

# Appendices





## Synthesis of goals and objectives

### 2.1 High-quality, diversified and complete living environments

- 1 Improve the quality of existing living environments
- 2 Encourage the construction of 60,000 to 75,000 housing units between 2004 and 2014

### 2.2 Structuring, efficient transportation networks fully integrated into the urban fabric

- 3 Consolidate and develop Montréal's territory in relation to existing and planned transportation networks
- 4 Confirm the strategic function of freight transportation through the consolidation of existing infrastructure

### 2.3 A prestigious, convivial and inhabited Centre

- 5 Enhance the Centre's metropolitan, national and international vocation
- 6 Increase the Centre's residential vitality
- 7 Strengthen the Centre's coherence and overall urban character

### 2.4 Dynamic, accessible and diversified employment areas

- 8 Consolidate employment areas by attracting dynamic firms and improving transportation links
- 9 Diversify and reinforce activities at the Centre's periphery in order to support the more intensive use of existing infrastructure
- 10 Promote the development of major institutional employment areas while ensuring their integration with the urban fabric

### 2.5 High-quality architecture and urban landscapes

- 11 Enhance Mount Royal, the island character and other major features of the City's identity
- 12 Promote quality architecture and consolidate the built environment in harmony with the surrounding character
- 13 Upgrade the public realm through coherent design of streets and other public spaces
- 14 Ensure the positive contribution of large transportation infrastructure to the urban landscape

### 2.6 An enhanced built, archaeological and natural heritage

- 15 Preserve and enhance the built and archaeological heritage
- 16 Preserve and enhance the natural heritage

### 2.7 A healthy environment

- 17 Ensure the optimal management of resources in an urban context
- 18 Mitigate the nuisances caused by urban activities
- 19 Control development in areas with environmental constraints



“The Master Plan shall become the municipal reference document for any action pertaining to urban development within the City”

Montréal Summit, June 2002

## Synthesis of actions

- 1.1 Ensure proper maintenance of residential buildings and the adaptation of the housing stock
  - 1.2 Design public and private green spaces that enrich living environments
  - 1.3 Promote the consolidation of the City's most dynamic commercial streets, strips and centres
  - 1.4 Improve community services by maintaining or establishing local public or institutional facilities in living environments
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- 2.1 Stimulate housing construction on suitable vacant land
  - 2.2 Support the conversion to residential purposes of areas and buildings now fulfilling other roles
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- 3.1 Facilitate travel between different areas of the City by establishing new public transportation services
  - 3.2 Promote urban development that favours the use of public transportation
  - 3.3 Strategically connect areas of the City by completing the road network
  - 3.4 Complete the City-wide bikeway network to provide access to activity areas and public transportation infrastructure
  - 3.5 Promote urban development and the use of public transportation and bicycles by taking action on the supply of parking
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- 4.1 Improve accessibility and service for major freight transportation generators
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- 5.1 Consolidate the Central Business District (CBD)
  - 5.2 Strengthen the Centre's retail vitality
  - 5.3 Ensure and promote the presence of major academic and health care institutions in the Centre
  - 5.4 Develop the Centre's tourism potential
  - 5.5 Increase the Centre's cultural outreach
- 

- 6.1 Ensure the quality of established living environments
  - 6.2 Consolidate the residential function in the Centre
  - 6.3 Foster the fulfillment of the Centre's residential function
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- 7.1 Ensure high-quality architecture and design in the Centre
  - 7.2 Develop the Centre's unbuilt lots
  - 7.3 Guide the development of the indoor pedestrian network
  - 7.4 Reinforce or improve the character of some key roadways in the Centre
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- 8.1 Support the development of quality employment areas
  - 8.2 Promote the densification and redevelopment of business and retail areas
  - 8.3 Develop new sites for employment purposes by reconfiguring the road network
  - 8.4 Redevelop large abandoned sites in order to prepare them for new economic activities
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- 9.1 Support the transformation of the employment structure within the existing industrial fabric
  - 9.2 Convert, to a mixed-use function, changing industrial sites that could be integrated into the residential fabric
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- 10.1 Ensure the harmonious integration of institutions into the urban environment
- 

- 11.1 Preserve the character of Mount Royal and its predominance in the urban landscape
  - 11.2 Assert Montréal's island character and enhance its waterside roadway
  - 11.3 Preserve and improve Montréal's green network
  - 11.4 Preserve and enhance rural character and agricultural activities in certain areas of the West Island
  - 11.5 Preserve the specific features of Montréal's urban framework
  - 11.6 Highlight the gateways to Montréal's territory
  - 11.7 Highlight Montréal's nightscape
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- 12.1 Promote quality architecture that is ecologically sound and respectful of Montréal's character
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- 13.1 Enhance the quality of the public realm
  - 13.2 Promote pedestrian travel through improved public space design
- 

- 14.1 Improve the image of Montréal's main thoroughfares
  - 14.2 Improve the integration of public transportation infrastructure into the urban landscape
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- 15.1 Protect areas of heritage value
  - 15.2 Protect heritage buildings
  - 15.3 Protect and enhance Montréal's archaeological heritage
  - 15.4 Maintain and intensify heritage education and enhancement efforts
- 

- 16.1 Preserve and enhance natural environments by ensuring their harmonious integration into urban development
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- 17.1 Support healthier urban development
  - 17.2 Reduce air pollutants and greenhouse gas emissions
  - 17.3 Ensure efficient management of the water and wastewater infrastructure
  - 17.4 Ensure the recovery and re-use of waste
  - 17.5 Pursue the rehabilitation of contaminated sites with government funding
  - 17.6 Give priority to rehabilitating contaminated sites in the vicinity of certain metro and commuter train stations, as well as in areas to be transformed
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- 18.1 Control the impact of nuisances
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- 19.1 Control construction in areas with environmental constraints

## Thematic Index

Areas to be transformed		<b>Chapter 1</b>	
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## Thematic Index

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## Glossary

<b>Block</b>	A unit of urban space bordered on each side by public roads, often composed of more than one lot. In the older urban areas, the blocks often include a network of alleys.
<b>Building density</b>	The lot coverage and bulk of a building, which defines the built form and intensity of activity in an area.
<b>Building setting</b>	The location of a building or other construction on a lot; its distance from other buildings and the street.
<b>Classification</b>	The formal designation of a property whose conservation is in the public interest by the Ministère de la Culture et des Communications du Québec, with the advice of the Commission des biens culturels. (see R.S.Q., c.B-4, a.24).
<b>Collaborative planning with institutions</b>	A planning exercise pairing the City and an institution that allows for the definition of urban planning guidelines applicable to the site occupied by the institution. These guidelines can lead to the use of regulatory tools and possibly to a development agreement between the City and the institution for non-regulatory aspects such as partnership projects or shared facilities.
<b>Complementary document to the Master Plan</b>	The complementary document establishes rules and criteria that the boroughs' planning by-laws must respect.
<b>Designation</b>	The power delegated by the Québec government to a municipality to pass a by-law defining a given area as historic (see R.S.Q., c. B-4, a. 70).
<b>Ecoterritory</b>	A protected area (major park, nature park, natural reserve) or natural environment (woodlot, stream, wetland) that the City intends to preserve and enhance through negotiation with different stakeholders.
<b>Floor Area Ratio (FAR)</b>	The ratio between a building's total floor area and the area of the site it occupies.
<b>Heritage Site</b>	A protective measure enabling City Council to preserve and enhance all, or a portion of, its territory where cultural properties are found and where the architectural landscape is of aesthetic or historical interest (see R.S.Q., c. B-4, a. 84).
<b>Historic District</b>	An area designated as such by the Government of Québec because of the concentration of historic monuments or sites therein (see R.S.Q., c, B-4, art. 1h).
<b>Historic Monument</b>	An immovable which has historic interest because of its use or architecture (R.S.Q., c. B-4, a. 1d).
<b>Historic Site</b>	A provincial designation for a place where historical events have occurred or an area containing historic properties or monuments (see R.S.Q., c. B-4, a. 1e).
<b>Intermodal</b>	Linking different modes of passenger or freight transportation.
<b>Land use designation</b>	An expression of the uses intended for different parts of the City's territory.
<b>Montréal Summit</b>	The Montréal Summit was held on June 4th, 5th and 6th 2002, at the dawn of the new City. The event brought together 300 delegates from different spheres of activity to debate and reach consensus on approximately 200 priorities regarding the development of the City.

## Glossary

<b>Mitigating measures</b>	The techniques and regulations aimed at mitigating conditions that degrade the quality of life of residents.
<b>National Historic Site</b>	A designation by the Historic Sites and Monuments Board of Canada highlighting the importance of a place or event in Canada's history or cultural development.
<b>Natural District</b>	A natural setting of aesthetic or scenic interest designated by the Government of Québec (see R.S.Q., c. B-4, art. 1i).
<b>Old villages</b>	The earliest European permanent settlements, upon which Montréal's residential neighbourhoods developed and whose features are still evident in the contemporary city.
<b>Preferential measures for public transportation</b>	Measures aimed at prioritizing public transportation on the road for public transportation on the road network, such as: exclusive rights-of-way, traffic signal priority, road marking, reserved lanes, etc.
<b>Protection Area</b>	The area surrounding a classified historical monument, determined by the Ministère de la Culture et des Communications du Québec (see R.S.Q., c. B-4, a. 1j).
<b>Public realm</b>	Publicly owned streets, sidewalks, alleys, parks, squares and other publicly accessible open spaces, as well as public and civic buildings and facilities.
<b>Regulatory guidelines</b>	The parameters of the Master Plan that specify zoning and other by-laws.
<b>Route verte</b>	A trans-Québec bikeway, a segment of which runs across the City of Montréal.
<b>Settlement route</b>	The first thoroughfares on the Island of Montréal, they are also the backbone of the first street patterns in various areas.
<b>Site coverage ratio</b>	The ratio between the total area of all the building footprints and the area of the site which they occupy.
<b>Street furniture</b>	Objects and amenities designed to ensure the comfort and safety of users as well as for public health purposes: benches, litter bins, lamp posts, planters, signage, etc.
<b>Sustainable development</b>	An approach integrating environmental, social and economic dimensions in order to meet current needs without comprising the ability of future generations to meet theirs. Sustainable development seeks to maintain ecological integrity, social equity and economic efficiency.
<b>Waterside roadway</b>	A roadway encircling the Island of Montréal, Île Bizard, Île des Soeurs, Île Sainte-Hélène, Île Notre-Dame, the Lachine Canal and the aqueduct canal, along the waterside. Portions of the waterside roadway occasionally overlap with settlement routes.



## Abbreviations

ADM	Aéroports de Montréal
AMT	Agence métropolitaine de transport
CAU	Comité d'architecture et d'urbanisme de la Ville de Montréal
CCU	Comités consultatifs d'urbanisme (Planning Advisory Committees)
CMA	Census Metropolitan Area (Région métropolitaine de recensement)
CHMC	Canada Mortgage and Housing Corporation
CMM	Communauté métropolitaine de Montréal (Montréal Metropolitan Community)
CN	Canadian National Railway
CP	Canadian Pacific Railway
CREM	Conseil régional de l'environnement de Montréal
CRDÎM	Conseil régional de développement de l'île de Montréal
CSEVM	Commission des services électriques de la Ville de Montréal
MAMSL	Ministère des Affaires municipales du Sport et du Loisir du Québec
MAPAQ	Ministère de l'Agriculture des Pêcheries et de l'Alimentation du Québec
MCCQ	Ministère de la Culture et des Communications du Québec
MENVQ	Ministère de l'Environnement du Québec
MTQ	Ministère des Transports du Québec
OCPM	Office de consultation publique de Montréal
SHQ	Société d'habitation du Québec
STM	Société de transport de Montréal

## Laws

- Charte de la Ville de Montréal (Charter of the Ville de Montréal), R.S.Q., c. C-11.4
- Loi sur l'aménagement et l'urbanisme* (Act respecting Land Use Planning and Development), R.S.Q., c. A-19.1
- Loi sur les biens culturels* (Cultural Property Act), R.S.Q., c. B-4
- Loi sur la protection du territoire et des activités agricoles* (Act respecting the Preservation of Agricultural Land and Agricultural Activities), R.S.Q., c. P-41.1
- Loi interdisant l'affichage publicitaire le long de certaines voies de circulation* (Act to Prohibit Commercial Advertising along Certain Thoroughfares), R.S.Q., c. A-7.001
- Loi sur la qualité de l'environnement* (Environmental Quality Act), R.S.Q., c. Q-2

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The Master Plan was prepared in close collaboration with various departments within the Ville de Montréal, especially the:

- Directions de l'aménagement urbain et du service aux entreprises of the 27 boroughs;
- Service de la mise en valeur du territoire et du patrimoine, Direction du développement de l'habitation, Direction du développement économique, as well as Bureau de la promotion et de l'investissement, Division du patrimoine et de la toponymie and Division des projets urbains of Direction du développement urbain;
- Service des affaires corporatives, Direction du contentieux;
- Service des finances, Direction des revenus et de la planification fiscale and Direction du plan d'affaires et du budget;
- Service des infrastructures et de l'environnement, Direction de l'environnement, Direction de l'épuration des eaux usées, Direction de la gestion des réseaux d'aqueduc et d'égouts and Division du transport;
- Service du développement culturel et de la qualité du milieu de vie, Direction des parcs et des espaces verts, Direction du développement culturel and Division de l'horticulture et de l'arboriculture.

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# Montréal **Master Plan**

N O V E M B E R 2 0 0 4

Mise en valeur  
du territoire  
et du patrimoine

**Montréal** 

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