

# MONTRÉAL URBAN AGGLOMERATION LAND USE AND DEVELOPMENT PLAN

## EXECUTIVE SUMMARY





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The urban agglomeration council of Montréal adopted the land use and development plan on January 29, 2015. Respecting the orientations of the Government of Québec in terms of land use policies and those found within the *Plan métropolitain d'aménagement et de développement* (PMAD) by the Communauté métropolitaine de Montréal (CMM), the plan came into effect on April 1, 2015. As a result of a collaborative approach, it takes into account the land use policies and priorities of local and agglomeration officials.

At 500 km<sup>2</sup> in size, most of the agglomeration is urbanized, with only 6% of its area scheduled for transformation or construction.

Principal challenges to land use planning over the next few years include ensuring the transformation of certain sectors and pursuing urbanization of undeveloped areas. Established sectors make up most of the Urban Agglomeration and must be consolidated.

The Plan is built on concept of sustainable development aimed at improving everyone's life quality, in line with three primary objectives:

- Promoting an excellent living environment.
- Fuelling vitality of the Urban Agglomeration and its central core.
- Enhancing areas of interest.

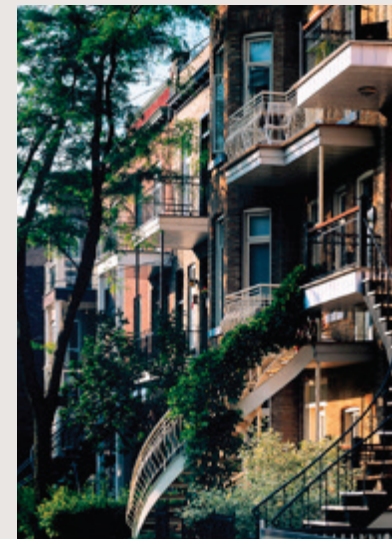
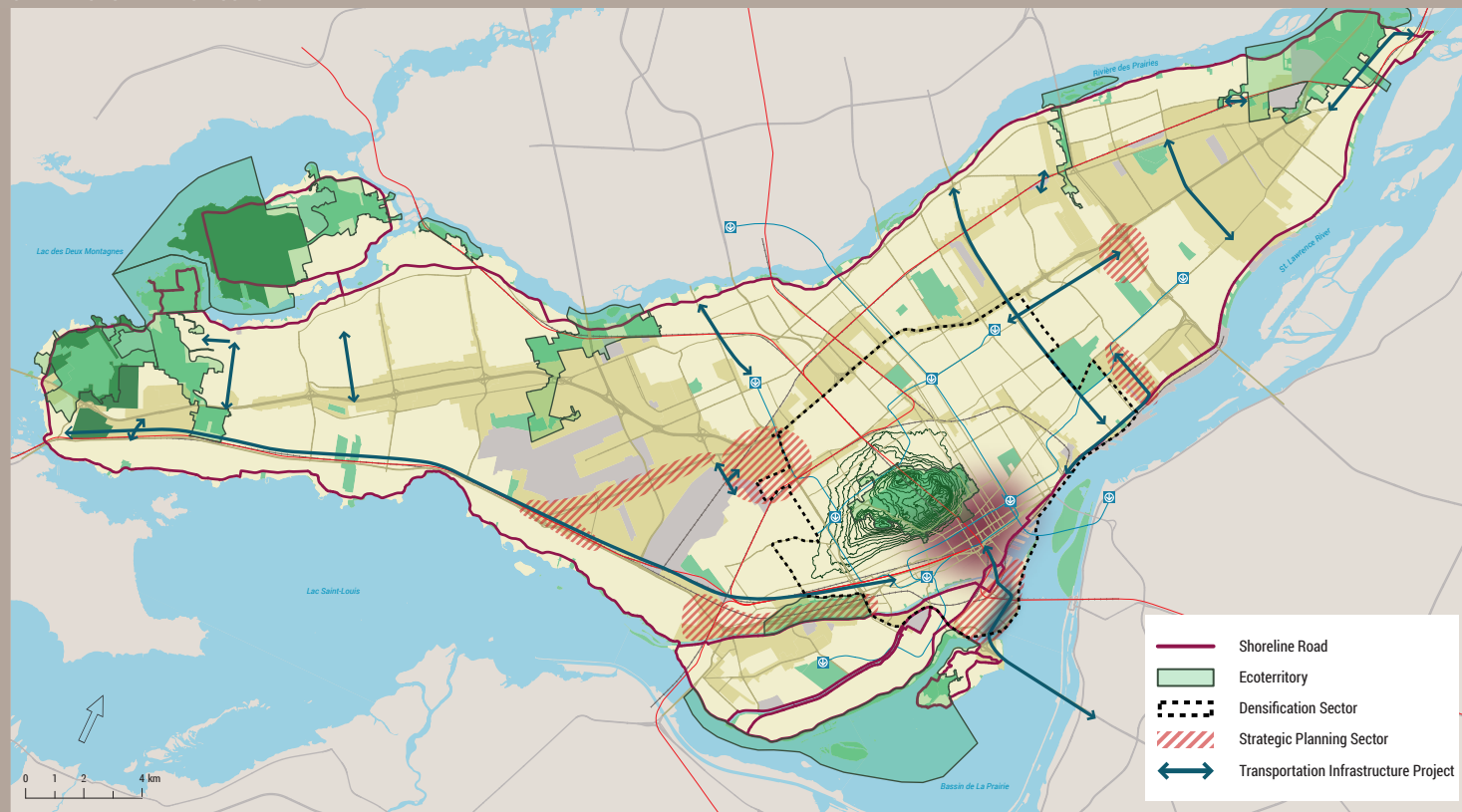
## What is a Land Use and Development Plan?

The Regional Plan sets guidelines for the agglomeration's physical organization, accompanied by a regional vision of its development. It helps guide development choices and decisions for all the agglomeration's municipalities.



# PROMOTING AN EXCELLENT LIVING ENVIRONMENT

## SPATIAL ORGANIZATION CONCEPT



Tourisme Montréal, Stéphan Poulin



The Montréal Urban Agglomeration is now home to 1.9 million people—almost half the greater metropolitan region's population.

This Regional Plan is designed to keep neighbourhoods diverse and closely knit, with local services and jobs. It aims to maintain architectural quality and develop public areas. Neighbourhoods will be organized to ensure good access to public transit and active transportation. The Plan responds to multiple needs of the population—particularly families, seniors and low-income households.

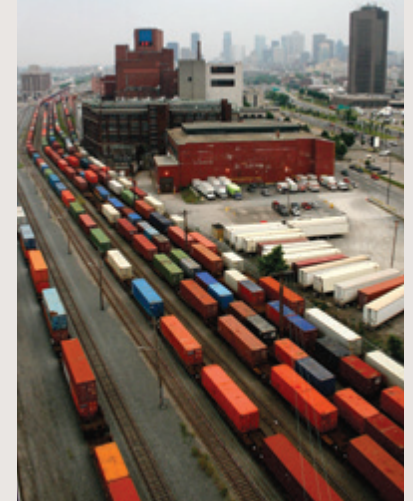
### For example, the Plan recommends:

- Developing tools to support a wide range of housing, including affordable accommodations.
- Promoting a full line of public facilities and ensuring easy access.
- Preserve, consolidate and diversify commercial activity within the perspective of a comprehensive living environment.
- Promoting use of public transit and active transportation through urban design and infrastructures.
- Adapting to climatic change by greening our spaces and building, along with effective rainwater management.



# FUELLING VITALITY OF THE URBAN AGGLOMERATION AND ITS CENTRAL CORE

EMPLOYMENT AND ECONOMIC CENTRES AND PUBLIC TRANSIT PROJECTS



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Home to a large labour pool near residential communities, the Montréal Urban Agglomeration provides 1.1 million jobs— or 64% of all work in the metropolitan region.

Downtown is the Urban Agglomeration's heart. This Plan is designed to fuel vitality of the downtown sector's multiple functions. Economic and employment centres are located in the Urban Agglomeration's east and west ends, as well as its centre. The Plan will build on their existing strengths and complementarities. The Plan will also back various road and public transit redesign and expansion projects.

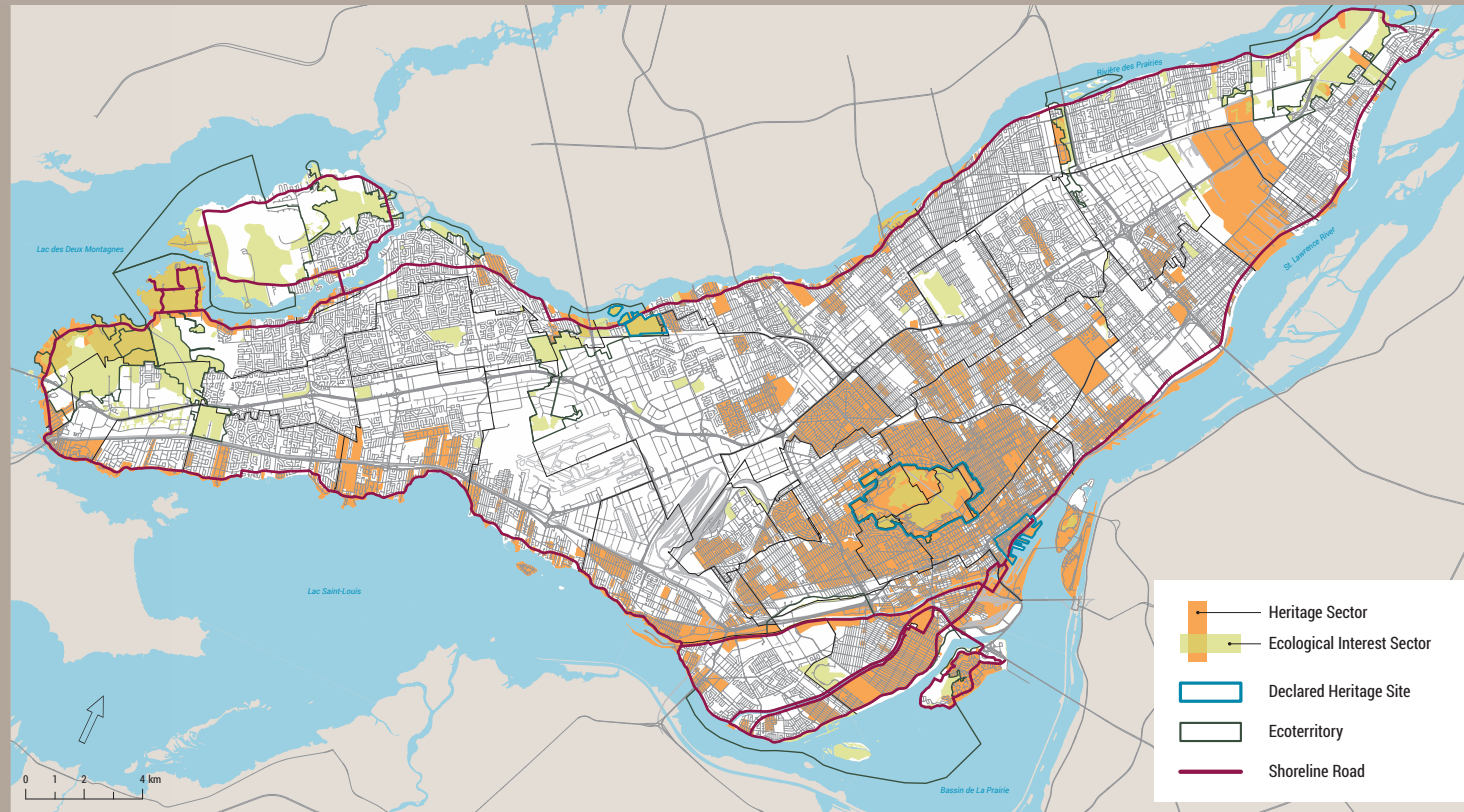
## For example, the Plan recommends:

- Supporting the central core's multiple functions, while boosting the sector's international renown.
- Expand and improve the public transit and active transportation network.
- Formulating an access plan for the different centres based on complementary forms of transportation.
- Building major road projects connected to intermodal platforms to optimize freight transportation.



# ENHANCING AREAS OF INTEREST

## BUILT HERITAGE AND SECTORS OF ECOLOGICAL IMPORTANCE



Les amis de la montagne, S. Montagné



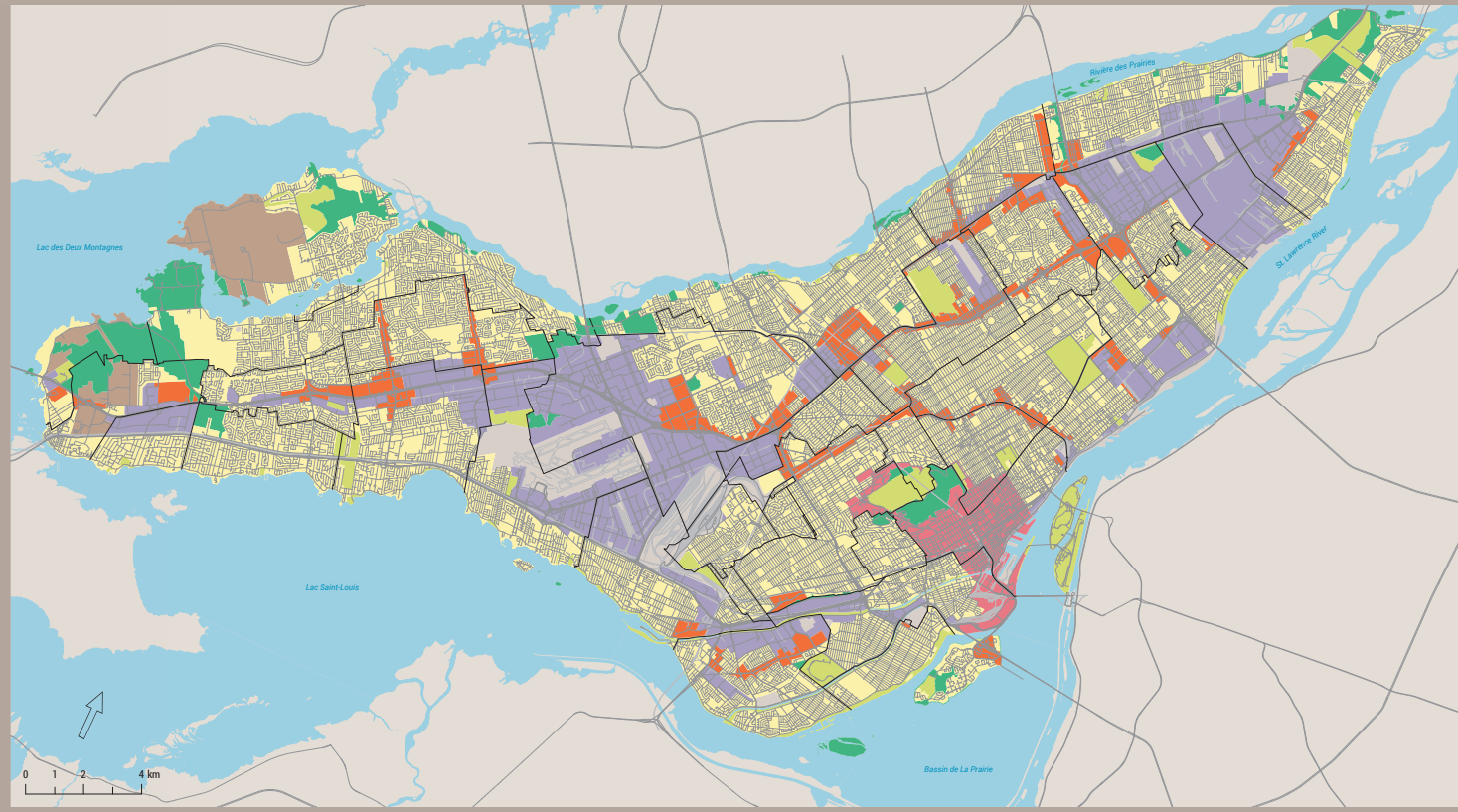
The Regional Plan identifies the Urban Agglomeration's main areas of interest: built and archaeological heritage, sectors of ecological importance and iconic landscapes. It proposes various measures to ensure their protection and promotion.

### For example, the Plan recommends:

- Stepping up regulatory measures to protect heritage and laying out rules for new construction.
- Expanding protected areas from 5.8% to 10% of the land.
- Producing conservation plans and adopting regulations to govern activities in ecological sectors.
- Protecting important scenic views and portions of the shoreline road.
- Including key heritage, ecology and scenery attractions on the green and blue nature network.

# KEY REGIONAL LAND USES

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Air-Inex



Key regional land uses are based on the Plan's approach to development and reflect the Urban Agglomeration's intentions for its development. Each regional land use covers a set of activities and functions.

- **Residential neighbourhood:** primarily residential areas cover most of the Urban Agglomeration.
- **Central core:** mixed area comprising major metropolitan business and finance activities, services to businesses and stores, cultural and tourist activities, higher education and research facilities, knowledge-based and healthcare services.

- **Mixed activities:** sector at a crossroads or on a transport line where urban activities can be enhanced and diversified in line with the urban setting.
- **Industry:** economic area with businesses that produce goods and provide services.
- **Agriculture:** sector used for raising animals and crops, horticulture and maple sugaring.
- **Conservation:** sector reserved for the protection, enhancement and development of biodiversity, as well as for natural and landscape heritage.

- **Large green space or recreation area:** area reserved for large green spaces, spaces providing physical or visual access to the waterfront and Urban Agglomerations and major cemeteries.
- **Major public corridor or infrastructure:** sector used for transportation activities and public service facilities that could interfere with neighbourhood activities.



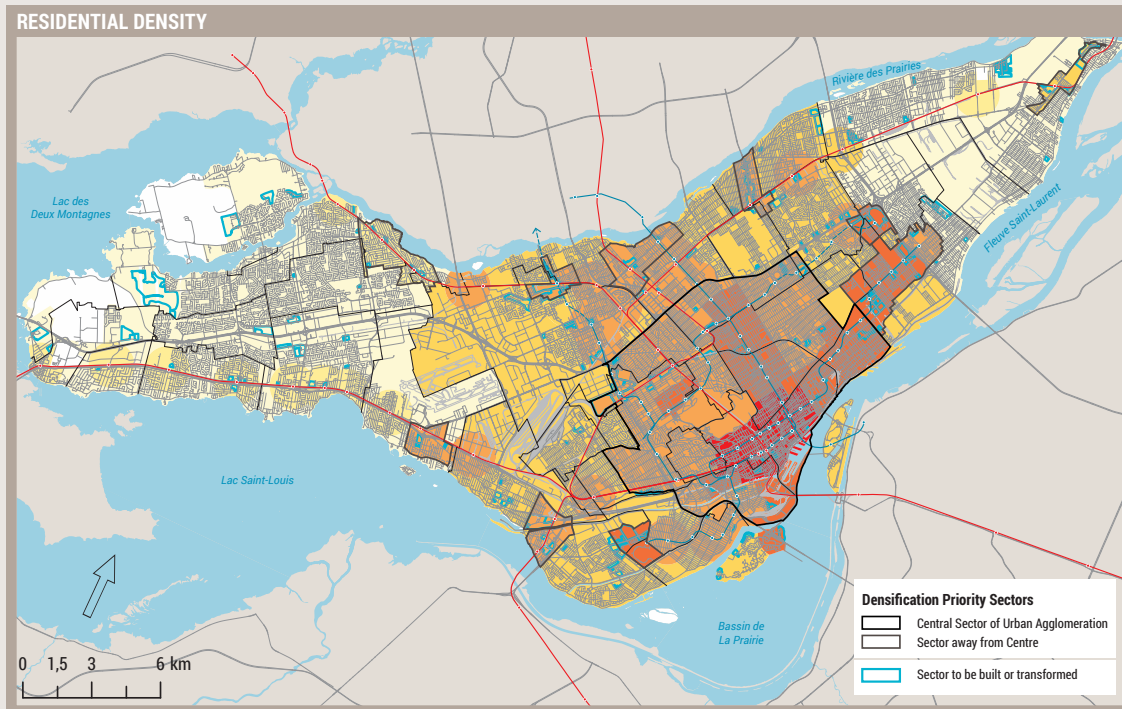
# RESIDENTIAL DENSITY

The Plan sets goals for compacting urban activities to:

- Consolidate the central territory.
- Support enhancement diversification of urban activities in high-priority sectors outside the central territory.
- Increase urbanization at the Urban Agglomeration's eastern and western tips.

The Plan establishes a minimum density threshold for housing projects on the main vacant sectors or those to be transformed.

Generally, the highest density thresholds are found in the centre and the area surrounding it. Established thresholds diminish with distance from that centre. Expected densities are also higher along major public transit corridors, such as the metro and commuter stations.



# COMPLEMENTARY DOCUMENT

The Plan includes a complementary document that sets minimum guidelines to be included and refined in the urban planning by-laws of the municipalities and boroughs.

These by-laws should focus on:

- Land use planning and mobility, with provisions on universal accessibility as well as the number of parking spaces for cars and bicycles.
- Adaptation to climate change by rules on greening buildings, felling trees and tree planting.
- Protecting and promoting key elements of our developed heritage: Mount Royal, large institutional lands, heritage sectors, houses of worship and archaeological heritage.

- Includes of projects in the ecoterritories and in the mosaics of natural environments.
- Improvement of scenery by protecting river and mountain views and the area along the shoreline road.
- The agricultural zone and its activities, with provisions related to separating distances.
- Constraints and nuisances: steep slope, shores, flood plains, noise and juxtaposition of certain activities and sectors.



# IMPLEMENTATION

The implementation of the land use and development plan is based on different types of interventions. It will be carried out first through compliance with the urban plans of the municipalities constituting the agglomeration and their urban planning regulations.

The development or revision of several plans and policies to promote the achievement of the objectives in the plan is also foreseen. These policies and plans include the transportation plan, a master plan for the management and development of the downtown area, a heritage policy, conservation plans for natural areas and a plan for adapting to climate change. The strategic planning approach for six sectors of the agglomeration will result in position papers that will contribute to the implementation of the plan.

Equipment and infrastructure projects, some of which call upon partners such as the Government of Québec, the Agence métropolitaine de transport, as well as municipalities and boroughs, are also included in the action plan. They are related to the development of public transportation, to rehabilitation and to the completion of the road network, as well as to residual waste treatment.

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To view the full version of the development plan: [ville.montreal.qc.ca/schema](http://ville.montreal.qc.ca/schema) (in French)

Direction de l'urbanisme, Service de la mise  
en valeur du territoire, Ville de Montréal

Photo on the cover: Air Photo Max

[ville.montreal.qc.ca/schema](http://ville.montreal.qc.ca/schema)

