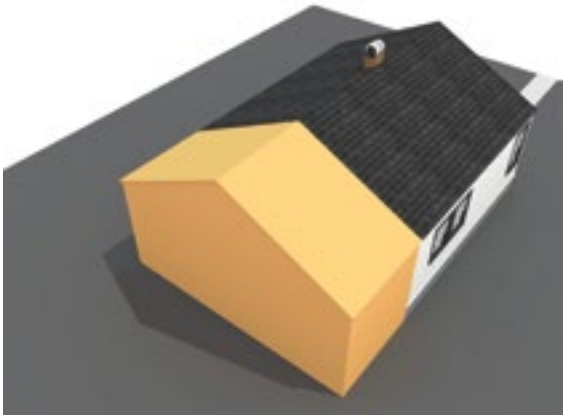
Extension in the backyard, as a continuation of the original house.

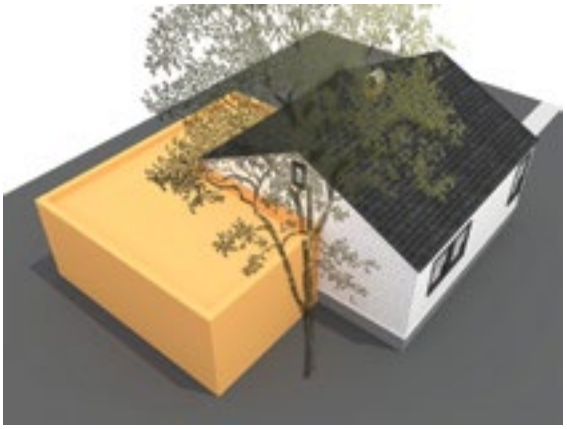
EXAMPLE 2

Extension in the backyard, jutting out from the house and therefore not in line with the volume of the house, but rather offset from it.

EXAMPLE 3

Extension in the backyard in two volumes, making it possible to provide an attractive outdoor space as well as increase the light shining indoors.





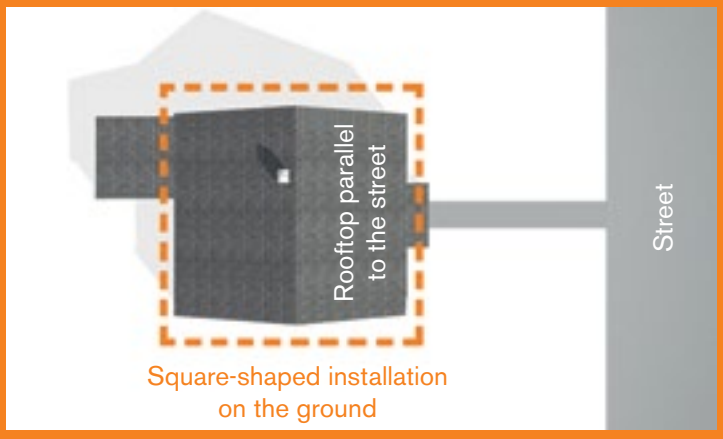
EXAMPLE OF EXTENSION TO BE AVOIDED

Loss of original features and volume measurement of the house.

MODEL 4

- 2 storeys
- Square-shaped installation on the ground: 7.6 m X 7.6 m
- Rooftop parallel to the street
- Lean-to roof in back, on the left or right
- Living space: 104.6 m^2
- Steep sloping gable roof (9/12)
- 2 bedrooms in the daylit attic, within the gable

This model represents 50% of all the houses.



Square-shaped installation on the ground

EXAMPLES OF EXTENSIONS

EXAMPLE 1

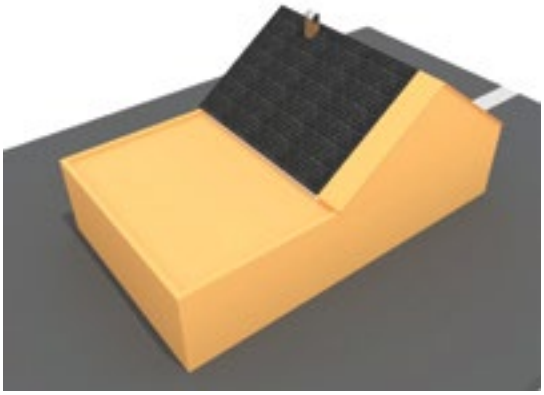
Side extension of approximately 1.5 m in order to be in keeping with the width of Model 2 and an addition of a volume in the backyard.

EXAMPLE 2

Extension in the backyard on the two storeys. The add-on maintains the same 9/12 slope as that of the original house.

EXAMPLE 3

Extension in the backyard on the two storeys. The add-on is virtually invisible from the street and makes it possible to maintain the original volume of the house.



EXAMPLE OF EXTENSION TO BE AVOIDED

Loss of original features and volume measurement of the house.

LANDSCAPING

One of the objectives of the urban planning bylaws is to maintain the widespread greenery in the neighbourhood, ensure the open, clear features and minimize the impact of motor vehicles on the private properties.

1 GREENERY

A minimum green space area on the ground must be respected. This is the minimum green space/land ratio, which may be expressed as a percentage of the minimum green space required. This ratio varies according to the size of the lot.

The use of natural, inert landscaping materials that are compatible with the country features of the residential development—materials such as natural stone, mulch or ramial chipped wood—are recommended.

2 PARKING SPACE

- The total width of the parking space must be a maximum of 2.6 metres.
- The parking space must not be located opposite the front façade.
- A shared driveway is recommended.
- Garages and car shelters are not allowed.

3 TREES

Maximum protection must be ensured for trees and their roots at the time of any land development or construction project.

The 519 public trees planted along the streets in the neighbourhood are mainly Norwegian maples and silver maples. Aging public trees will be replaced with species favouring biodiversity.

Here are a few suggestions of trees that should preferably be planted on private properties:

Tall trees

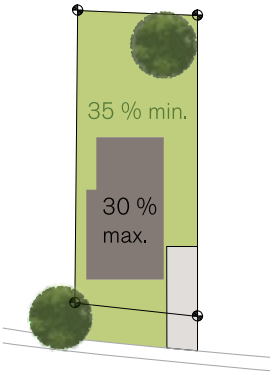
- Autumn Gold Maidenhair *(Ginkgo biloba 'Autumn Gold')*
- Black Cherry *(Prunus serotina)*
- Bur Oak *(Quercus macrocarpa)*
- Common Hackberry *(Celtis occidentalis)*
- Pin Oak *(Quercus palustris)*
- Red Oak *(Quercus rubra)*
- Thornless Honeylocust 'Shademaster' *(Gleditsia triacanthos inermis 'Shademaster')*
- Yellow Poplar *(Liriodendron tulipifera L.)*
- Western Catalpa *(Catalpa speciosa)*

Small or medium-height trees

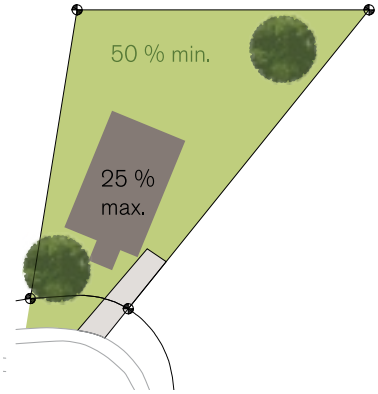
(to be used, for instance, under Hydro-Québec's electrical distribution network)

- American Hornbeam *(Carpinus caroliniana)*
- Amur Maackia *(Maackia amurensis)*
- Bitternut Hickory *(Carya cordiformis)*
- Canadian Serviceberry *(Amelanchier canadensis)*
- Dolga Crabapple *(Malus x Dolgo)*
- Eastern Red Cedar *(Juniperus virginiana L.)*
- Hop Hornbeam *(Ostrya virginiana)*
- Japanese Tree Lilac *(Syringa reticulata)*
- Macho Amur Corktree *(Phellodendron amurense 'Macho')*
- Swedish Whitebeam *(Sorbus intermedia)*
- Turkish Hazel *(Corylus colurna)*

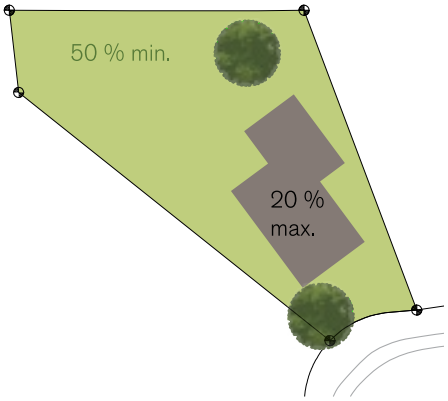
1



Lot size less than 500 m²

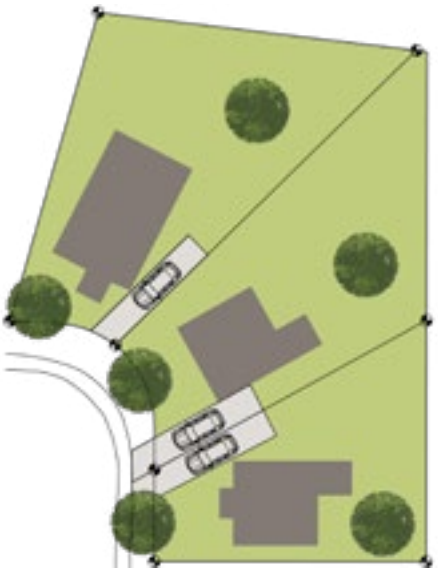


Lot size more than 500 m² but less than 700 m²



Lot size more than 700 m²

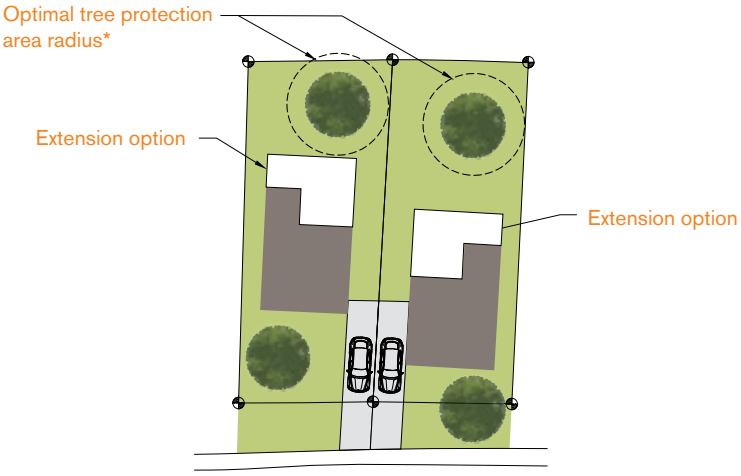
2



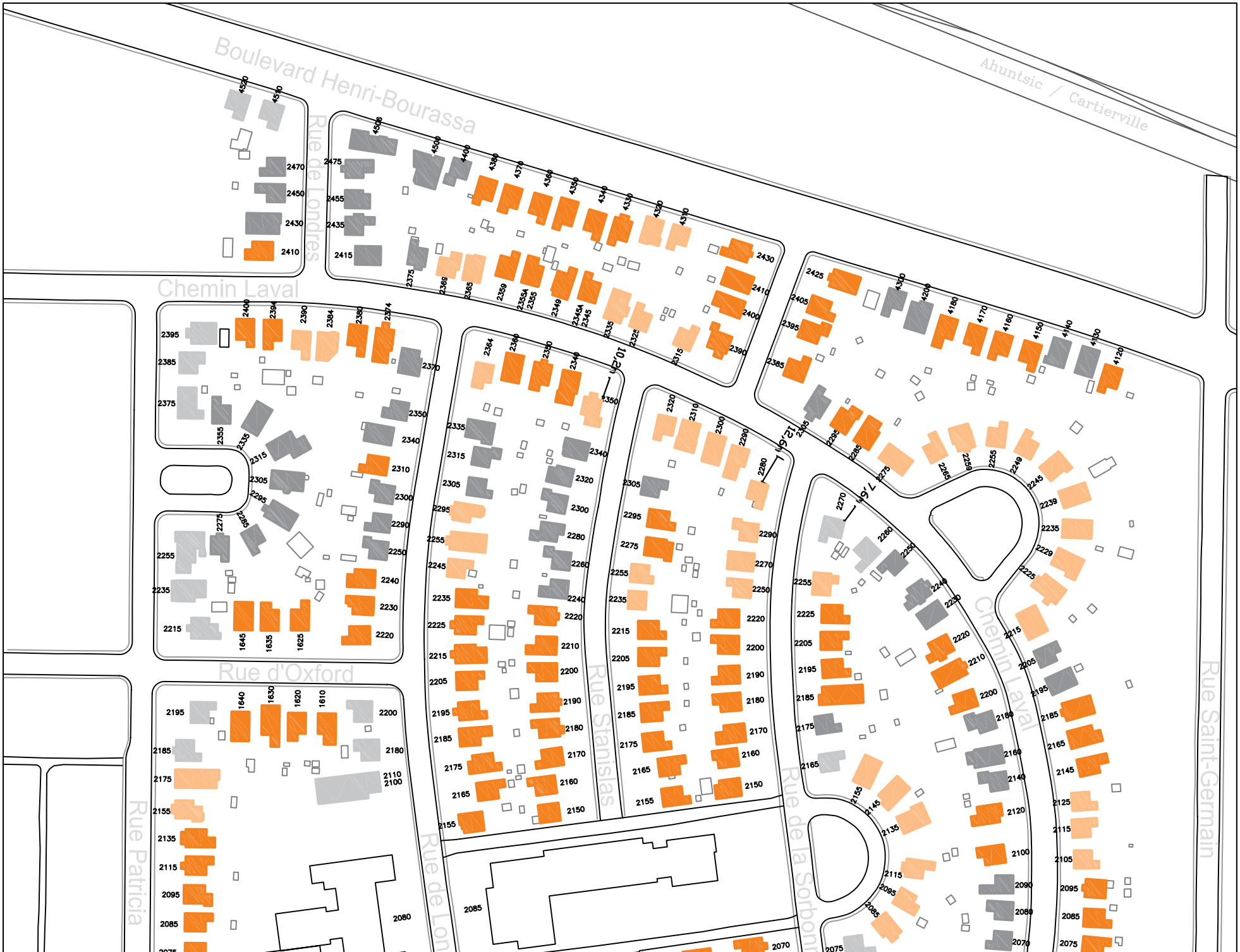
Preferably

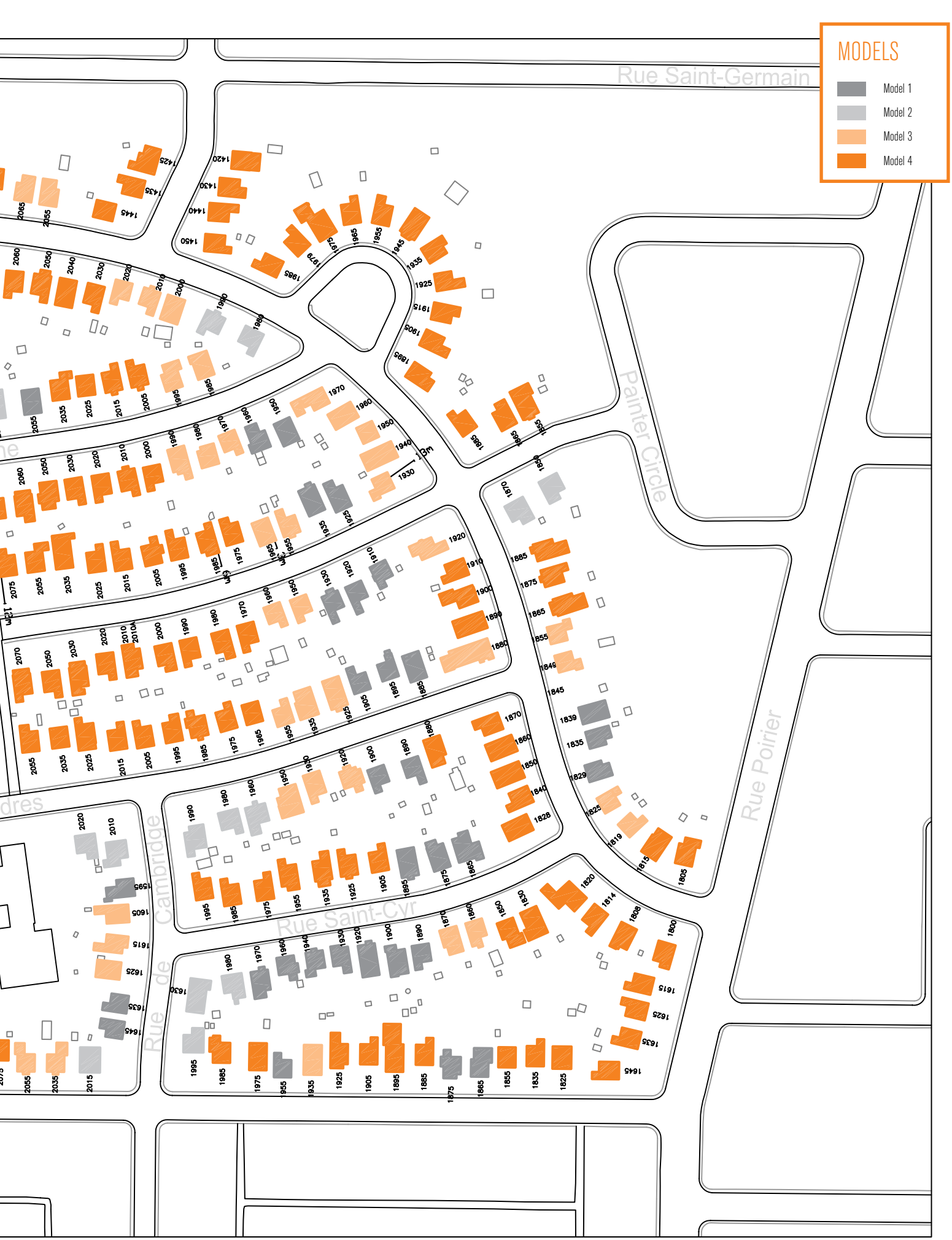
Avoid

3



*According to BNQ 0605-100/2001 standard on landscaping with greenery.


Boulevard Henri-Bourassa
Ahuntsic / Cartierville
Chemin Laval
Rue de Londres
Rue d'Oxford
Rue Stanislas
Rue de la Sorbonne
Rue Saint-Germain
Rue Patricia
10.2m
12.5m
7.6m


MODELS
Model 1
Model 2
Model 3
Model 4
Rue Saint-Germain
Painter Circle
Rue Poirier
Rue Saint-Cyr
Rue de Cambridge