

# Part

# III



Complementary  
Document



## The role and scope of the complementary document

The complementary document is an integral part of the Master Plan. The inclusion of the complementary document in the Master Plan is required by the Charter of the Ville de Montréal and addresses Montréal's specific context, where urban planning and regulatory powers are shared by the City and its boroughs.

In essence, the complementary document deals with some of the issues outlined in the Master Plan (goals, objectives, actions and implementation measures) in order to protect, enhance and develop the key features that give Montréal its urban character and overall identity. It also aims to ensure the coherence of urban development across the City. To achieve this, it translates selected issues from the Plan into rules and criteria that will be integrated into the boroughs' urban planning by-laws. The boroughs will use the rules and criteria established by the complementary document as minimum guidelines, refining them when necessary.

It is important to note that many of these rules and criteria appear in the complementary document that was adopted in October 2003 and are generally reiterated or updated in the present complementary document.

This document identifies the objectives of the Master Plan selected for regulatory control purposes and specifies applicable rules and criteria.

This complementary document replaces the earlier one and requires the boroughs to amend their existing by-laws accordingly.

Finally, the complementary document is an evolving instrument that will be updated along with the Master Plan, which is the municipal reference document for any actions pertaining to urban development within the City.

## LEGAL CONTEXT

### The Act respecting Land Use Planning and Urban Development

Section 83 of the *Loi sur l'aménagement et l'urbanisme* (Act respecting Land Use Planning and Urban Development, R.S.Q., c. A-19.1) establishes the mandatory and optional contents of the Master Plan, which sets forth orientations regarding development in the territory and presents the regulatory parameters for land use and building density.

Under the conformity rule established by the Act, urban planning by-laws must conform to the Master Plan.

### The Charter of the Ville de Montréal

The *Charte de la Ville de Montréal* (Charter of the Ville de Montréal, R.S.Q., c. C-11.4) stipulates that the Master Plan must include a complementary document, which contains the rules and criteria that urban planning by-laws must take into account:

88. The City's planning program must include, in addition to the elements mentioned in section 83 of the Act respecting Land Use Planning and Urban Development (R.S.Q., chapter A-19.1), a document establishing the rules and criteria to be taken into account, in any by-law referred to in section 131, by the borough councils and requiring the borough councils to include, in such a by-law rules that are at least as restrictive as those established in the complementary document.

The complementary document may include, in addition to the elements mentioned in the Act respecting Land Use Planning and Urban Development, in relation to the whole or part of the City's territory, rules to ensure harmonization with any by-laws that may be adopted by a borough council under section 131 or to ensure consistency with the development of the City.

(L.Q., 2000, c. 56, Sch. I, s. 88; 2001, c. 25, s. 265)

The City and its boroughs share jurisdiction over urban planning, as follows:

- City Council is responsible for adopting a Master Plan, along with a complementary document. This plan applies to the entire territory of Montréal (sections 87 and 88);
- Borough councils have responsibility for urban planning by-laws (section 131) and the following urban planning by-laws, applicable to each borough's territory, must incorporate the rules and criteria in the complementary document:
  - Zoning by-laws;
  - Subdivision by-laws;
  - Minor exemptions;
  - Comprehensive Development Programs (CDP);
  - Site Planning and Architectural Integration Programs (SPAIP);
  - Conditional uses;
  - Specific Construction, Alteration or Occupancy Projects for Buildings (SCAOPB).

The complementary document of the Ville de Montréal Master Plan must not be confused with the complementary document of the Metropolitan Land Use and Development Plan of the Communauté métropolitaine de Montréal (CMM), as specified in the *Loi sur la Communauté métropolitaine de Montréal* (Act respecting the Montréal Metropolitan Community) (L.Q. 200, c. 34).

Until the Metropolitan Plan comes into effect, the Land Use Planning and Development Plan of the former Communauté urbaine de Montréal (CUM) along with its complementary document remain in force, under the responsibility of the Ville de Montréal.

## The contents of the complementary document

### The complementary document: an instrument for implementing the Master Plan

The Master Plan outlines a series of planning goals that affect a variety of issues. It translates those goals as objectives, actions and implementation measures. Among these, the complementary document deals with the components requiring regulatory control by the City, or contributing significantly to reaching the goals established by the Master Plan.

The complementary document contains a series of provisions addressed to specific issues in the Plan. Some are associated with one priority issue, although they may also affect other concerns. Therefore, goal 1, “High-quality, diversified and complete living environments,” is not covered by specific measures in the complementary document. The objectives associated with this goal are addressed elsewhere in the document through more specific elements.

On the other hand, some issues require detailed treatment. Thus, the issues of “High-quality architecture and urban landscapes” and “An enhanced built, archaeological and natural heritage” represent a significant part of the complementary document. These more qualitative issues, require diverse provisions, rules and criteria, which aim to support the creation of high-quality urban environments that are respectful of their distinctive characteristics.

Other issues require less elaborate provisions, when the subjects themselves are more limited in scope, or the objectives concerning them are highly focused. Thus, the provisions regarding parking in the Borough of Ville-Marie are intended to help reach the objectives of goal 2 regarding “Structuring, efficient transportation networks fully integrated into the urban fabric.” The incorporation of bicycle parking areas aims to support this alternative mode of transportation.

Goal 3, “A prestigious, convivial and inhabited Centre,” has led to provisions regarding retail businesses in the Centre which aim to favour its commercial vitality and limit certain uses near residential areas. Controlling the microclimatic impacts of the development projects aims to ensure the quality of the urban environment for pedestrians.

The complementary document contains no provisions regarding goal 4, “Dynamic, accessible and diversified employment areas.”

Goal 5, “High-quality architecture and urban landscapes,” touches most of the measures contained in the complementary document. The protection and quality of Montréal landscapes are important objectives. The notion of landscape is dynamic, evolving, integrative and diversified. In the Montréal context, it refers to various elements and places



that are highly symbolic or that create a sense of belonging for Montrealers. The predominance of Mount Royal in the landscape and the protection of views towards and from the Mountain, the enhancement of the waterside roadway and the views of the river it provides and the control of large- and medium-sized retail businesses to ensure high-quality architecture and site design compatible with the surrounding urban fabric – all represent issues that encompass an ensemble of different measures. Certain situations that may arise at borough limits are identified in order to ensure harmonization of the Plan's provisions on both sides of the limit. This document also addresses more specific elements that significantly influence the quality of landscapes, including the protection of trees, landscaping, the space devoted to automobiles and the control of installations such as antennas, mechanical equipment and advertising signs.

Goal 6, "An enhanced built, archaeological and natural heritage," leads to regulatory provisions and criteria touching their development: the Mount Royal historic and natural district, heritage areas and buildings, sites of archaeological interest and ecoterritories.

Finally, goal 7, "A healthy environment," leads to provisions that apply to sites and buildings near major transportation infrastructure that generates noise and vibration.

Certain issues are not covered by provisions, but may in the future inspire measures that will be incorporated into the complementary document. The issue of City gateways is one such example. A global approach to this issue will help define the role that regulatory tools can play in forming of integrated solutions designed to raise the quality of City gateways. Other measures may be added in the future to promote constant improvement of urban planning by-laws in order to develop high-quality urban environments.

## Table of contents

### Definitions

#### 1. High-quality, diversified and complete living environments

The provisions of the complementary document which concern living environments are treated in sections discussing more specific objectives among the following.

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

##### 2.1 Vehicle parking

- 2.1.1 The maximum number of parking spaces in the Borough of Ville-Marie
- 2.1.2 The maximum number of parking spaces in the Borough of Ville-Marie near metro stations
- 2.1.3 The location of parking lots in the Borough of Ville-Marie
- 2.1.4 The maximum number of parking spaces near metro and commuter train stations located outside of the Borough of Ville-Marie

##### 2.2 Bicycle parking

#### 3. A prestigious, convivial and inhabited Centre

##### 3.1 Projects generating microclimatic impacts

- 3.1.1 Impacts on sunlighting
- 3.1.2 Impacts of wind

##### 3.2 Retail in the Centre

- 3.2.1 Retail continuity and street-level openings
- 3.2.2 Restriction and limitation of certain uses

#### 4. Dynamic, accessible and diversified employment areas

The complementary document contains no provisions regarding this goal.

#### 5. High-quality architecture and urban landscapes

##### 5.1 The predominance of Mount Royal

- 5.1.1 Height limits
- 5.1.2 The Centre's skyline
- 5.1.3 Views

##### 5.2 The waterside roadway

- 5.2.1 Protection of views
- 5.2.2 Building extension and construction

##### 5.3 Large- and medium-sized retail businesses

- 5.3.1 Impacts on traffic
- 5.3.2 Site planning and architectural integration criteria

##### 5.4 Compatibility of urban planning provisions on either side of a borough limit

- 5.4.1 Impact of taller structures
- 5.4.2 Overall integration of projects
- 5.4.3 Restricting certain uses
- 5.4.4 Controlling nuisances

##### 5.5 Microclimatic impacts

- 5.5.1 Impacts on sunlighting
- 5.5.2 Impacts of wind

## Table of contents

### 5. High-quality architecture and urban landscapes (continued)

- 5.6 Trees
  - 5.6.1 Tree cutting
  - 5.6.2 Tree preservation
  - 5.6.3 Tree protection
  - 5.6.4 Tree planting
- 5.7 Landscaping of front yards
- 5.8 Antennas, mechanical equipment and advertising signs
  - 5.8.1 Antennas
  - 5.8.2 Mechanical equipment
  - 5.8.3 Advertising signs

### 6. An enhanced built, archaeological and natural heritage

- 6.1 The Mount Royal historic and natural district
  - 6.1.1 Architectural characteristics of buildings and landscapes
  - 6.1.2 Building construction and extension
  - 6.1.3 Landscaping
  - 6.1.4 Land parcelling
  - 6.1.5 Installation of mechanical equipment, antennas or advertising signs
- 6.2 Heritage areas and buildings
  - 6.2.1 Protection of character
  - 6.2.2 Building construction and extension
  - 6.2.3 Landscaping
- 6.3 Areas of archaeological interest
- 6.4 Ecoterritories
  - 6.4.1 Land parcelling
  - 6.4.2 Building construction or extension and soil excavation or backfill operations

### 7. A healthy environment

- 7.1 Large-scale transportation infrastructure
  - 7.1.1 Highways, railway lines and railyards
  - 7.1.2 Montréal – Pierre Elliott Trudeau International Airport

### Map and illustrations

- Appendix A Areas of Tall Buildings
- Appendix B The Centre's skyline
- Appendix C Views of Interest From Mount Royal (*french*)
- Appendix D Views of Interest Towards Mount Royal (*french*)
- Appendix E Illustrations of Views of Interest From and Towards Mount Royal (*french*)
- Appendix F Altimetric Measurements of Views (*french*)
- Appendix G Areas Requiring the Integration of Rooftop Equipment and Enclosures
- Appendix H Height Limits
- Appendix I Building Coverage Ratios
- Appendix J Targeted Properties
- Appendix K Protected Natural Areas and Green Spaces



## Definitions

- **Advertising module:** an advertising sign whose surface area is equal to or less than 2.5 m<sup>2</sup>.
- **Advertising sign:** a sign, such as an advertising module or billboard, placed on a property that is located elsewhere than the business, product, service or property being advertised.
- **Billboard:** an advertising sign whose surface area is greater than 2.5 m<sup>2</sup>.
- **Mechanical equipment:** an electric, plumbing, heating or air conditioning device and duct, such as a thermopump, an electricity or gas meter, a ventilation duct or an air conditioning device, with the exception of a single, removable air conditioning device.
- **Large- or medium-sized commercial project:** a property including a retail establishment whose floor space is 4,000 m<sup>2</sup> or greater as well as a property that includes more than one retail establishment whose floor space is 1,000 m<sup>2</sup> or greater.
- **Public thoroughfare:** a public space reserved for vehicular and pedestrian traffic, and which provides access to adjacent lots, excluding alleys.
- **Parking area in front of a building:** parking lots located in a space between the limits of a lot bordering a public thoroughfare and the facade of a building, including any projections.
- **Site bordering a highway, rail line or a railyard:** a property bordering the right-of-way of a highway, a rail line or a railyard. Also a property located less than 100 metres from a highway, a rail line or a railyard and separated by a roadway or a park, or by both a roadway and a park.

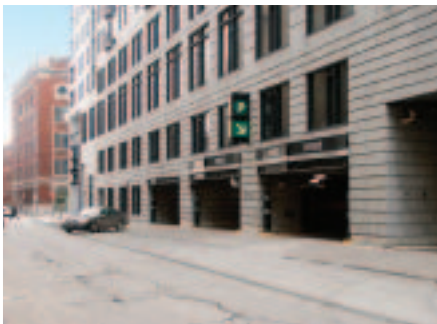
## 1. High-quality, diversified and complete living environments

The provisions of the complementary document which concern living environments are addressed in sections discussing more specific objectives.

## 2. Structuring, efficient transportation networks fully integrated into the urban environment.

# 2.1

## Vehicle parking



### Context

The provisions regarding parking are drawn from the following statements in Part I of the Master Plan:

- Action 3.2: Support urban development that favours the use of public transportation.
- Action 3.5: Favour urban development and the use of public transportation and bicycles by taking action on the supply of parking.
- Action 7.2: Develop vacant lots in the downtown area.
- Action 17.2: Reduce air pollutants and greenhouse gas emissions.

These provisions also aim more specifically to:

- Limit the supply of parking spaces in the Borough of Ville-Marie;
- Limit the supply of parking near metro stations and certain commuter train stations;
- Require indoor parking facilities in part of the Borough of Ville-Marie.

### Provisions

#### 2.1.1 The maximum number of parking spaces in the Borough of Ville-Marie

- The by-laws of the Borough of Ville-Marie must set a maximum authorized number of parking spaces upon the construction, extension or change of use of a building. These provisions may exclude residential uses.

- 2.1.2 The maximum number of parking spaces in the Borough of Ville-Marie near metro stations
- The by-laws of the Borough of Ville-Marie must set a maximum authorized number of parking spaces upon the construction, extension or change of use of a building located less than 500 metres from a metro station. These provisions may exclude residential uses.
  - The maximum number of parking spaces authorized and located less than 500 metres from a metro station must be less than that authorized for the same use elsewhere in the Borough.
- 2.1.3 The location of parking lots in the Borough of Ville-Marie
- The by-laws established by the Borough of Ville-Marie must, for sites located west of Amherst Street, require that the authorized parking spaces be located indoors upon the construction, extension or change of use of a building. The construction, extension or change of use of a building for residential or low-intensity commercial purposes or for heavy commercial or industrial purposes may be excluded from these requirements.
- 2.1.4 The maximum number of parking spaces near metro and commuter train stations located outside of the Borough of Ville-Marie
- The by-laws instituted by boroughs other than the Borough of Ville-Marie must establish a maximum authorized number of parking spaces upon the construction, extension or change of use of a building located less than 500 metres from a metro station or a commuter train station. These provisions may exclude residential uses.

## 2.2

### Bicycle parking



## 3.1

### Projects generating microclimatic impacts



#### Context

Provisions regarding bicycle parking are drawn from the following statements presented in Part I of the Master Plan:

- Action 3.5: Promote urban development and the use of public transportation and bicycles by taking action on the supply of parking
- Action 17.2: Reduce air pollutants and greenhouse gas emissions

These provisions aim more specifically to:

- Ensure the presence of bicycle parking spaces where urban activities are concentrated.

#### Provisions

- Borough by-laws must include provisions regarding parking requirements for bicycles upon the construction, extension or change of use of a building.

## 3. A prestigious, convivial and inhabited Centre

#### Context

The provisions governing projects that generate microclimatic impacts are drawn from the following statements presented in Part I of the Master Plan:

- Action 7.1: Ensure high-quality architecture and design in the Centre
- Action 7.4: Reinforce or improve the character of some key roadways in the Centre
- Action 12.1: Promote quality architecture that is ecologically sound and respectful of Montréal's character

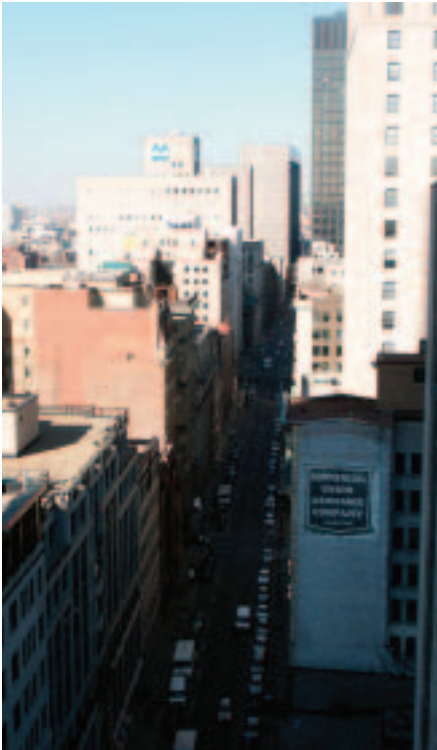
These provisions also aim more specifically to:

- Improve pedestrian comfort in public spaces (streets, parks, plazas and squares) by limiting the impacts of structures on wind and sun conditions.

## Provisions

### 3.1.1 Impacts on sunlighting

- Borough by-laws must mandate that a structure that exceeds the street height in an identified area on the attached map entitled “Areas of Tall Buildings” (see Appendix A) should, at the equinox, provide sunlight for at least :
  - 150 consecutive minutes between 12 pm and 3 pm on east-west vibrant streets identified on Map 2.3.3, entitled “Key Roadways of the Centre”;
  - 150 consecutive minutes or a minimal duration of sunlighting resulting from maximum street heights (as measured in metres) on north-south vibrant streets identified on Map 2.3.3, entitled “Key Roadways of the Centre”;
  - 90 consecutive minutes between 12 pm and 3 pm on east-west streets other than the vibrant streets identified on Map 2.3.3, entitled “Key Roadways of the Centre”;
  - 90 consecutive minutes or a minimal duration of sunlighting resulting from maximum street heights (as measured in metres) on north-south streets other than the vibrant streets identified on Map 2.3.3, entitled “Key Roadways of the Centre”;
  - 8 consecutive hours between 8 am and 6 pm on at least 50% of the surface area of parks and public spaces – a duration established in view of the maximum permitted heights in metres and the development potential of adjacent land, as evaluated including and excluding the project in question.
- The study of the impacts on sunlighting of a building located in an area identified on the attached map entitled “Areas of Tall Buildings” must be conducted in view of the following parameters:
  - The evaluation of sunlighting must be conducted including and excluding the project;
  - The evaluation of sunlighting must consider the development potential of adjacent land, determined by the maximum heights of buildings on the street;
  - The period of sunlighting to be considered in evaluating the impact on a street must correspond to the duration of the trajectory of the sun from one side to the other of the surface area covered by the street, such that at least one sidewalk receives sunlighting.





## 3.2

### Retail in the Centre



#### 3.1.2 Impacts of wind

- Borough by-laws must mandate that a construction that exceeds the street height of an area identified on the attached map entitled “Areas of Tall Buildings” (see Appendix A) must :
  - Tend not to generate any wind impact whose average speed at ground level, calculated on an hourly basis, is greater than 15 km/h in the winter and 22 km/h in the summer. Structures must also tend not to exceed these average speeds for no more than 15% of the time on any vibrant street identified on Map 2.3.3 entitled “Key Roadways of the Centre,” 25% on the other streets identified on that map and 10% in a park or other public place;
  - Tend not to generate gusts of wind at ground level which exceed 75 km/h for more than 1% of the time. The reference period for the evaluation of the gust of wind must be 2 seconds or less, with a turbulence of 30%.

#### Context

The provisions for retail in the Centre are drawn from the following statements presented in Part I of the Master Plan:

- Action 5.2: Strengthen the Centre’s retail vitality
- Action 6.2: Consolidate the residential function in the Centre

These provisions aim more specifically to:

- Ensure retail continuity at street level on the main commercial streets of the Centre;
- Ensure the integration of shopping malls on the main commercial streets of the Centre through retail spaces that are directly accessible from the street;
- Control activities that are potential nuisances to the peace and quiet of residents.

#### Provisions

##### 3.2.1 Retail continuity and street-level openings

- Borough by-laws, for premises located on the Centre’s commercial streets identified in illustration 2.3.2 entitled “Commercial Streets to be Consolidated,” must require that:
  - The premises located at street level be occupied by a business or by a public or institutional facility;

- Each business at street level that is fully or partially adjacent to a facade that faces one of those streets, be directly accessible from that commercial street;
- Openings constitute the predominant part of the ground-level facades of businesses facing those streets.

### 3.2.2 Restriction and limitation of certain uses

- In the living environments of the Centre illustrated on Map 2.3.2, entitled “An Inhabited Centre,” borough by-laws must, for restaurants, establishments that serve alcoholic drinks, arcades, establishments that offer erotic entertainment and after-hours dance clubs, when they are situated in a low-intensity commercial area:
  - Include provisions requiring minimal distances between establishments of the same type;
  - Set a maximum floor area;
  - Require that entrances and exits, except for emergency exits, be located directly on a street where business is authorized.

## 4. Dynamic, accessible and diversified employment areas

The complementary document includes no provisions regarding this goal.

## 5. High-quality architecture and urban landscapes

### Context

The provisions regarding the predominance of Mount Royal are drawn from the following statements presented in Part I of the Master Plan:

- Action 11.1: Preserve the character of Mount Royal and its predominance in the urban landscape
- Action 12.1: Promote quality architecture that is ecologically sound and respectful of Montréal’s character

These provisions also aim more specifically to:

- Preserve the distinctive skyline formed by the mountain and the core of skyscrapers;
- Protect and enhance the views towards and from the mountain.

# 5.1

## The predominance of Mount Royal



## Provisions

### 5.1.1 Building Heights

- Borough by-laws cannot allow building heights greater than the lesser of the following two heights:
  - A height of 232.5 metres above sea level; or
  - A height of 200 metres.
- By-laws established by the Borough of Ville-Marie cannot set height limits in metres greater than those in metres indicated on the Map titled “Building Heights” included in Part II of the Plan.

### 5.1.2 The Centre’s skyline

- By-laws established by the Borough of Ville-Marie must ensure that a building that exceeds the street height in an area as specified on the attached map entitled “Areas of Tall Buildings” (see Appendix A) is set with respect to the skyline, as represented in the illustration entitled “The Centre’s skyline,” found at the end of the present complementary document (see Appendix B).
- By-laws of the borough of Ville-Marie must ensure that a building construction or extension project that exceeds the street height in a sector marked on the Map titled “Areas of Tall Buildings” found at the end of the present complementary document (see Appendix A), is carried out in keeping with the architectural integration of mechanical equipment and rooftop enclosures, in particular as to the volume, covering materials and color shades used.

### 5.1.3 Views

- Borough by-laws must include rules and criteria that ensure new building construction or extension project seeks to maintain views of the mountain and the river when that building is situated at the extremity or in the path of a view shown on one of the maps titled “Views of interest from Mount Royal” and “Views of interest towards Mount Royal”, found at the end of the present complementary document (see Appendix C and D respectively) and as illustrated in the documents titled “Illustrations of views of interest from and towards Mount Royal” found at the end of the present complementary document (see Appendix E);
- Borough by-laws must ensure that the previous paragraph does not apply to a building construction or extension project whose height does not exceed the altimetric heights identified on the maps titled “Altimetric heights of views” found at the end of the present complementary document (see Appendix F) or the minimum height prescribed by borough by-laws on May 6, 2009;
- For the sectors to be constructed or transformed identified on Map 1.1 titled “Established areas, areas to be built and areas to be transformed” that offer vistas towards Mount Royal, borough by-laws must set criteria for the enhancement of those views.



# 5.2

## The waterside roadway



### Context

The provisions regarding the waterside roadway are drawn from the following statement presented in Part I of the Master Plan:

- Action 11.2: Assert Montréal's island character and enhance its waterside roadway.

These provisions also aim more specifically to:

- Favour the protection and development of the heritage and landscape components of the waterside roadway that runs along the edges of the St. Lawrence River, Lac Saint-Louis, Lac des Deux Montagnes, Rivière des Prairies, the Lachine Canal and the aqueduct canal;
- Ensure visual access to the bodies of water from the waterside roadway.

### Provisions

#### 5.2.1 Protection of views

- Borough by-laws must set criteria for the construction or extension of a building, wall or fence located on a lot linking the the waterside roadway, identified in the illustration entitled “The waterside roadway,” to the St. Lawrence River, Lac Saint-Louis, Lac des Deux Montagnes, Rivière des Prairies, the Lachine Canal or the aqueduct canal, must tend to maintain or create a view from the waterside roadway to the bodies of water, while maintaining the vegetation found on the sites and riverbanks.

For that purpose, measures regarding the height of a new building, extension, wall or fence must be established in order to favour the views of the waterway seen between buildings or over the walls and fences and enhance the exceptional views of a significant element of the landscape, such as an island, rapids, a mountain or a steeple, while considering the existing and projected vegetation and ground levels.

#### 5.2.2 Building extension or construction

- Borough by-laws must set rules or criteria for the extension or construction of a building located along the waterside roadway identified in the illustration entitled “The waterside roadway,” to ensure its harmonious integration with the existing building, surrounding environment and overall character of the area.

For that purpose, an extension project must:

- Take into account the character of the building to be extended: the type, expression and architectural characteristics such as cladding, cornices and openings;
- Take into account the extensions carried out on the same type of building with respect to dimensions, relationship to the main volume and the architectural characteristics of the extensions;
- Respect, enhance or adapt to the building's architectural character or be compatible with its form and materials, in accordance with the architectural value of the building;
- Consider its effects on the land and on neighbouring structures so as to preserve or enhance the character of the land and the environment or be compatible with them, in accordance with their value.

A construction project must:

- Consider the character of neighbouring structures: type of buildings, dimensions, building siting and site coverage, cladding, shape of roofs, openings, level of entrances and projections;
- Respect, enhance or adapt to the qualities of the site and to the overall character of the environment or be compatible with their form and materials, in accordance with the value and homogeneity of the environment.

In cases where buildings in the area do not share common characteristics, or in cases where the character of an area presents no architectural or urban interest compatible with the character of neighbouring areas, the project must help mitigate the irregularities of the area by making architectural reference to the characteristics of buildings with the most architectural or urban interest and the common characteristics of neighbouring areas, in order to restore the quality of the ensemble.

A project situated along the waterside roadway must favour:

- Detached buildings with significant lateral margins, except in old villages or denser areas;
- Buildings configured and sited so as not to favour garage doors and parking at the front of the building, in old villages or denser areas;
- Cladding of stone, brick or wood;
- Architectural quality of buildings, landscaping and commercial signs.



# 5.3

## 5.3 Large- and medium-sized retail businesses



### Context

The provisions governing large- and medium-sized retail businesses are drawn from the following statements presented in Part I of the Master Plan:

- Action 12.1: Promote quality architecture that is ecologically sound and respectful of Montréal's character.
- Implementation measures:
  - Establish regulatory control at the municipal level which will ensure the review of large- and medium-sized retail projects and which will aim to govern architectural quality and integration with their surroundings;
  - Improve the urban landscape and ensure the harmonious integration of shopping areas and large- and medium-sized retail businesses at street level by favouring the construction of buildings close to public thoroughfares, determining construction heights adapted to the scale of streets and limiting the number and size of vehicle entrances and exits.

The provisions governing large- or medium-sized retail businesses aim more specifically to:

- Control the site planning and layout of buildings and large- and medium-sized retail facilities in order to ensure their architectural quality and integration with their urban context;
- Ensure that projects are harmoniously integrated with the dominant characteristics of their surroundings;
- Favour the architectural quality of projects as well as the creation of structured, attractive environments that are safe for pedestrians.

### Provisions

#### 5.3.1 Impacts on traffic

- When a large- or medium-sized retail project whose surface area is greater than 4,000 m<sup>2</sup> is approved through the procedure for Specific Construction, Alteration or Occupancy Project for Buildings (SCAOPB) or a conditional use, borough by-laws must require a study of the impacts on traffic in order to identify the effects of the project and any appropriate mitigation measures.

#### 5.3.2 Site planning and architectural integration criteria

- Borough by-laws shall mandate that any project involving a large- or medium-sized retail establishment be subject to the following criteria:

## SITE PLANNING AND BUILDING LAYOUT

- A large- or medium-sized retail project must be erected as close as possible to a public thoroughfare. Depending on the circumstances, its parking lot must be located at the side of or behind the building or below ground, rather than in the front.

## ARCHITECTURE

### **Architectural expression**

- Facades must reflect the function of the building and, at the same time, harmonize with the characteristics of the surrounding urban fabric.
- The architectural expression of the building and its detailing, colours and materials must be coordinated on all of its facades in order to create a coherent and visually interesting image.
- The lateral and back walls visible from a public thoroughfare must be given careful consideration and present an architectural character that blends in with the main facade.
- Bright and intense colours must be used in moderation and reserved to highlight certain building details.
- The materials used must be chosen so as to ensure continuity of treatment and the finished appearance of the building.

### **Openings, entrances and exits**

- The main facade of a building must offer a significant proportion of openings in order to contribute to the liveliness of the street or to the overall quality of the ensemble.
- The main entrance to each store must face or be visible from a public thoroughfare. Entrances must be designed and positioned in such a way as to be immediately recognizable.



**Roofs**

- Any rooftop equipment visible from a public thoroughfare must be integrated into the building or hidden by a screen that is integrated into the architecture of the building.
- The greening of roofs is encouraged.

**Loading docks**

- Loading docks and areas must be located or positioned in such a way as to minimize the impacts associated with truck traffic and deliveries, particularly near residential environments.

**Trash storage areas**

- Trash storage areas must be integrated into the architecture of the building and be designed so as to minimize the nuisances associated with them, particularly noise and odours.

**Parking structures**

- Any building intended for parking purposes must fit harmoniously with the architectural features of the main building and present at least equivalent architectural quality.

**EXTERNAL ACTIVITIES AND LANDSCAPING****Outdoor storage**

- Outdoor storage must be consigned to an area reserved for this purpose and must be integrated into the building's architecture and landscaping.

**Pedestrian traffic**

- The project must ensure the construction of safe, attractive pedestrian walkways from the public thoroughfare to the entrance of each building or establishment. In addition, the parking area must include sidewalks or other protected walkways in order to ensure that pedestrians can safely access the parking area.

**Buffer zone**

- Next to living environments, landscaping must include a buffer zone to mitigate the impacts generated by the presence of commercial activities.



## 5.4

### Compatibility of urban planning provisions on either side of a borough limit



#### Outdoor lighting

- Outdoor lighting must ensure good visibility of the premises and help generate a feeling of safety. It must also be designed to minimize the impacts on adjacent properties and public thoroughfares, through such means as limiting the height of streetlamps, directing light to the ground and using equipment that limits lateral diffusion of light.

#### Green and planting areas

- The area reserved for parking must include the following:
  - A band of greenery planted at the edge of a public thoroughfare;
  - A band of greenery situated along the property line when the property borders a residential zone.
- When the surface area of the parking lot is greater than 1,000 m<sup>2</sup>, islands of ornamental greenery must be installed in sufficient size and number to create an attractive, comfortable and safe environment that helps structure the lot and make it legible to users.

#### Context

The provisions regarding the compatibility of the urban planning provisions on either side of borough limits are drawn from the following statements presented in Part I of the Master Plan:

- Action 12.1: Promote quality architecture that is ecologically sound and respectful of Montréal's character
- Action 20.1: Mitigate the impact of nuisances

These provisions aim more specifically to:

- Ensure compatibility and consideration of the impacts of projects along borough limits.

#### Provisions

##### 5.4.1 Impact of taller structures

- Borough by-laws must require that a construction project, on a site adjacent to one located in another borough on which housing is permitted, whose height exceeds the height allowed on the adjacent site by 50%, take the following elements into account:
  - The impact of its integration into the existing built environment and views;
  - Its impact on the natural light and sunlighting of residential properties in the neighbouring borough so as to not create an impact greater than that of a project one and a half times the height permitted on the site located in the other borough.

#### 5.4.2 Overall integration of projects

- Borough by-laws shall require that a construction or extension project on a site bordering a public thoroughfare that provides access on both sides to adjacent sites and along or through which a borough boundary runs, must take the following elements into account:
  - The project must be compatible with respect to height, alignment, siting, landscaping of the front yard, location of parking lot accesses, cladding and signage with the building and area facing or beside it, and with the provisions in effect in the other borough.

#### 5.4.3 Restricting certain uses

- Borough by-laws must require that the provisions restricting certain uses take into account establishments of the same type located in another borough where restrictions are in effect for that use, when they apply to adjacent areas located in two boroughs.

#### 5.4.4 Controlling nuisances

- Borough by-laws must require that outdoor storage be hidden behind an opaque screen, preferably of vegetation, so as not to be visible from an adjacent lot in another borough, when housing is permitted on that lot.
- Borough by-laws must require that the emissions of dust, odours, smoke, vibrations, light or noise, or the effects on traffic, of a lot that are inherent to the land use of a lot be limited if the lot is adjacent to or facing a lot designated for residential use and situated in another borough.

# 5.5

## Microclimatic impacts



### Context

The provisions governing microclimatic impacts are drawn from the following statements presented in Part I of the Master Plan:

- Action 12.1: Promote quality architecture that is ecologically sound and respectful of Montréal's character

These provisions also aim more specifically to:

- Improve comfort for pedestrians in public spaces (streets, parks, plazas and squares) by limiting the impact of structures on wind and sunlighting.

### Provisions

#### 5.5.1 Impacts on sunlighting

- Borough by-laws must require that a structure that is half again as high as the average height in metres of buildings situated within a 50-metre radius, in a zone or zoning area where a height equal to or greater than 23 metres or greater than 6 storeys is authorized, take into account its impact on the natural light and sunlighting of neighbouring residential properties as well as the sunlighting of streets, parks and public places. In calculating average height, buildings not in compliance with height limits established in borough by-laws are excluded.

#### 5.5.2 Impacts of wind

- Borough by-laws must require that a construction that is half again as high as the average height in metres of buildings situated within a 50-metre radius, in a zone or zoning area where a height equal to or greater than 23 metres or greater than 6 storeys is authorized, must:
  - Tend not to generate any wind impact whose average speed at ground level, calculated on an hourly basis, is greater than 15 km/h in the winter and 22 km/h in the summer and not exceed this speed for more than 25% of the time in a public thoroughfare and 10% of the time in a park or public area;
  - Tend not to generate gusts of wind at ground level whose speed exceeds 75 km/h at ground level for more than 1% of the time. The reference period for evaluating gusts of wind must be 2 seconds or less, with a turbulence of 30%.
- In calculating average height, buildings not in compliance with height limits established by borough by-laws are excluded.



# 5.6

## Trees



### Context

The provisions regarding trees are drawn from the following statements presented in Part I of the Master Plan:

- Action 1.2: Design public and private green spaces that enrich living environments.
- Action 11.3: Preserve and improve Montréal's green network.
- Action 17.1: Support healthier urban development.

These provisions also aim more specifically to:

- Manage tree cutting in private areas;
- Contribute to the greening of the territory.

### Provisions

#### 5.6.1 Tree cutting

- Borough by-laws must require that a permit or authorization be obtained to cut down a tree in a front yard or to cut down a tree on a lot without any construction.
- Borough by-laws must limit the issuing of permits or authorizations to cut down trees to the following situations:
  - The tree is liable to damage property;
  - The tree is either dead or has an incurable disease;
  - The tree is located within the footprint of or in proximity to a projected structure, excluding signage.

#### 5.6.2 Tree preservation

- Borough by-laws must require that a construction or extension project on a site located in a wooded area identified on Map 2.6.3 entitled "Natural Heritage" and not included in an ecoterritory must be carried out so as to maximize the conservation of trees that are of major ecological or aesthetic interest.

#### 5.6.3 Tree protection

- Borough by-laws must include provisions regarding the protection of trees and their roots during construction work.

#### 5.6.4 Tree planting

- Borough by-laws must include provisions requiring the planting of trees upon the construction of a new building or the extension of an existing building.

# 5.7

## Landscaping of front yards

### Context

The provisions regarding the landscaping of front yards are drawn from the following statements presented in Part I of the Master Plan:

- Action 1.2: Design public and private green spaces that enrich living environments.
- Action 14.1: Improve the image of Montréal's main thoroughfares.

These provisions also aim more specifically to:

- Ensure the integration of parking areas in front of buildings.

### Provisions

- Borough by-laws must:
  - Require a plan illustrating the design of a front yard in which a parking area is projected or altered, when a permit or authorization has been requested for the construction, transformation or extension of a building, or for the addition of a parking lot;
  - Require that a permit or authorization be obtained for the creation or redesign of a parking area in the front of a building, when no permit or authorization for the construction, transformation or extension of a building is required;
  - Control or prohibit, according to the characteristics of the environment, the layout of a parking lot in front of a building;
  - Control or prohibit, in exclusively residential areas or zones, the parking of any vehicle other than a passenger vehicle in front of a building.



- Borough by-laws regarding parking in front of a building must focus on the following aspects:
  - The paving materials of the parking area and driveway;
  - The minimum and maximum dimensions of a parking space;
  - The number of entrances to the parking area from public streets;
  - The maximum width of a driveway leading to a parking area;
  - The clearance required between the parking lot and the main building, the lateral lot line, the public right-of-way and their landscaping;
  - The requirement that a vehicle gain access to the parking area and the public thoroughfare by driving forward, without another vehicle having to be moved, for a parking area of 5 or more spaces;
  - The layout of a parking area must not require, unless otherwise stated, cutting down a tree belonging to the City.
- When the layout of a parking lot in front of a building is approved by following the procedure laid out for a Specific Construction, Alteration or Occupancy Project for a Building (SCAOPB) or for a conditional use, the project must be evaluated on the following criteria:
  - The contribution of the landscaping to the design of a parking lot and its integration with the site;
  - Respect for the characteristics of the surrounding area;
  - The placement of the parking lot to avoid or minimize the need to cut down trees on the site.

# 5.8

## Antennas, mechanical equipment and advertising signs

### Context

The provisions regarding antennas, mechanical equipment and advertising signs are drawn from the statements presented in Part I of the Master Plan:

- Action 12.1: Promote quality architecture that is ecologically sound and respectful of Montréal's character.
- Action 13.1: Enhance the quality of the public realm.
- Action 14.1: Improve the image of Montréal's main thoroughfares.

These provisions also aim more specifically to:

- Limit the visual impact of mechanical equipment and advertising signs;
- Limit the visual impact and ensure harmonization of antenna installations, ensure consistency among all city rules, standards and criteria regarding their setting and appearance, provide elected officials with a right of review with regard to their authorization by means of the conditional use procedure, without compromising adequate wave coverage on the entire city territory.

### Provisions

#### 5.8.1 Antennas

- Borough by-laws must control the installation of an accessory antenna on a building or a site so as to limit its visibility from public thoroughfares.
- Borough by-laws must provide that the installation of a non-accessory transmitting antenna and its equipment as well as the construction of support structures for non accessory transmitting antennas, comply with authorization procedures, rules, conditions and criteria provided in articles 5.8.1.1 to 5.8.1.4 formulated so as to take into account local circumstances. The issue of a permit serves as proof of approval of the authority having jurisdiction.

##### 5.8.1.1 Antennas on public property

- Borough by-laws must control the setting of antennas and their equipment installed on public property on an urban furniture element, such as the support structure of a streetlight or of traffic lights or on a post, by way of standards or criteria in an area that is predominantly industrial or used for transportation, communication or large infrastructure equipment or by conditional uses in areas other than those mentioned above.

Such by-laws must require that the following be provided:

- A plan showing the deployment of the network that comprises the antenna for which the application is made in a given area;
- A plan showing the setting of the antenna;
- A composite color photograph showing the setting of the antenna and of its equipment.

Such by-laws must provide the following standards or criteria:

- The placement of antennas bordering on highways and high-traffic thoroughfares or in commercial or public heavy equipment areas must be preferred;
- The placement of antennas in heritage or residential areas, parks, or high pedestrian traffic areas must be avoided;

An authorization for an antenna and its equipment installed on public property on an urban furniture element, such as the support structure of a streetlight or of traffic lights or on a post, must include standards, criteria and conditions so as to ensure that the following requirements are met:

- Devices or equipment related to the antenna must be installed underground or in a cabinet or housing meant to conceal wires and connections;
- The antenna, including related devices and equipment, and its housing:
  - may not be installed in front of an immovable subject to protection measures under the Cultural Property Act, R.S.Q., chapter B-4, or a building of heritage and architectural interest as listed in the Master Plan;
  - may not be installed on the support structure of a streetlight or of traffic lights unless it has no distinctive ornamental or contemporary design character, or unless it is concealed inside the support structure;
  - may not be installed in the space between the window of a dwelling or a balcony and a roadway and must be installed parallel to traffic;
  - must be integrated in the support structure of a streetlight or of traffic lights or in the post, by being painted the same color and by having the same finish.
- The antenna must be as small as possible and tend to have the same diameter as the support structure of the streetlight or traffic lights on which it is installed, without exceeding a width, depth or diameter of 25 cm. The antenna may be installed atop the support structure, except in the case of gooseneck streetlights, where there are no decorative or lighting elements. Where it may not be installed atop the support structure, the antenna must be secured near the support structure using a discrete fastening integrating all wires and cables;
- The housing must be as small as possible and have a narrow, thin shape that tends to be equivalent to that of the traffic light head, without being more than 40 cm thick and more than 56 cm wide, on the support structure of a streetlight or traffic light and without being more than 65 cm wide on a post. It must be installed behind a road sign or traffic light so as to reduce its visibility.

Any wires or cables must be enclosed inside a hollow support structure or, if such structure is not hollow, they must be concealed in a conduit.

#### 5.8.1.2 Antenna support structure and antenna

- Borough by-laws must control the setting of antenna support structures of at most 10 m in height from the ground and regulate antennas and their equipment of more than 1 m<sup>2</sup> installed on such support structures so as to limit their visibility from the public thoroughfare.
- Borough by-laws must control the setting of antenna support structures of 10 m or more in height from the ground or of antennas and their equipment of more than 1 m<sup>2</sup> installed on such support structures by means of standards or criteria, in an area that is predominantly industrial or used for transportation, communication or large infrastructure equipment and by conditional uses in an area that is predominantly commercial and where residential use is not authorized.

Such by-laws must require that the following be provided:

- A plan showing the setting of the antenna support structure, antennas and equipment in relation to the building or the site;
- A composite color photograph showing the setting of the antenna support structure, antennas and of their equipment;
- A wave coverage plan;
- A plan showing the location of buildings and antenna support structures bearing antennas within a 1 km radius and a document justifying the impossibility of using an existing antenna support structure for the placement of a new antenna;
- A technical justification as well as a layout plan showing the possibility of sharing the antenna support structure with other users;
- A landscaping plan.

Such by-laws must provide the following standards or criteria:

- The placement of an antenna support structure in an area already having adequate wave coverage must be avoided;
- The installation of an antenna on the rooftop or wall of a tall building must be preferred;
- The design and color of an antenna support structure must tend to attenuate its impact, to integrate it to its environment and to contribute to its enhancement;
- The placement of an antenna support structure in or near an area having characteristics of heritage, historic, ecological, natural, landscaping or archeological interest must be avoided;
- The location of an antenna support structure, an antenna or equipment must be chosen so as to minimize its impact on a building or sensitive area such as a residential or institutional area (daycare, school, hospital) located in proximity;
- The antenna support structure must be set in such a location so as to avoid blocking a vista clearing or a landscape of interest and its characteristics must tend to blend with the characteristics of the site.

The authorization for an antenna support structure of 10 m or more in height from the ground or for an antenna and its equipment of more than 1 m<sup>2</sup> installed on such a support structure, must include rules, criteria and conditions so as to ensure that the following requirements are met:

- The configuration of the antenna support structure must provide the potential for future installation of other antennas so as to reduce the number of support structures in a given area;
- The setting, characteristics of the antenna support structure, the antennas and their operation may not hinder the development or use of city infrastructures and equipment;
- The site on which the antenna support structure and its equipment are installed must be laid out so as to conceal them from thoroughfares or from adjacent sites;
- An antenna support structure and its equipment must be installed in a backyard or a setback from adjacent buildings or from the construction line, if no building exists;
- The ground-level equipment of an antenna must be installed inside a closed housing that is minimally visible and that is integrated to the environment in regard of its volume, siding, shape and landscaping.

#### 5.8.1.3 Wall-mounted antennas

- A wall-mounted antenna must be regulated by standards or criteria.

Borough by-laws must require that the following be provided:

- A plan showing the setting of the antenna and its equipment on the building and the site;
- A composite color photograph showing the setting of the antenna and its equipment as well as all other antennas and accessory equipment already installed or to be installed on the building.

Borough by-laws must provide standards or criteria:

- So as to avoid that the antenna visually clutters a wall;
- Promoting locations, dimensions and colors of antennas, support structures or electric ducts so as to render them invisible from public thoroughfares;
- Promoting the installation of antenna equipment on rooftops inside closed housings invisible from public thoroughfares.

#### 5.8.1.4 Rooftop antennas

- A rooftop antenna must be regulated by way of standards or criteria.

Borough by-laws must require that the following be provided:

- A plan showing the setting of the antenna and its equipment on the building and the site;
- A composite color photograph showing the setting of the antenna and its equipment as well as all other antennas and accessory equipment already installed or to be installed on the building.

Borough by-laws must provide standards or criteria:

- Promoting the positioning of antennas and their equipment so as to render them invisible from adjacent streets by requiring, depending on their height, a setback from the façade;
- Promoting the integration of antennas, support structures or electric ducts to the building on which they are installed;
- So as to avoid that the antenna visually clutters the roof.

#### 5.8.2 Mechanical equipment

- Borough by-laws must control the installation of mechanical equipment on a building or a site so as to limit its visibility from public thoroughfares.
- For the territories identified on the Map titled “Areas requiring the integration of rooftop equipment and enclosures” found at the end of the present complementary document (see Appendix G), the borough by-laws must include:
  - Rules or criteria ensuring that the construction or transformation of a building or part of a building visible from observation points A, F and R identified on the map titled “Views of interest from Mount Royal” found at the end of the present complementary document (see Appendix C), be designed in keeping with the architectural integration of mechanical equipment or rooftop enclosures, in particular as to the volume, covering materials and shades used.

#### 5.8.3 Advertising signs

- Borough by-laws must prohibit advertising signs in the following places:
  - An area identified on Map 2.6.1 entitled “Built Heritage,” with the exception of a significant urban setting;
  - A heritage site and a designated historic monument;
  - A historic property, historic site or designated historic monument as defined by the Loi sur les biens culturels (Cultural Property Act);
  - A building of heritage or architectural interest outside areas of exceptional value enumerated in Part II of the Master Plan, titled “Borough documents”;
  - A site that borders the waterside roadway identified in the illustration titled “The waterside roadway”.
- Borough by-laws must prohibit billboards in an area where housing is authorized.



# 6.1

## The Mount Royal historic and natural district



## 6. An enhanced built, archaeological and natural heritage

### Context

The provisions regarding the historic and natural district of Mount Royal are drawn from the statements presented in Part I of the Master Plan:

- Action 1.2: Develop public and private green spaces that enhance the living environment.
- Action 10.1: Ensure the harmonious integration of institutional properties into the urban environment.
- Action 11.1: Preserve the character of Mount Royal and its predominance in the urban landscape.
- Action 11.3: Preserve and enhance the green belt of Montréal.
- Action 15.1: Protect areas of heritage value.
- Action 15.2: Protect heritage buildings.
- Action 15.3: Protecting and enhancing Montréal's archaeological heritage.
- Action 16.1: Preserve and enhance natural habitats by favoring their integration into the urban development.
- Action 17.1: Support a sounder urban environment.

These provisions also aim more specifically to:

- Protect the architectural, historical, landscape and natural character of the Mount Royal historic and natural district and ensure the integration of projects that respect and enhance that character.
- Harmonize borough urban planning by-laws in order to entrust initiatives affecting the Mount Royal historic and natural district to the City.

### Provisions

The following provisions apply to the territory of the Mount Royal historic and natural district outlined on Map 2.6.1 entitled "Built Heritage."

#### 6.1.0.1 Building heights

- Borough by-laws must:
  - set height limits equal to or less than maximum elevations indicated on the Map titled "Building Heights - Mount Royal Historic and Natural District", found at the end of the present complementary document (see Appendix H);
  - set height limits equal to or higher than minimum elevations indicated on the Map titled "Building Heights - Mount Royal Historic and Natural District", found at the end of the present complementary document (see Appendix H);
  - not set, subject to provision 6.1.2, for "Targeted institutional properties" indicated on the Map titled "Building Heights - Mount Royal Historic and Natural District" found at the end of the present complementary document (see Appendix H), height limits greater than existing (May 6, 2009) height of each building part.

- Borough by-laws may provide:
  - that, despite the above, the height of a building, as it was on May 6, 2009, may be authorized.
  - that, under rules or criteria, despite the height limits set above, a chimney, a vent pipe, a parapet, a railing, a terrace, a staircase, an elevator shaft to be installed or erected on part of a building may exceed the prescribed maximum height limit;
  - that, under rules or criteria, despite the height limits set above, service equipment, a screen or a shed housing service equipment to be installed or erected on part of an existing building on March 30, 2010, may exceed the prescribed maximum height.

Except as provided under this provision, borough by-laws may not be amended to authorize further increases as to the height in metres prescribed under borough by-laws on May 6, 2009.

#### 6.1.0.2 Building coverage ratios

- Borough by-laws must:
  - set building coverage ratios equal to or less than ratios indicated on the Map titled “Building Coverage Ratios - Mount Royal Historic and Natural District”, found at the end of the present complementary document (see Appendix I),
  - that, subject to provision 6.1.2 for the areas marked “Institutional properties” identified on the map entitled “Building Coverage Ratios - Mount Royal historic and natural district” found at the end of the present complementary document (see Appendix I), the building coverage ratio may not be greater than the existing one on May 6, 2009.
- Borough by-laws may provide:
  - that, despite the above, a building coverage ratio of a built lot, as it was on May 6, 2009, may be authorized;
  - that, despite the above, on a lot marked “Properties other than institutional” on the Map titled “Targeted Properties”, found at the end of the present complementary document (see Appendix J), the building coverage ratio of a lot at the intersection of two or more public thoroughfares may be greater than the building coverage ratio shown on the Map titled “Building coverage ratios - Mount Royal historic and natural district” found at the end of the present complementary document (see Appendix I), so long as it is not greater than the result of the multiplication of the building coverage ratio shown on the map by a factor of 1.2.

#### 6.1.0.3 Protected natural habitats and green spaces

- Unless it can be demonstrated that such intervention is necessary for the preservation and enhancement of the natural environment, Borough by-laws must prohibit the following interventions on land included in area A, indicated on the Map titled “Protected Natural Habitats and Green Spaces - Mount Royal Historic and Natural District”, found at the end of the present complementary document (see Appendix K):
  - soil excavation or backfill operation;
  - building construction or extension, except for a fence, a non paved footpath (2 meters or less wide) or a community monument for a cinerary urn erected along a path;
  - removal of vegetation except for the realization of an authorized construction.
- Borough by-laws must forbid the construction or extension of a building on land included in area B, indicated on the Map titled “Protected Natural Habitats and Green Spaces - Mount Royal Historic and Natural District”, found at the end of the present complementary document (see Appendix K).
- Despite the By-law concerning the development of McGill University campus, and the construction, alteration and occupancy of certain buildings (95-039), borough by-laws must prohibit, on a lot included in area C shown on the Map titled “Protected natural habitats and green spaces” found at the end of this complementary document (see Appendix K):
  - the construction of a building;
  - the extension of a building on any part of a wooded area shown on Map 2.6.3 titled “Natural heritage”.
- Borough by-laws must provide that the development of a lateral yard or a rear yard of a lot in sector D shown on the Map titled “Protected natural habitats and green spaces” found at the end of the present complementary document (see Appendix K) must include a parcel of land at least 2 m wide, planted with saplings, shrubs or herbaceous species, along the lateral or rear limit of the lot.

### 6.1.1 Architectural characteristics of buildings and landscapes

#### **Protection, restoration, transformation or replacement**

- Borough by-laws shall require that architectural characteristics of buildings or landscapes, such as cladding, a cornice, opening, overhang, entry or exit, fence, grille, wall, stairway, road, terrace, cluster or row of trees:
  - Must be preserved or restored or, if necessary, replaced according to its original form and appearance;
  - Is controlled by criteria when it is restored, replaced or transformed;
  - Can, in exceptional cases, be transformed by not maintaining its original appearance or configuration, including the material, form, dimensions, placement, details, stonework, finish, texture;
  - Must, when it is transformed, respect or enhance the architectural expression and composition of the building and the landscape, taken individually or in relation to each other, by taking into account the original concepts or being compatible with them in form and materials, in accordance with their value.

### 6.1.2 Building construction and extension

- Borough by-laws must provide that on a lot marked “Institutional properties” on the Map titled “Targeted Properties” found at the end of the present complementary document (see Appendix J), a building may be extended beyond the building coverage ratio and beyond the height as of May 6, 2008, to provide for the construction or extension of an elevator, a stairwell, a mechanical well, a ceiling space, a vestibule or other similar space.
- Borough by-laws must set criteria requiring that the construction or extension of a building, fence, grille, wall, stairway or terrace be carried out while respecting the value of the site’s archaeology, landscape, vegetation, topography and views between a public space and the Mount Royal historic and natural district. The construction or extension project must also respect the scale, siting, cladding, cornices, openings and projections of the existing building or local context.

For that purpose, the construction or extension project must:

- Take into consideration its effects on the site and on neighbouring structures so as to preserve or enhance the character of the site and its environment or be compatible with them;
- Be designed in full knowledge of the archaeological remains on the site without disturbing those that may be the subject of archaeological digs, be left in place or be highlighted, according to their documentary or educational value;
- Respect, enhance or adapt to the landscape, vegetation and topography of the site or be compatible with them, according to their importance as representative, interesting, exceptional or unique elements of the environment;
- Respect or enhance the views between a public space, the river and all exceptional natural or built elements, in accordance with their importance as characteristic or unique views and the level of attendance of the public spaces (scenic lookouts, public thoroughfares, institutions, paths) from which these views are possible.

An extension project must also:

- Consider the character of the building to be extended, including its type, expression and architectural characteristics such as cladding, cornices and openings;
- Take into account the effect of extensions on similar buildings with respect to the size, position in relation to the main building and the architectural characteristics of such extensions;
- Respect, enhance or adapt to the architecture of the fence, grille, wall, stairway or building or be compatible with it in form and materials, in accordance with their architectural value.

### 6.1.3 Landscaping

- Borough by-laws must set rules or criteria to require that the development of a front yard be carried out by maximizing the vegetation cover and by limiting the areas used for the development of an authorized parking area and lanes for vehicular and pedestrian traffic. Borough by-laws may contain provisions authorizing a front yard before the development of a terrace in cases where other yards are not available for that purpose.
- The planting of the following species must be prohibited under borough by-laws:
  - Garlic mustard (*Alliaria petiolata*);
  - Wild chervil (*Anthriscus sylvestris*);
  - Dog-strangling vine (*Cynanchum rossicum*);
  - Black swallowwort (*Cynanchum nigrum*);
  - Snow-on-the-mountain (*Aegopodium podagraria*);
  - Norway maple (*Acer platanoides*);
  - Alder buckthorn (*Rhamnus frangula*);
  - Common buckthorn (*Rhamnus cathartica*);
  - Siberian elm (*Ulmus pumila*);
  - Lesser periwinkle (*Vinca minor*);
  - White poplar (*Populus alba*);
  - Japanese knotweed (*Fallopia japonica*);
  - Purple loosestrife (*Lythrum salicaria*).
- Borough by-laws must set criteria requiring that landscaping projects that include a fence, grille, wall, stairway, path, terrace, an inground swimming pool, cluster or row of trees, be undertaken while respecting the value of the archaeology, landscape, vegetation and existing topography of the site so as to ensure their integration into the building and the environment.

For that purpose, a landscaping project must:

- Take into consideration the character of the building, lot, existing design and plantings, original design, the landscape of neighbouring sites and their integration with buildings of the same type;
- Limit mineralized areas and maximize vegetation covers;
- Respect, enhance or adapt to the landscape, vegetation and topography of the site or be compatible with them, according to their importance as representative, interesting, exceptional or unique elements of the environment;
- Be designed in full knowledge of the archaeological remains on the site without disturbing remains that may be the subject of archaeological digs, be left in place or be showcased, according to their documentary or educational value;
- Respect or enhance the views between a public space, the river and all exceptional natural or built elements, in accordance with their importance as characteristic or unique views and the level of attendance of the public spaces (scenic lookouts, public thoroughfares, institutions, paths) from which these views are possible.



#### 6.1.4 Land parcelling

- Borough by-laws must set criteria to require that cadastral operations subject to subdivision by-laws be carried out while respecting the value of the site's archaeology, landscape, vegetation, topography and views from a public space to or away from the area. Such projects must also respect the character of the site and any existing buildings and respect views to any such buildings.

#### 6.1.5 Installation of mechanical equipment, antennas, advertising signs or lighting fixtures

- Borough by-laws shall set criteria to require that:
  - Mechanical equipment or antennas be installed so as not to be visible from a public thoroughfare adjacent to the lot on which it is installed and to respect the views from a public space to or away from the Mount Royal historic and natural district;
  - An advertising sign be designed so as to be integrated into the building on which it is installed in harmony with the character of the area and, as the case may be, to respect the views from a public space to or away from the Mount Royal historic and natural district;
  - When an advertising sign contains a lighting fixture, the light must be oriented downwards and the luminous dispersion must be limited to the surface of the sign;
- Borough by-laws must set rules and criteria to require that:
  - Exterior lighting be designed to minimize the impact on adjacent properties and dazzling light by means such as the restricted height of lampposts, the orientation of lighting downwards and the use of fixtures that limit the diffusion of light towards adjacent properties and towards the sky;
  - A project for the construction or alteration of a building or part of a building that is visible from observation points A, F and R shown on the Map titled "Views of interest from Mount Royal" found at the end of the present complementary document (see Appendix C) and located in a territory shown on the Map titled "Areas requiring the integration of rooftop equipment and enclosures" found at the end of the present complementary document (see Appendix G), be designed by favoring the architectural integration of mechanical equipment or rooftop enclosures, in particular as to volume, covering materials and shades used.

# 6.2

## Heritage areas and buildings



### Context

The provisions regarding heritage areas and buildings of interest are drawn from the following statements presented in Part I of the Master Plan:

- Action 15.1: Protect areas of heritage value
- Action 15.2: Protect heritage buildings

These provisions also aim more specifically to:

- Protect the architectural and landscape characteristics of the buildings and areas of heritage interest and ensure the harmonious integration of new buildings and modifications to existing buildings.

### Provisions

#### 6.2.1 Protection of character

- Borough by-laws must require that the architectural characteristics of buildings, such as cladding, cornices, openings, projections or that the accesses of large sites of institutional character, or of areas of heritage value identified in Map 2.6.1 entitled “Built Heritage”, or that the architectural characteristics of buildings appearing on the lists presented in Part II of the Plan:
  - Must be preserved or restored or, if necessary, replaced in keeping with their original form and appearance when they are visible from a public thoroughfare adjacent to the lot;
  - Are governed by rules and criteria when they are restored or replaced except for an architectural characteristic of a large site of institutional character that must be regulated by specific criteria;
  - May, in exceptional cases, be altered based on an evaluation conducted according to specific criteria without maintaining their original appearance or configuration;
  - Must, when they are altered, respect or enhance the architectural expression or composition while taking into account the original concepts or be compatible with them, according to their value.
- Borough by-laws must require that a fence, grille or wall of architectural interest, a cluster or row of trees located on a large site of institutional character or in the front yard of a building included in an area of exceptional value, or a building of heritage and architectural interest, is covered by protective measures.





### 6.2.2 Building construction or extension

- Borough by-laws must set criteria to require that construction or extension projects for buildings located on a large site of institutional character, or in an area of exceptional heritage value, or on the site of a building of heritage and architectural interest included on the lists presented in Part II of the Master Plan be carried out so as to ensure their integration into the surrounding environment and the overall character of the area when they are visible from a public thoroughfare bordering the site.

Borough by-laws may establish rules or criteria to require that extension or construction projects for buildings located in an area of significant value be carried out so as to ensure their integration into the surrounding environment and the overall character of the area, when they are visible from a public thoroughfare bordering the site.

For that purpose, an extension project must:

- Consider the character of the building to be extended, including the type, expression and architectural characteristics such as the cladding, cornices and openings;
- Take into account the extensions made to similar buildings with respect to the size, position in relation to the main building and the architectural characteristics typical of such extensions;
- Respect, enhance or adapt to the architectural expression of a building or be compatible with its form and materials, according to the architectural value of the building;
- Consider its effects on the site and on neighbouring structures so as to preserve or enhance the character of the site and its environment or be compatible with them, according to their value.

A construction project must:

- Consider the character of the neighbouring structures, including the types of buildings, size, siting, cladding, shape of the roofs, cornices, openings, levels of access and projections;
- Respect, enhance or adapt to the features of the site and the overall character of the environment or be compatible with its forms and materials, according to the value and homogeneity of the environment;
- Contribute to the coherence of the block, corner, street or environment, according to its placement, visibility and significance in the City.

In cases where buildings in the area do not share common characteristics, or in cases where the character of an area presents no architectural or urban interest compatible with the character of neighbouring areas, the project must help mitigate the irregularities of the area by making architectural reference to the characteristics of buildings with the most architectural or urban interest and the common characteristics of neighbouring areas, in order to restore the quality of the ensemble.

### 6.2.3 Landscaping

- Borough by-laws must set criteria to require that landscaping projects affecting a fence, grille, wall, or cluster or row of trees be carried out in such a way as to ensure their integration into the building and the environment when these initiatives are undertaken on a site that is part of a large site of institutional character or establish rules or criteria to regulate such initiatives undertaken on the front yard of a building located in an area of exceptional value identified in Map 2.6.1 entitled “Built Heritage” or in the front yard of a building of heritage interest noted on the lists presented in Part II of the Master Plan.

For that purpose, a landscaping project must:

- Take into consideration the character of the building, lot, existing design and plantings, original design, the landscape of neighbouring sites and their integration with buildings of the same type;
- Preserve, enhance or adapt to the features of the site, the building and the environment or be compatible with them, according to their value.



# 6.3

## Areas of archaeological interest



### Context

The provisions regarding areas of archaeological interest are drawn from the following statements presented in Part I of the Master Plan:

- Action 15.3: Protecting and enhancing Montréal's archaeological heritage.

These provisions also aim more specifically to:

- Favour taking into account the remains of great archaeological value during the construction or extension of a building or other excavation work.

### Provisions

- Borough by-laws must set criteria to require that extension or construction projects of buildings or development projects including a wall, stairway, cluster or row of trees or soil excavation located in an area with heritage status according to the Loi sur les biens culturels (Cultural Property Act) be designed in full knowledge of the archaeological remains on the site without disturbing remains that may be the subject of archaeological digs, be left in place or be highlighted, according to their documentary or educational value.

# 6.4

## Ecoterritories



### Context

The provisions regarding ecoterritories are drawn from the following statement presented in Part I of the Master Plan:

- Action 16.1: Preserve and enhance natural environments by ensuring their harmonious integration into urban development.

These provisions also aim more specifically to:

- Favour the conservation and enhancement of natural environments of interest located in the ecoterritories (identified on Map 2.6.3 entitled “Natural Heritage”).

### Provisions

#### 6.4.1 Land parcelling

- Borough by-laws must set criteria to require that land parcelling subject to subdivision by-laws governing a lot located fully or in part less than 30 metres from a riverbank, woods, wetland or stream in an ecoterritory, identified on Map 2.6.3 “Natural Heritage” must be carried out so as to:
  - Tend to respect the “Ecoterritory conservation and development objectives” identified in Table 2.6.1;
  - Maximize the conservation of woods, wetlands and streams;
  - Favour the layout of ecological and recreational paths that allow riverbanks, woods, wetlands and streams to be linked together;
  - Favour maintaining in its natural state a protective band of sufficient depth along the length of a stream, riverbank or wetland.
- Borough by-laws must also require that cadastral operations be accompanied by a parcelling project bearing on the whole of the property.



#### 6.4.2 Building construction or extension and soil excavation or backfill operations

- Borough by-laws must set criteria to require that the construction or extension of a building or excavation or backfill operations on a lot located fully or in part less than 30 metres from a riverbank, woods, wetland or stream in an ecoterritory, identified on Map 2.6.3 “Natural Heritage” must be carried out so as to:
  - Tend to respect the “Ecoterritory conservation and development objectives” identified in Table 2.6.1;
  - Maximize the conservation of woods, wetlands and streams;
  - Integrate the use of the lot or the construction project with the enhancement of the existing riverbank, woods, wetland or stream;
  - Preserve the natural site topography by limiting excavation or backfill work;
  - Favour the development of ecological or recreational corridors connecting riverbanks, woods, wetlands and streams;
  - Favour maintaining a sufficiently wide protective strip of land in its natural state along riverbanks, streams and wetlands;
  - Favour maintaining or enhancing the water regime of waterways.

## 7. A healthy environment

### Context

The provisions regarding large-scale transportation infrastructure are drawn from the following statements presented in Part I of the Master Plan:

- Action 18.1: Control the impact of nuisances
- Action 19.1: Control construction in areas with environmental constraints

These provisions also aim more specifically to:

- Limit noise nuisances around the airport, highways, rail lines and railyards.

# 7.1

## Large-scale transportation infrastructure



### 7.1.1 Highways, rail lines and railyards

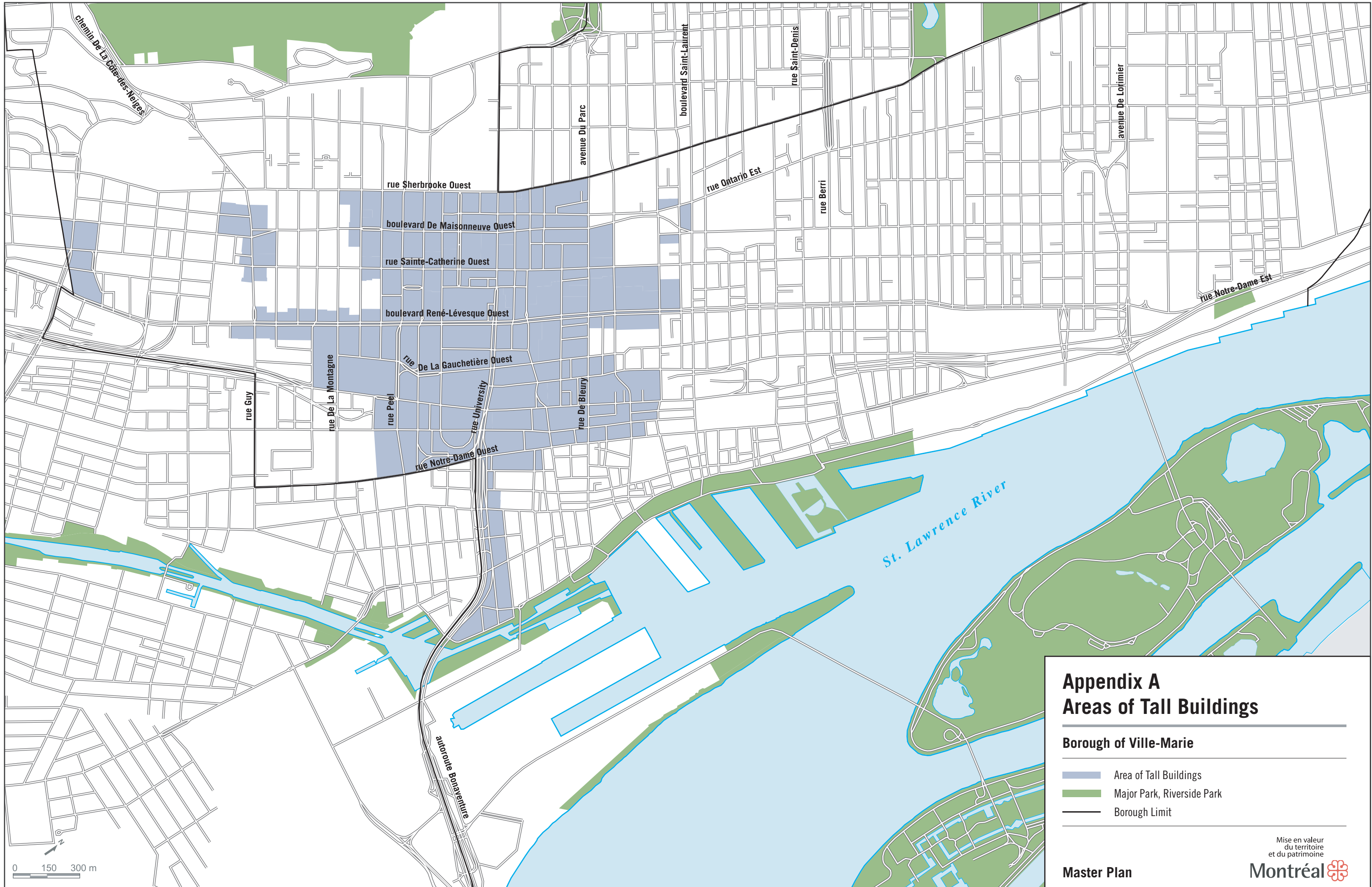
#### Provisions

- Borough by-laws must control the use of a site or the occupation of a building for residential purposes or as a public facility (for housing, health, education or worship purposes) on a lot adjacent to a highway, railway or railyard, in order to limit noise nuisances.
- The provisions aimed at limiting noise levels must include provisions addressing elements such as:
  - The minimum distance between a building and a noise source;
  - The creation of a berm or screen to block noise;
  - The location of structures on the site;
  - The architecture of buildings: the arrangement of rooms, the number, dimensions and orientation of openings, etc.

### 7.1.2 Montréal – Pierre Elliott Trudeau International Airport

#### Provisions

- Borough by-laws must forbid the construction or occupation of a building for residential purposes or as a public facility (for housing, health, education or worship purposes) on a lot within a zone whose noise exposure forecast (NEF) level is above 40 NEF, as identified in illustration 2.7.2 entitled “Land use constraints related to the airport.”
- Borough by-laws must forbid the construction or occupation of a building for residential purposes or as a public facility (for housing, health, education or worship purposes) on a site or on a group of vacant lots adjacent to the airport or to an employment area, as illustrated on Map 3.1.1 entitled “Land Use Designation” and inside an area whose noise exposure forecast (NEF) level is between 35 and 40 NEF, as identified in illustration 2.7.2 entitled “Land use constraints related to the airport.”



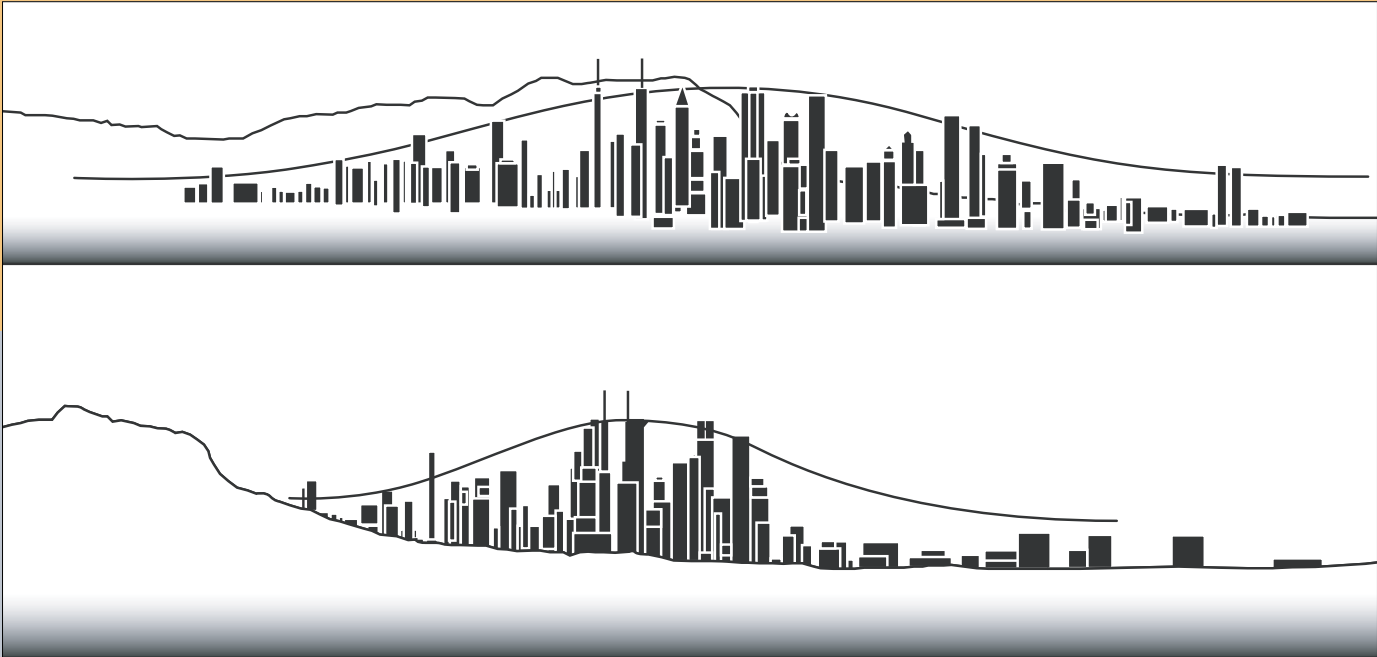
## Appendix A Areas of Tall Buildings

### Borough of Ville-Marie

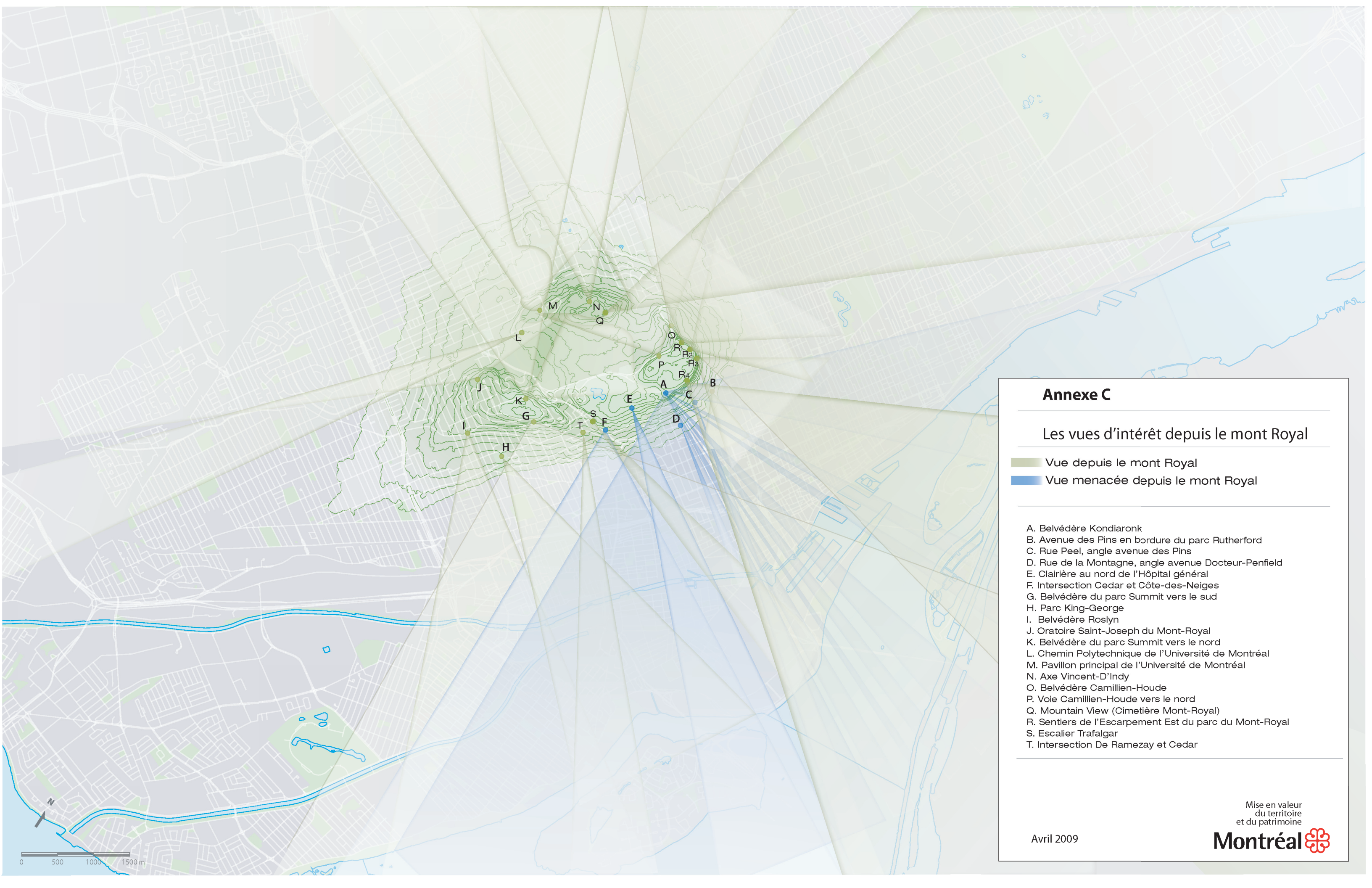
- Area of Tall Buildings
- Major Park, Riverside Park
- Borough Limit

Master Plan

APPENDIX B - THE CENTRE'S SKYLINE





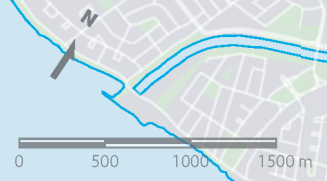


## Annexe C

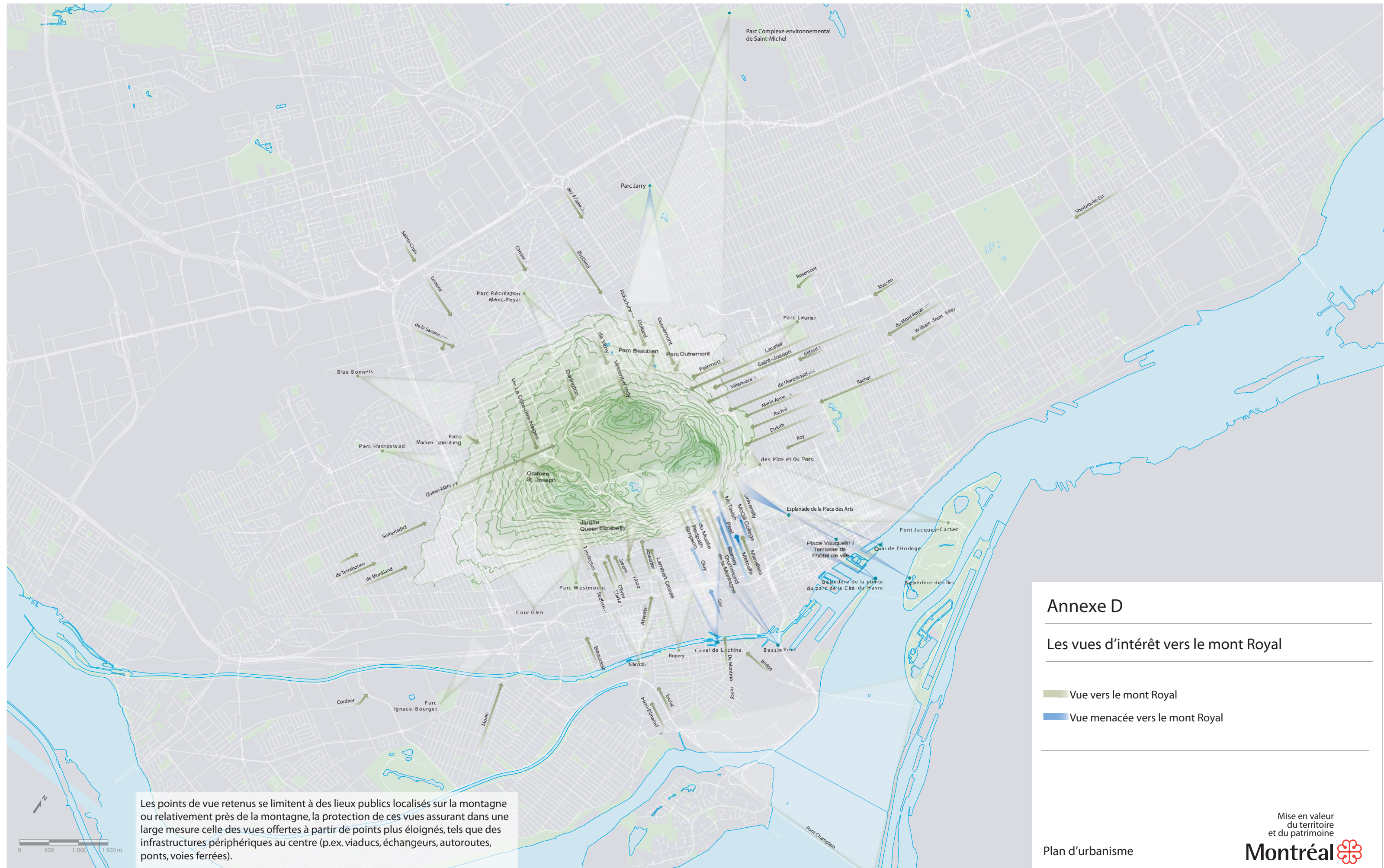
### Les vues d'intérêt depuis le mont Royal

- Vue depuis le mont Royal
- Vue menacée depuis le mont Royal

- A. Belvédère Kondiaronk
- B. Avenue des Pins en bordure du parc Rutherford
- C. Rue Peel, angle avenue des Pins
- D. Rue de la Montagne, angle avenue Docteur-Penfield
- E. Clairière au nord de l'Hôpital général
- F. Intersection Cedar et Côte-des-Neiges
- G. Belvédère du parc Summit vers le sud
- H. Parc King-George
- I. Belvédère Roslyn
- J. Oratoire Saint-Joseph du Mont-Royal
- K. Belvédère du parc Summit vers le nord
- L. Chemin Polytechnique de l'Université de Montréal
- M. Pavillon principal de l'Université de Montréal
- N. Axe Vincent-D'Indy
- O. Belvédère Camillien-Houde
- P. Voie Camillien-Houde vers le nord
- Q. Mountain View (Cimetière Mont-Royal)
- R. Sentiers de l'Escarpement Est du parc du Mont-Royal
- S. Escalier Trafalgar
- T. Intersection De Ramezay et Cedar



Avril 2009



### Annexe D

#### Les vues d'intérêt vers le mont Royal

- Vue vers le mont Royal
- Vue menacée vers le mont Royal

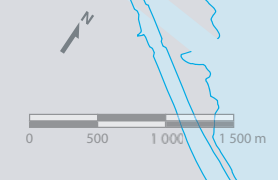
---

Mise en valeur du territoire et du patrimoine

Plan d'urbanisme

**Montréal**

Les points de vue retenus se limitent à des lieux publics localisés sur la montagne ou relativement près de la montagne, la protection de ces vues assurant dans une large mesure celle des vues offertes à partir de points plus éloignés, tels que des infrastructures périphériques au centre (p.ex. viaducs, échangeurs, autoroutes, ponts, voies ferrées).



# Illustrations des vues d'intérêt offertes depuis et vers le mont Royal

Vues d'intérêt depuis le mont Royal

A. Belvédère Kondiaronk



Vue d'est en ouest

Section est



Section centre



Section ouest



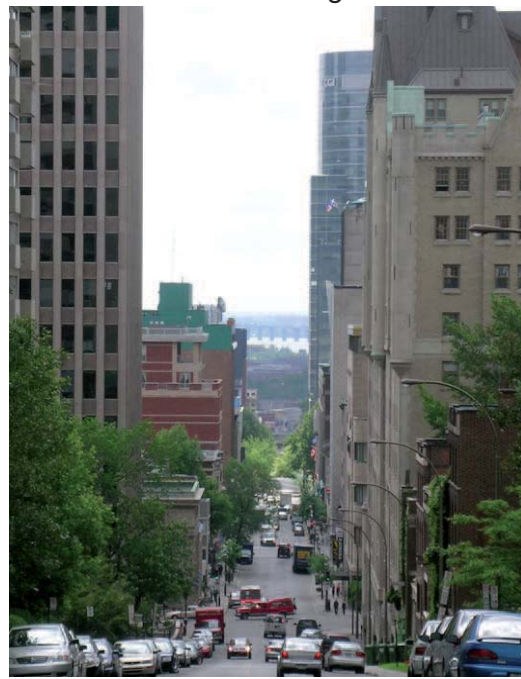
B. Avenue des Pins en bordure du parc Rutherford



C. Rue Peel



D. Rue de la Montagne



E. Clairière au nord de l'Hôpital général



F. Intersection Cedar et Côte-des-Neiges



Une vue similaire à celle-ci prise depuis le parc du Mont-Royal en bordure nord de la bretelle Côte-des-Neiges pourra être offerte, à la suite d'un éventuel réaménagement, depuis un belvédère localisé plus haut.

G. Belvédère du parc Summit vers le sud



H. Parc King-George



I. Belvédère Roslyn



J. Oratoire Saint-Joseph du Mont-Royal



K. Belvédère du parc Summit vers le nord



L. Chemin Polytechnique de l'Université de Montréal



M. Pavillon principal de l'Université de Montréal



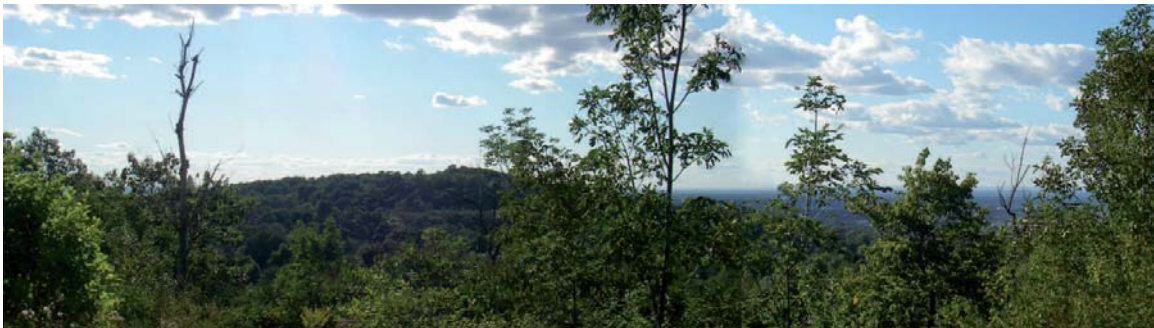
N. Axe de l'avenue Vincent-D'Indy



O. Belvédère Camillien-Houde



P. Voie Camillien-Houde vers le nord



Q. Mountain View (Cimetière Mont-Royal)



R. Sentiers de l'Escarpement Est du parc du Mont-Royal





S. Escalier Trafalgar, chemin de la Côte-des-Neiges



T. Intersection De Ramezay et Cedar



## Vues d'intérêt vers le mont Royal

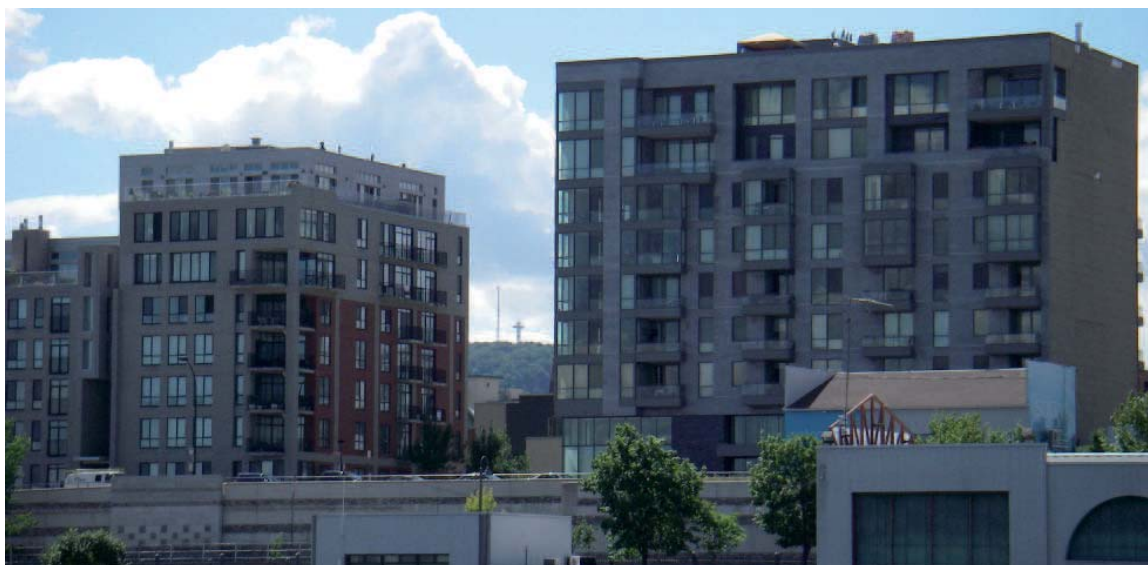
Pont Jacques-Cartier



Belvédère des Îles



Quai de l'Horloge



Place Vauquelin



Terrasse de l'hôtel de ville



Belvédère de la pointe du parc de la Cité-du-Havre



Bassin Peel



Rue Bridge



Rue De Montmorency



Pont Champlain



Canal de Lachine (Redpath)



Rue Ropery



Marché Atwater



Rue Butler



Rue Henri-Duhamel



Rue Beaudoin



Boulevard Monk



Parc Ignace-Bourget



Rue Cordner



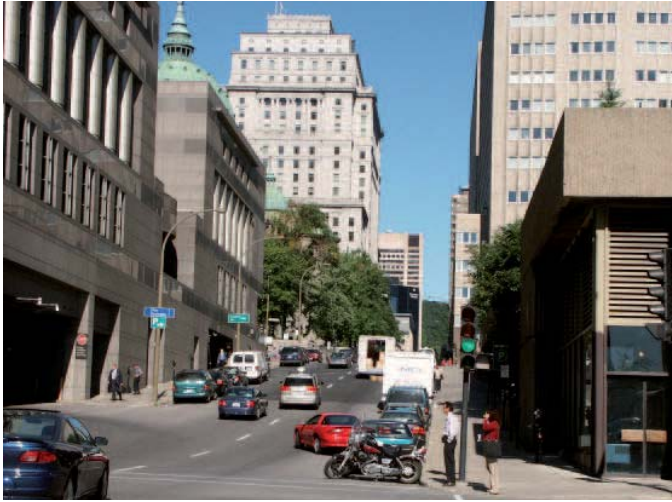
Rue University



Avenue McGill College (esplanade de la Place Ville-Marie)



Rue Mansfield



Rue McTavish



Rue Metcalfe





Rue Peel



Rue Stanley



Rue Drummond



Rue de la Montagne



Avenue du Musée



Rue Redpath



Rue Simpson



Rue Guy



Rue Lambert-Closse



Avenue Atwater



Avenue Wood



Jardins Queen-Elizabeth



Avenue Greene



Avenue Olivier



Avenue Clarke



Avenue Redfern



Avenue Kensington



Parc Westmount



Cour Glen



Avenue de Monkland



Rue de Terrebonne



Avenue Somerled



Chemin Queen-Mary



Oratoire Saint-Joseph du Mont-Royal





Parc Hampstead



Parc Mackenzie-King



Blue Bonnets



Rue de la Savane



Rues Sainte-Croix et Lucerne



Chemin de la Côte-des-Neiges



Avenue Darlington



Parc Récréation Mont-Royal



Chemin Canora



Avenue de Vimy



Avenue Vincent-D'Indy



Chemin Rockland



Avenue McEachran



Boulevard Dollard



Parc Beaubien



Boulevard de l'Acadie



Avenue Outremont



Parc Outremont



Parc Jarry



Parc Complexe environnemental de Saint-Michel



Viaduc Rosemont-Van Horne



Boulevard Rosemont



Parc Laurier



Rue Masson





Rue Fairmount



Avenue Laurier



Boulevard Saint-Joseph



Rue Gilford



Rue Villeneuve



Avenue du Mont-Royal (arrondissement Le Plateau-Mont-Royal)



Avenue du Mont-Royal (arrondissement Rosemont–La Petite-Patrie)



Rue William-Tremblay



Rue Marie-Anne



Rue Rachel



Avenue Duluth



Rue Roy



Intersection avenues des Pins et du Parc



Rue Sherbrooke Est



Rue Notre-Dame Est



# Annexe F

## Cotes altimétriques des vues

### **Vues depuis le mont Royal**

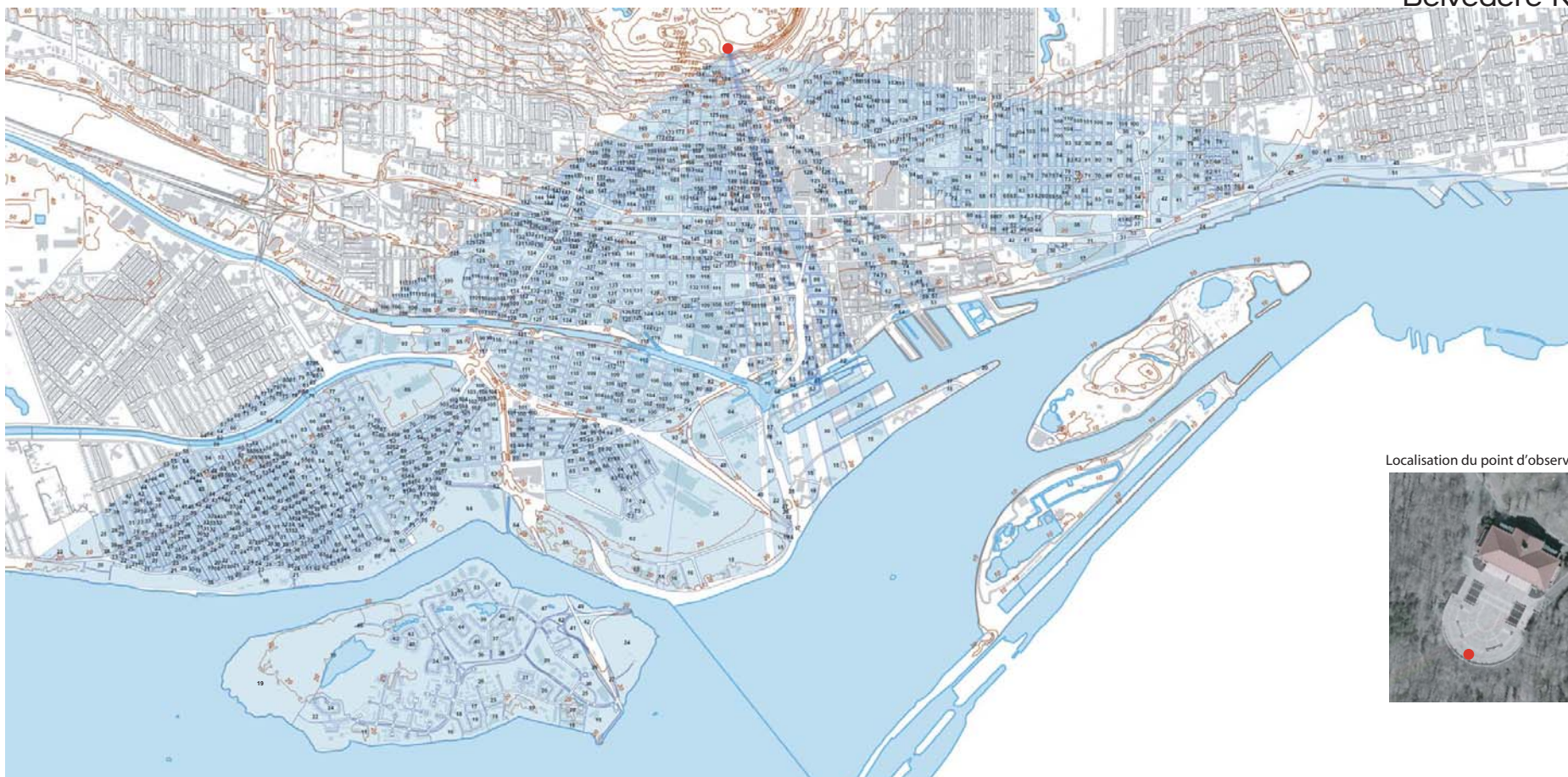
Belvédère Kondiaronk  
Clairière au nord de l'Hôpital général  
Intersection Cedar et Côte-des-Neiges  
Rue de la Montagne et rue Peel

### **Vues vers le mont Royal**

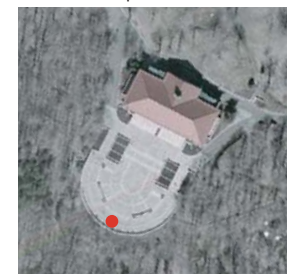
Avenue du Musée  
Avenue McGill College  
Bassin Peel  
Belvédère de la pointe du parc de la Cité-du-Havre  
Belvédère des Îles  
Canal de Lachine (Redpath)  
Place Vauquelin  
Quai de l'Horloge  
Rue Guy  
Rue Metcalfe  
Rue Peel  
Rue Stanley  
Terrasse de l'hôtel de ville

## Les cotes altimétriques des vues

Vue depuis le mont Royal  
Belvédère Kondiaronk



Localisation du point d'observation

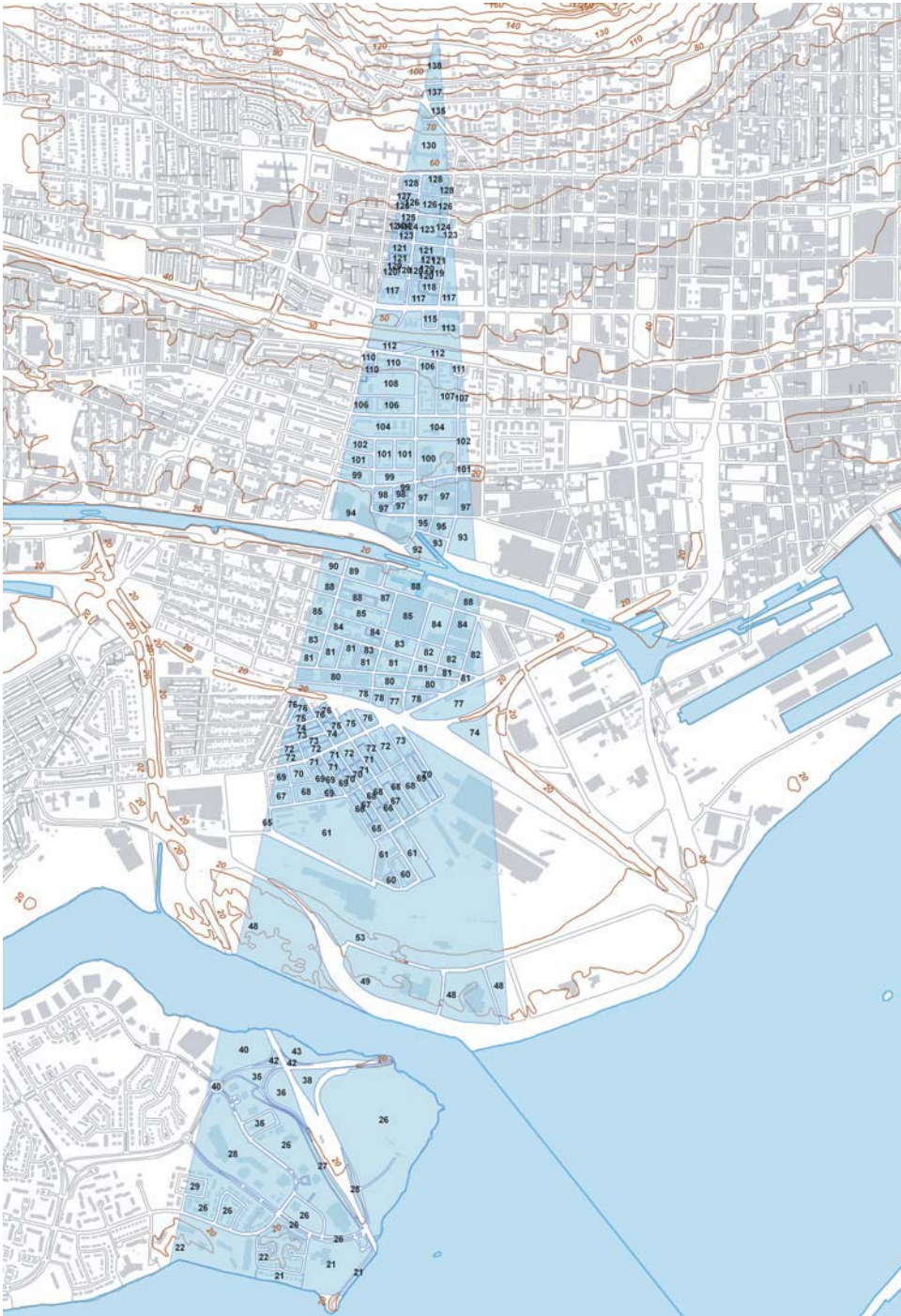


Note : Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

Montréal 

## Clairière au nord de l'Hôpital général



Localisation du point d'observation



Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

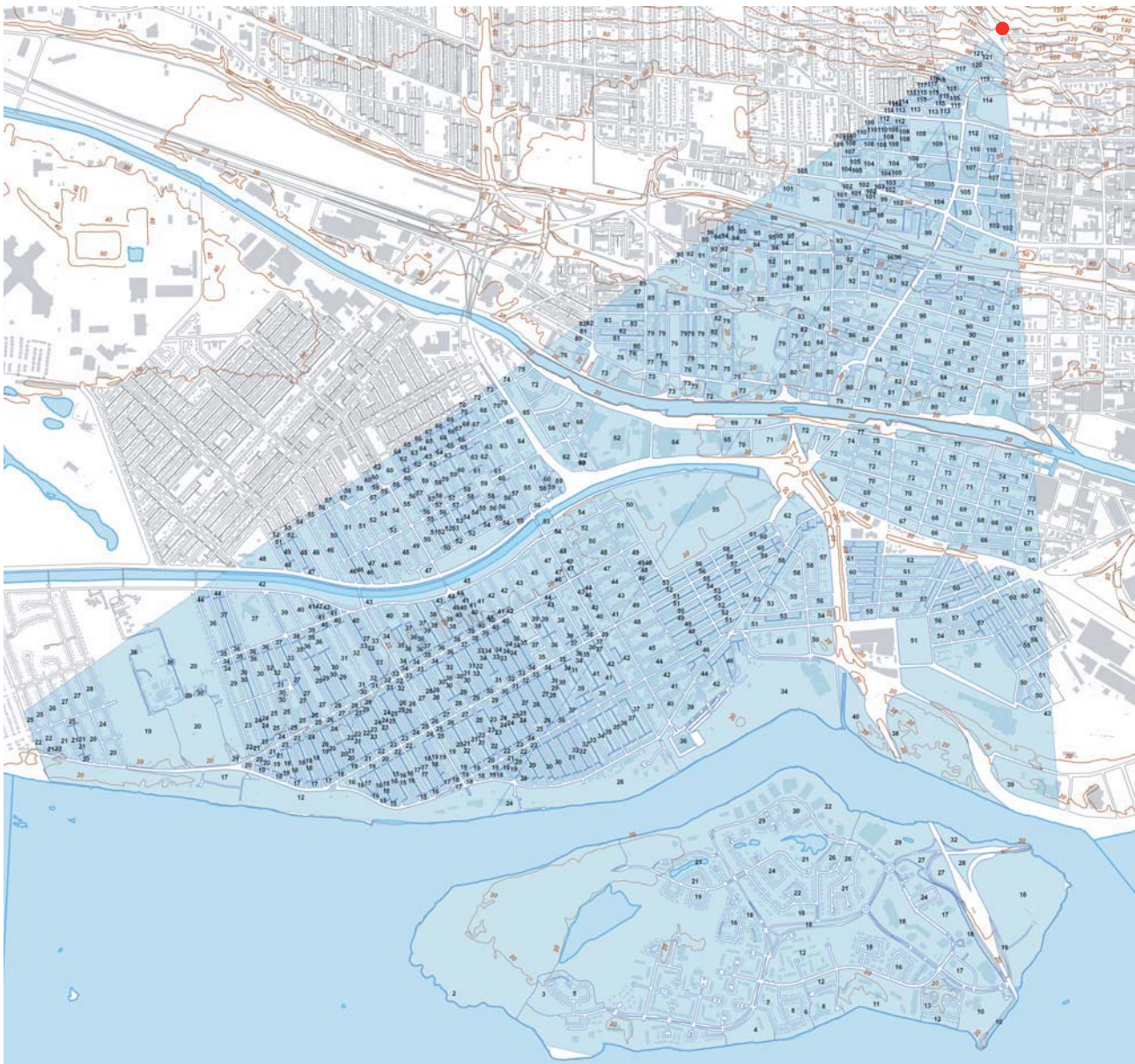


# Les cotes altimétriques des vues

## Vue depuis le mont Royal Intersection Cedar et Côte-des-Neiges



Une vue similaire à celle-ci prise depuis le parc du Mont-Royal en bordure nord de la bretelle Côte-des-Neiges pourra être offerte, à la suite d'un éventuel réaménagement, depuis un belvédère localisé plus haut (v. plan de localisation du point d'observation, cote terrain 124 m)



Localisation du point d'observation

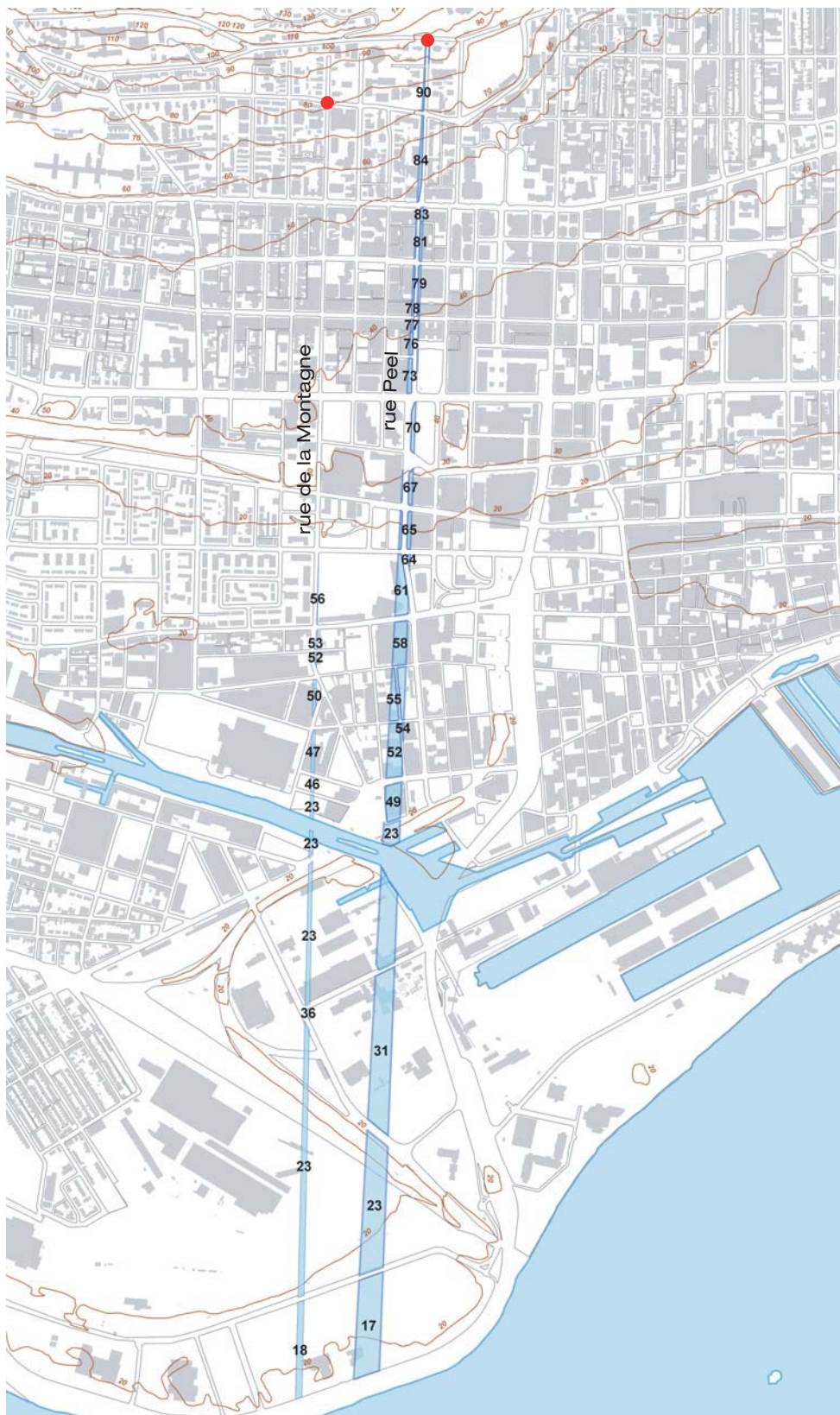


Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

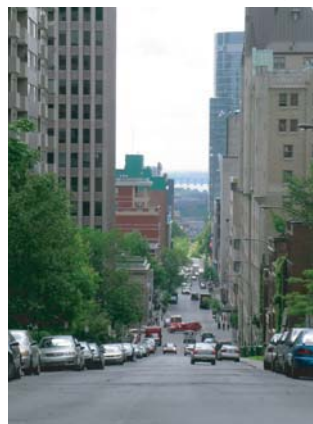
# Les cotes altimétriques des vues

## Vue depuis le mont Royal rue de la Montagne et rue Peel



Localisation des points d'observation

rue de la Montagne

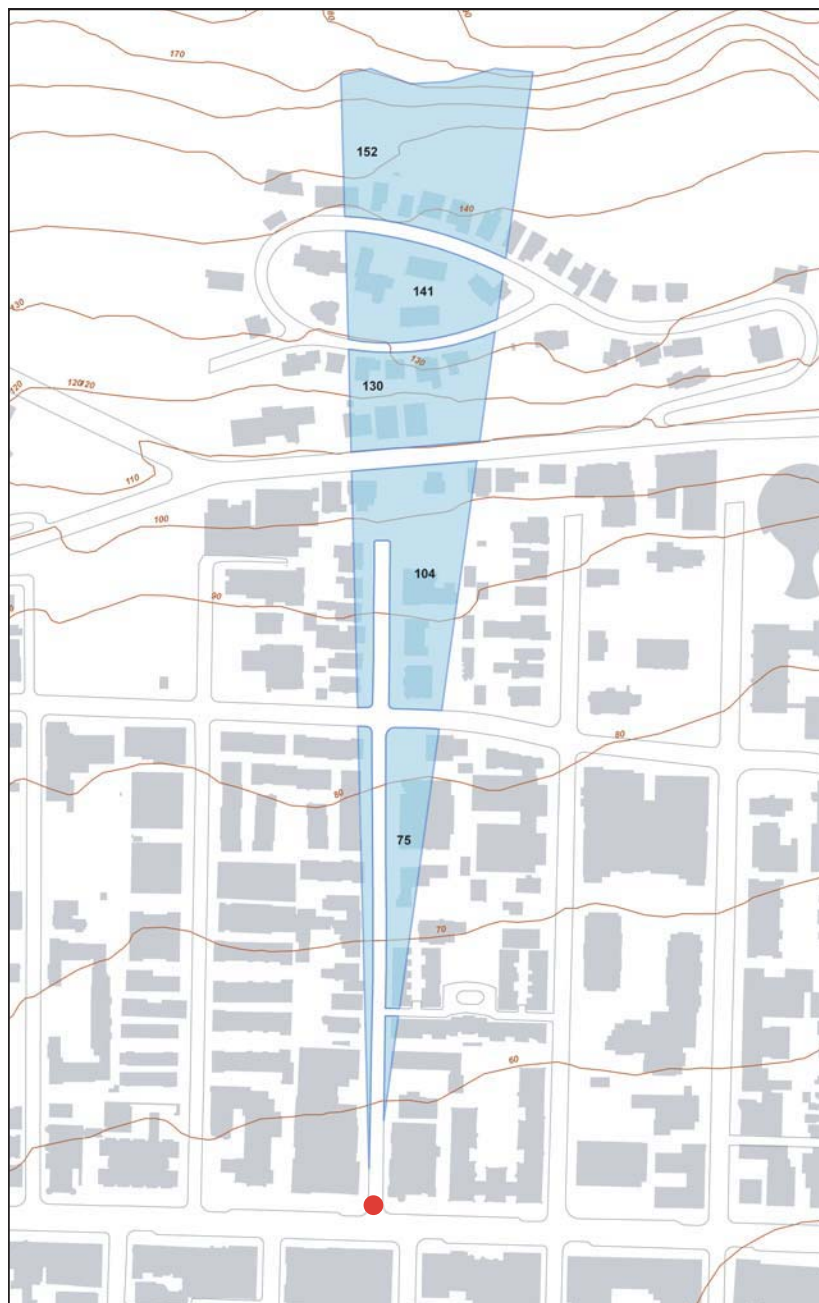


rue Peel



Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

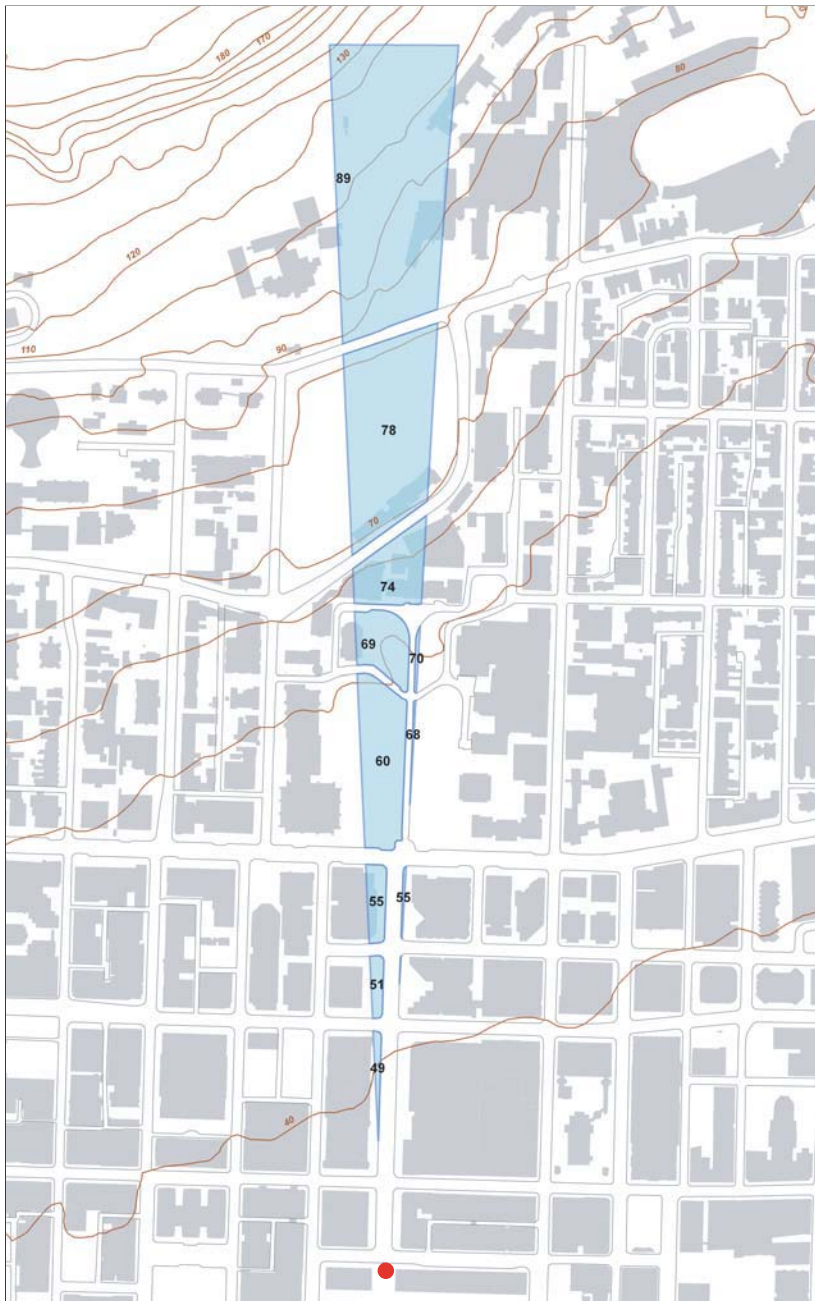


Localisation du point d'observation



Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

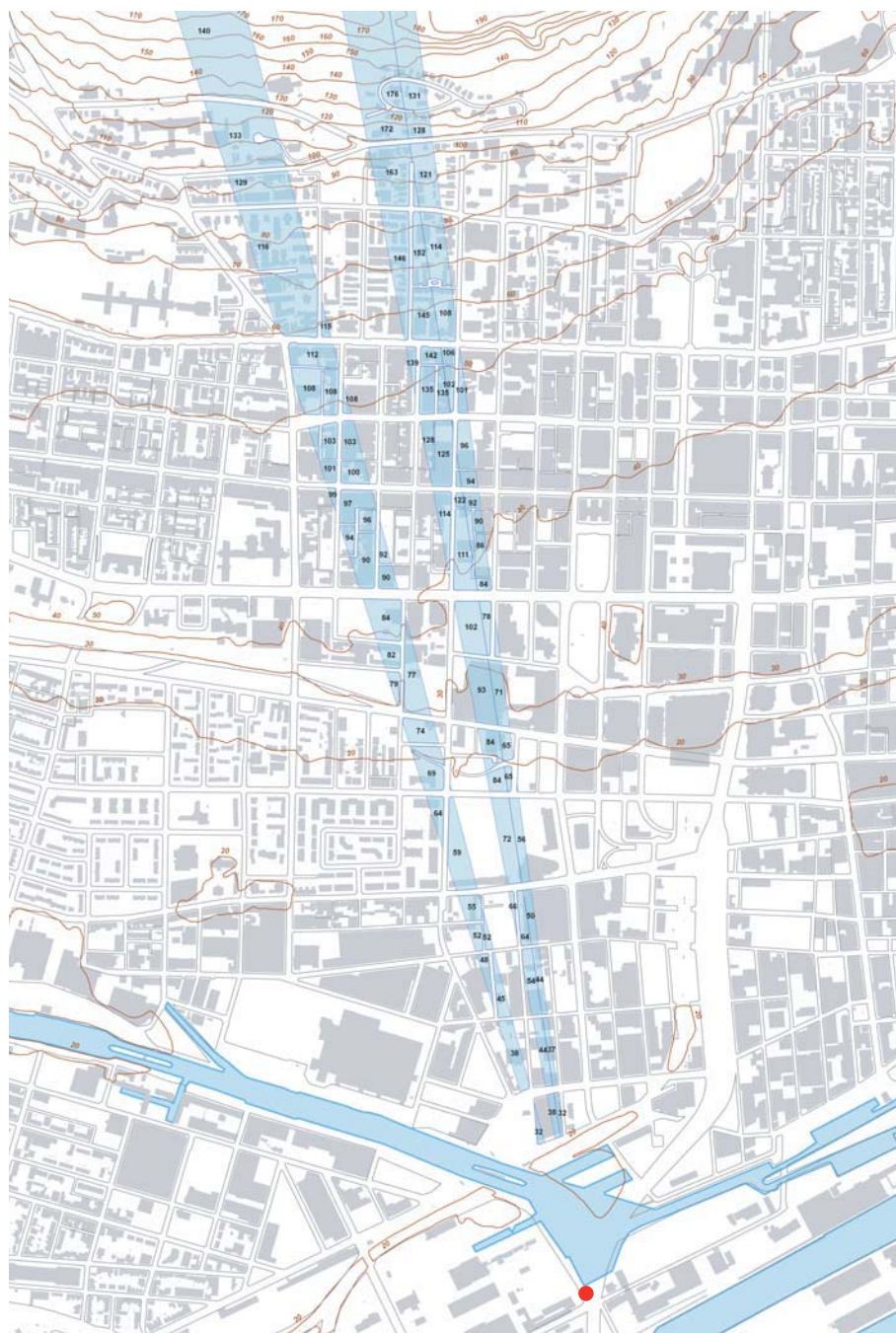
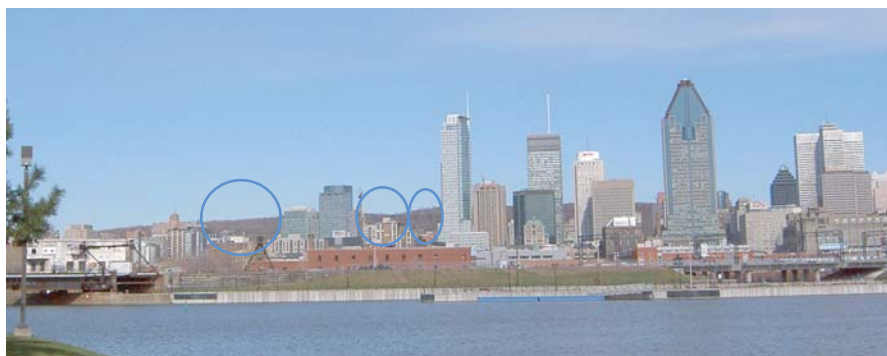


Localisation du point d'observation



Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine



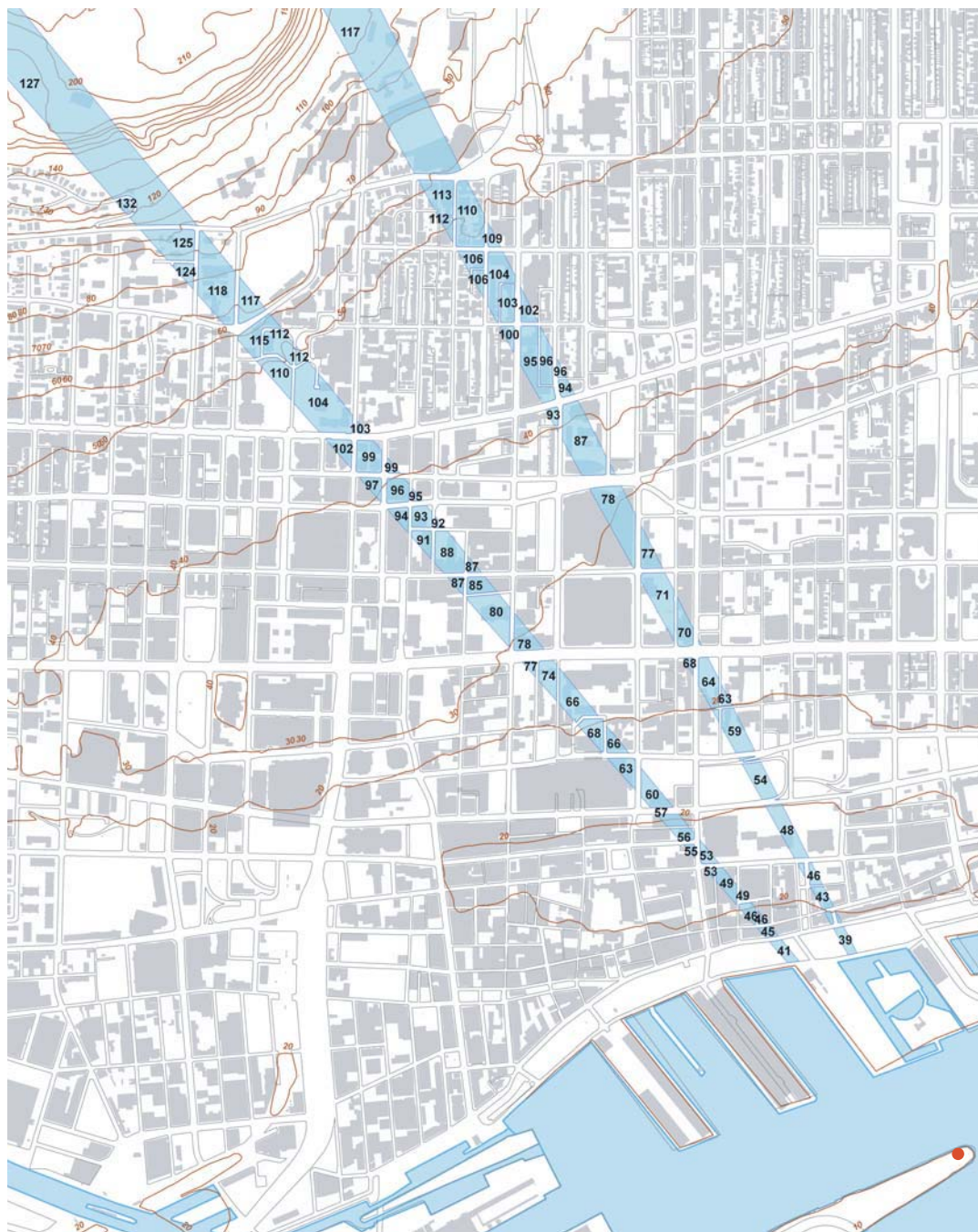
Localisation du point d'observation



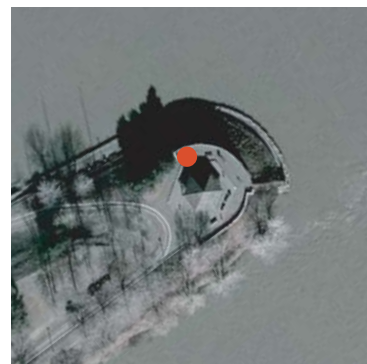
Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

## Belvédère de la pointe du parc de la Cité-du-Havre



Localisation du point d'observation

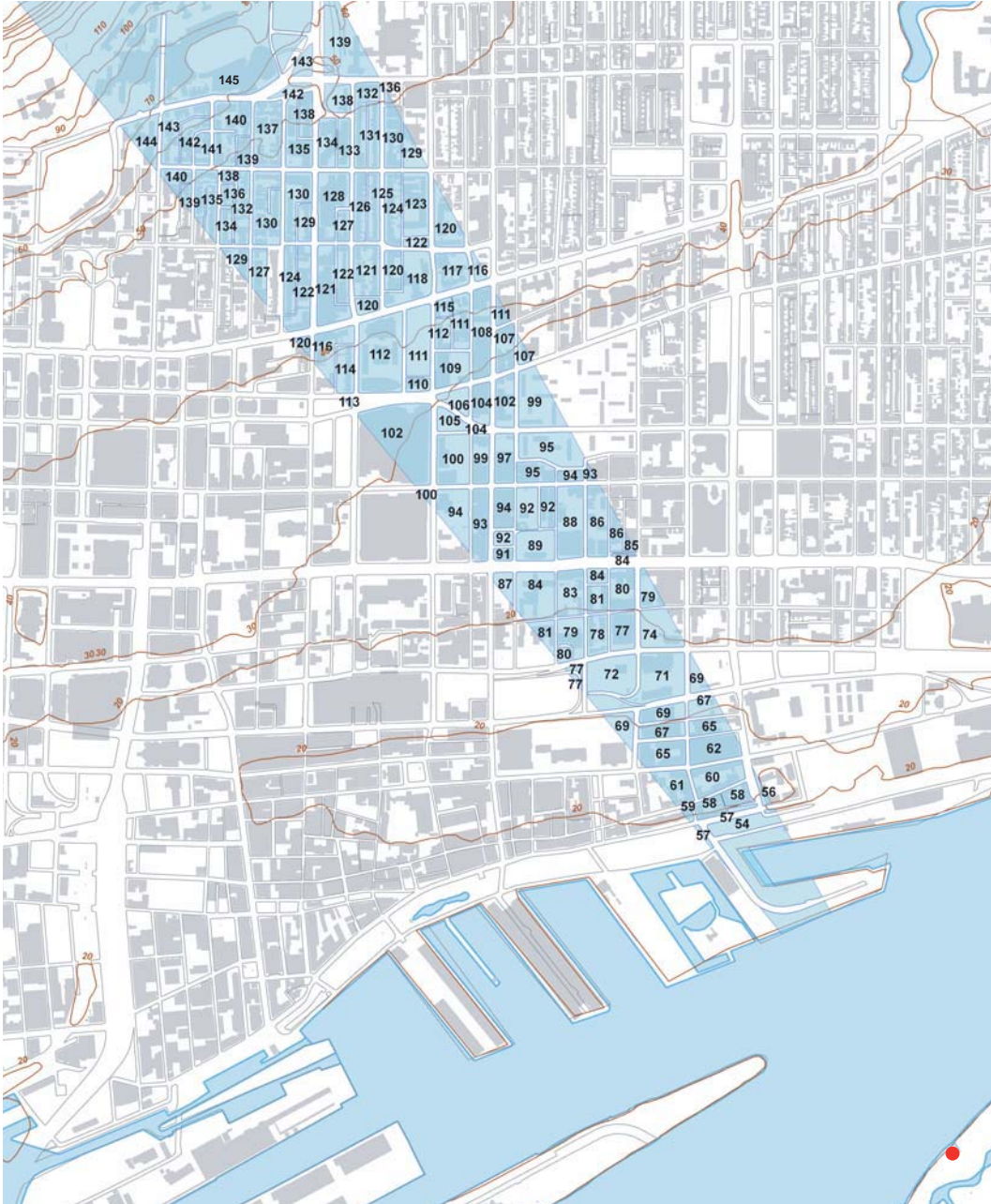


Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

# Les cotes altimétriques des vues

## Vue vers le mont Royal Belvédère des Îles

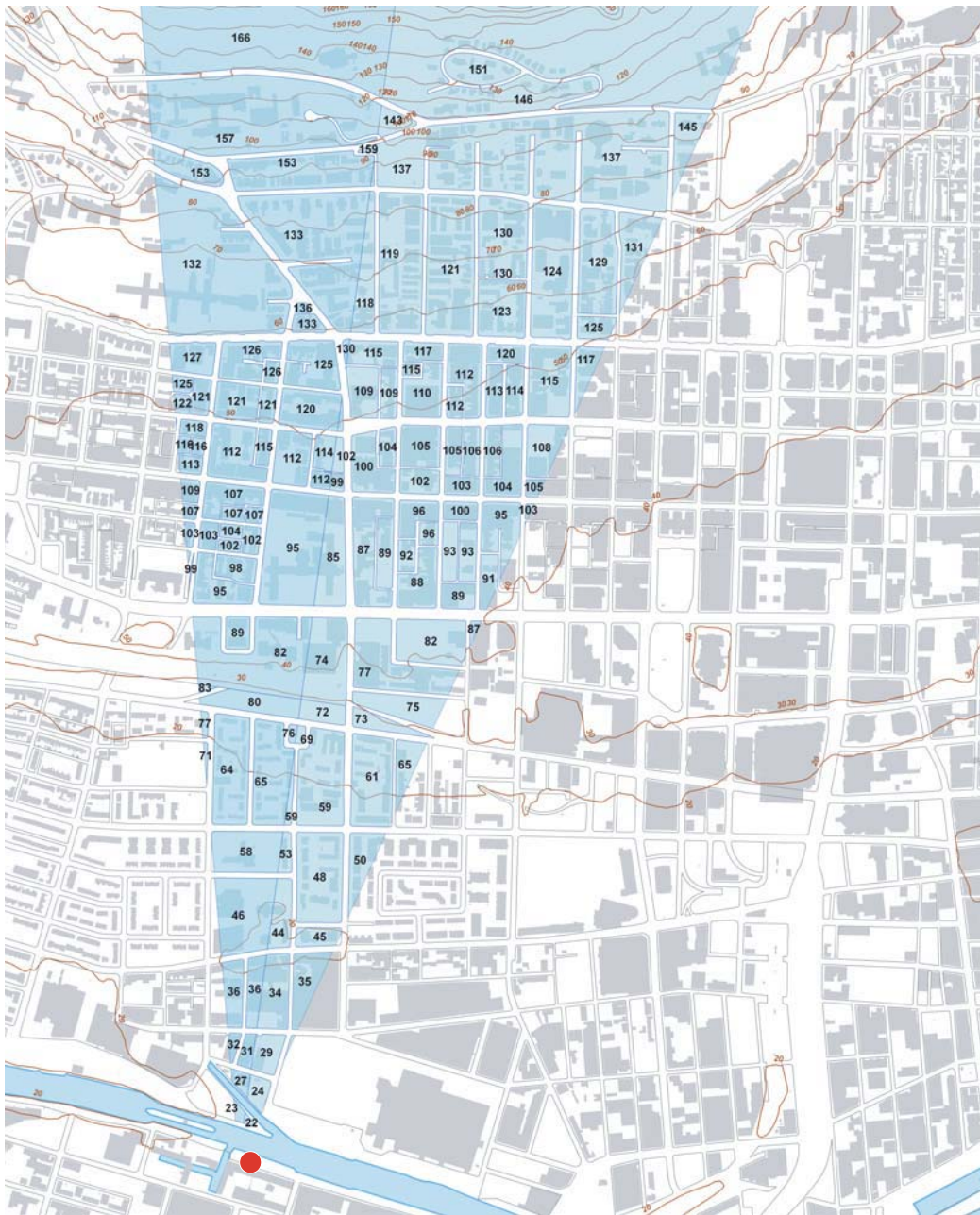


Localisation du point d'observation



Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine



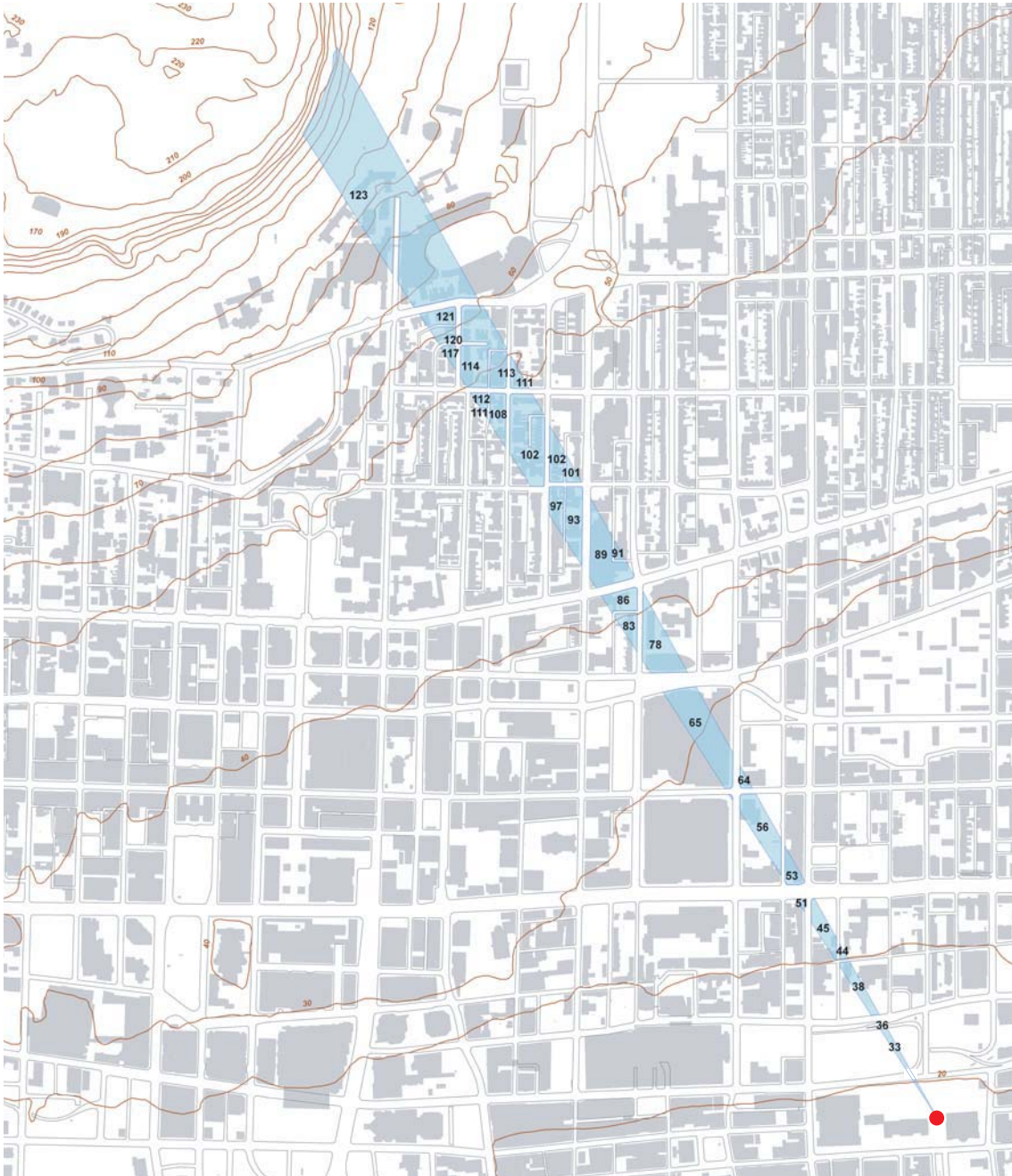
Localisation du point d'observation



Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine



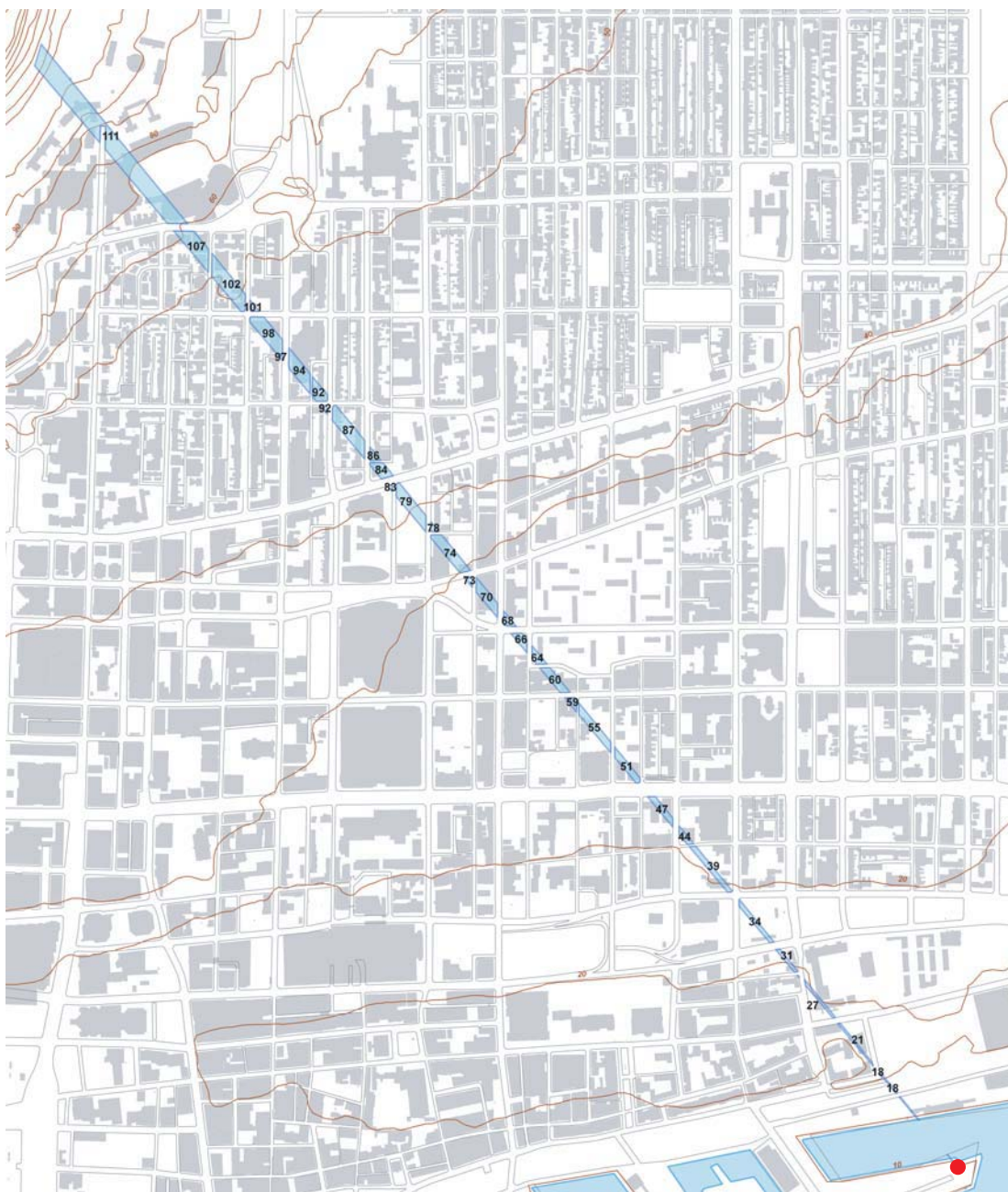


Localisation du point d'observation

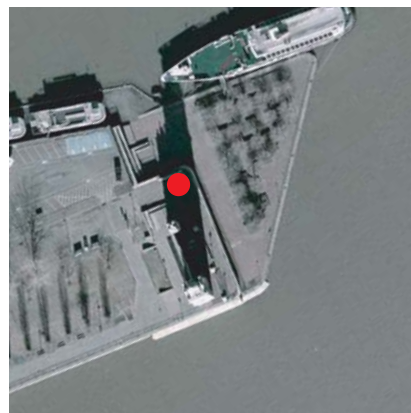


Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

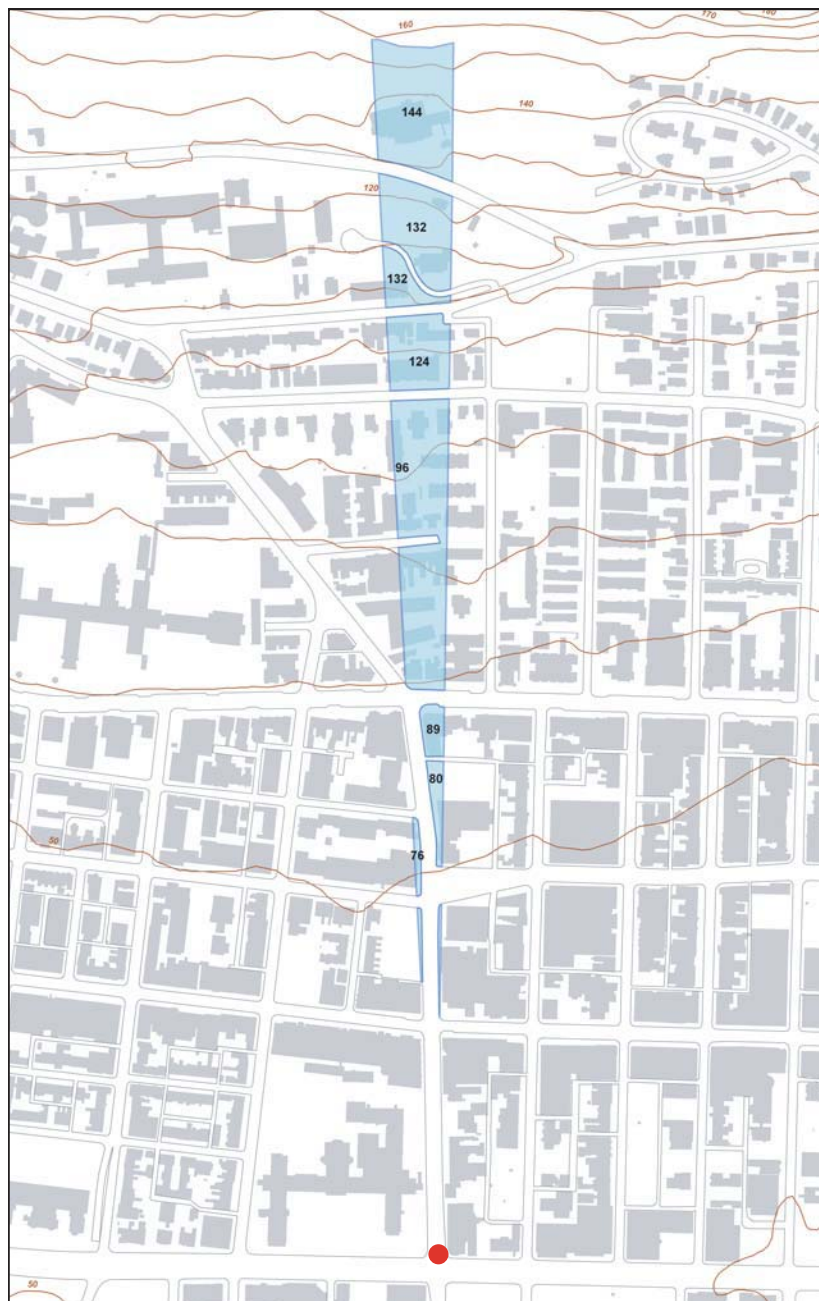


Localisation du point d'observation

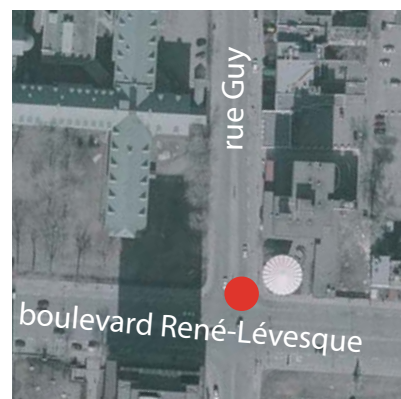


Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

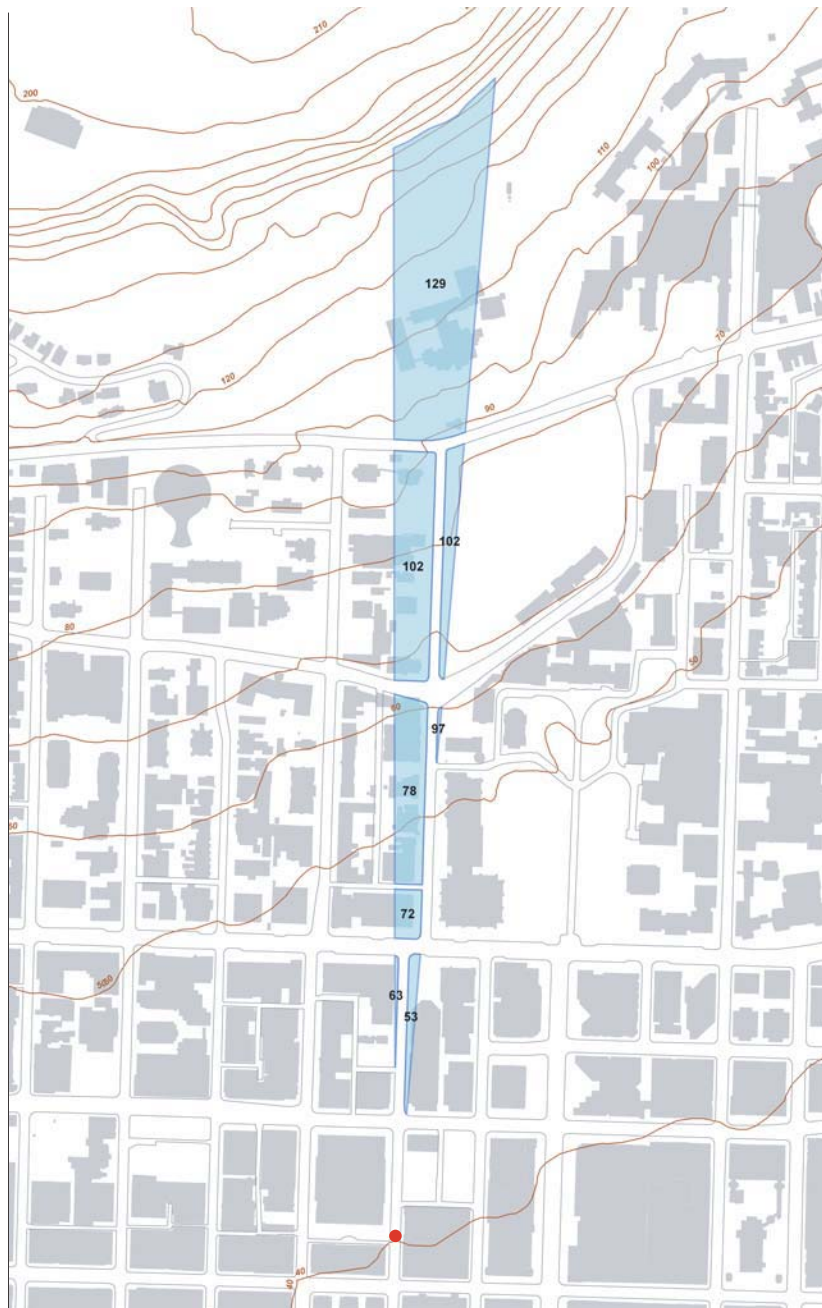


Localisation du point d'observation

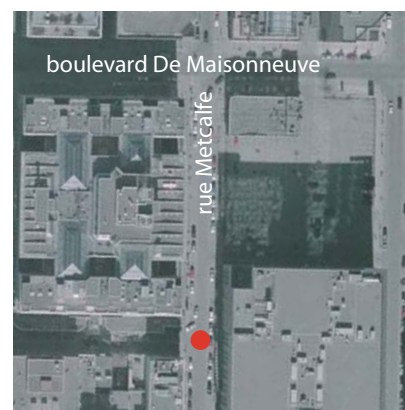


Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

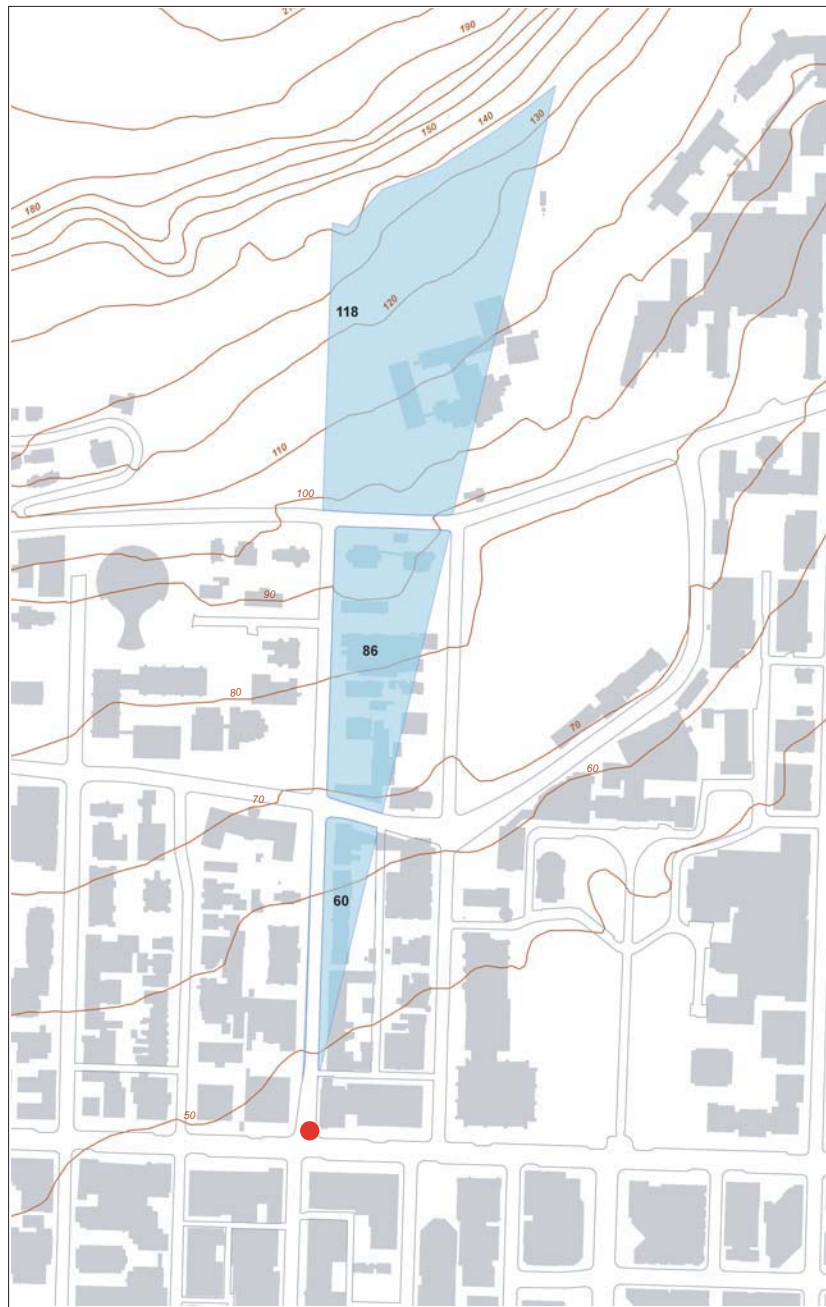


Localisation du point d'observation



Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

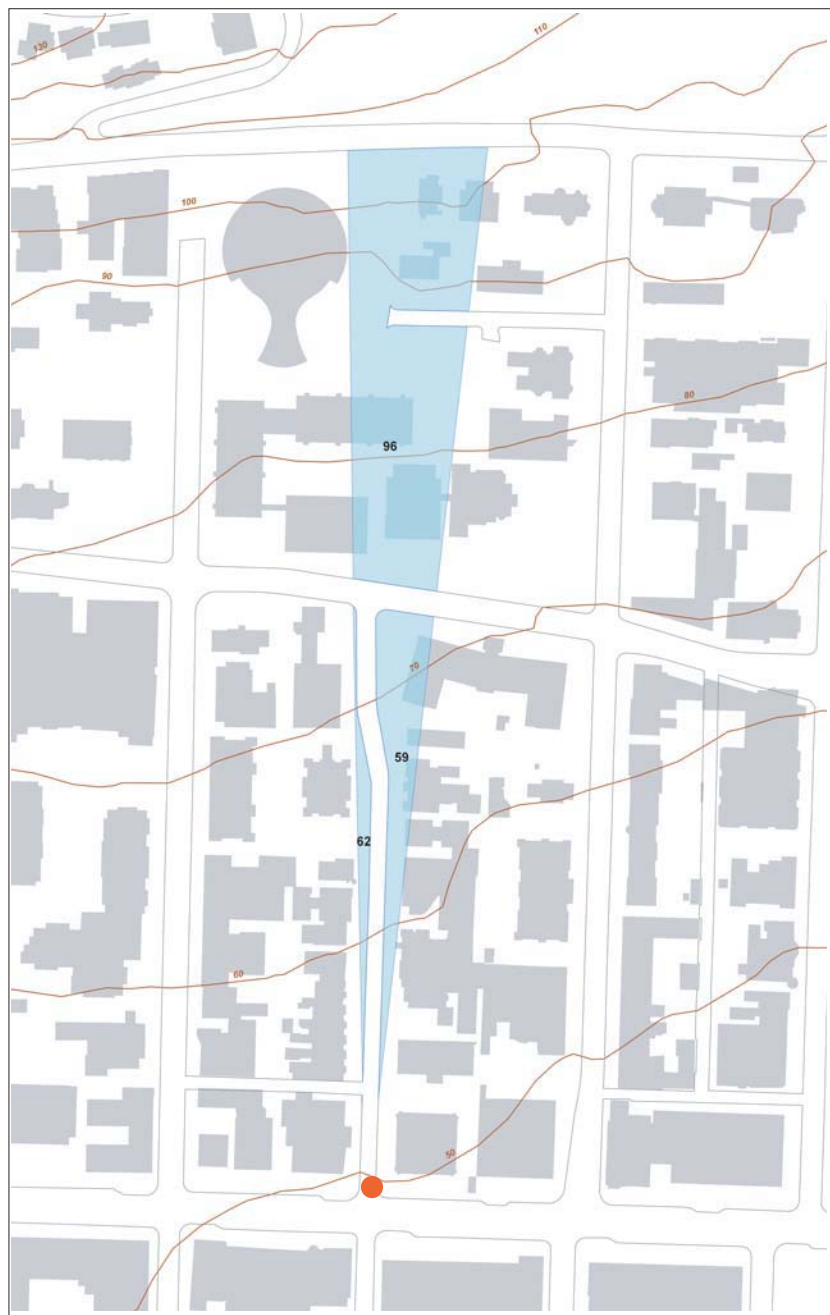


Localisation du point d'observation

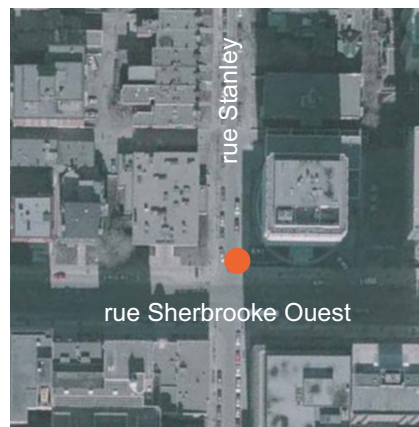


Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine

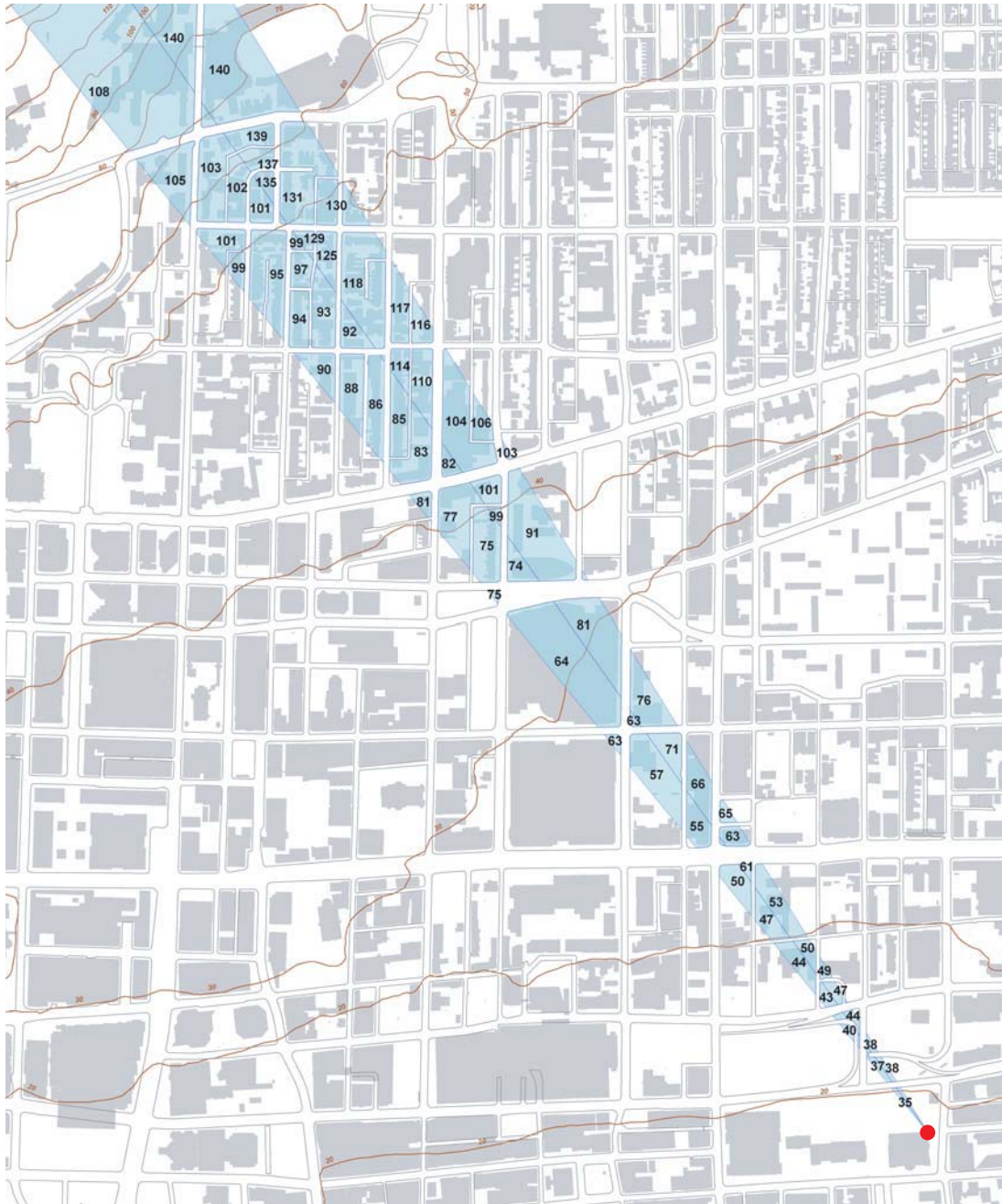


Localisation du point d'observation

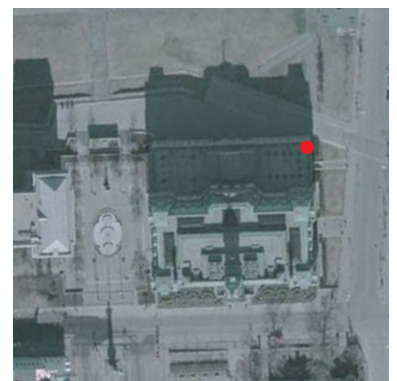


Note :  
Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine



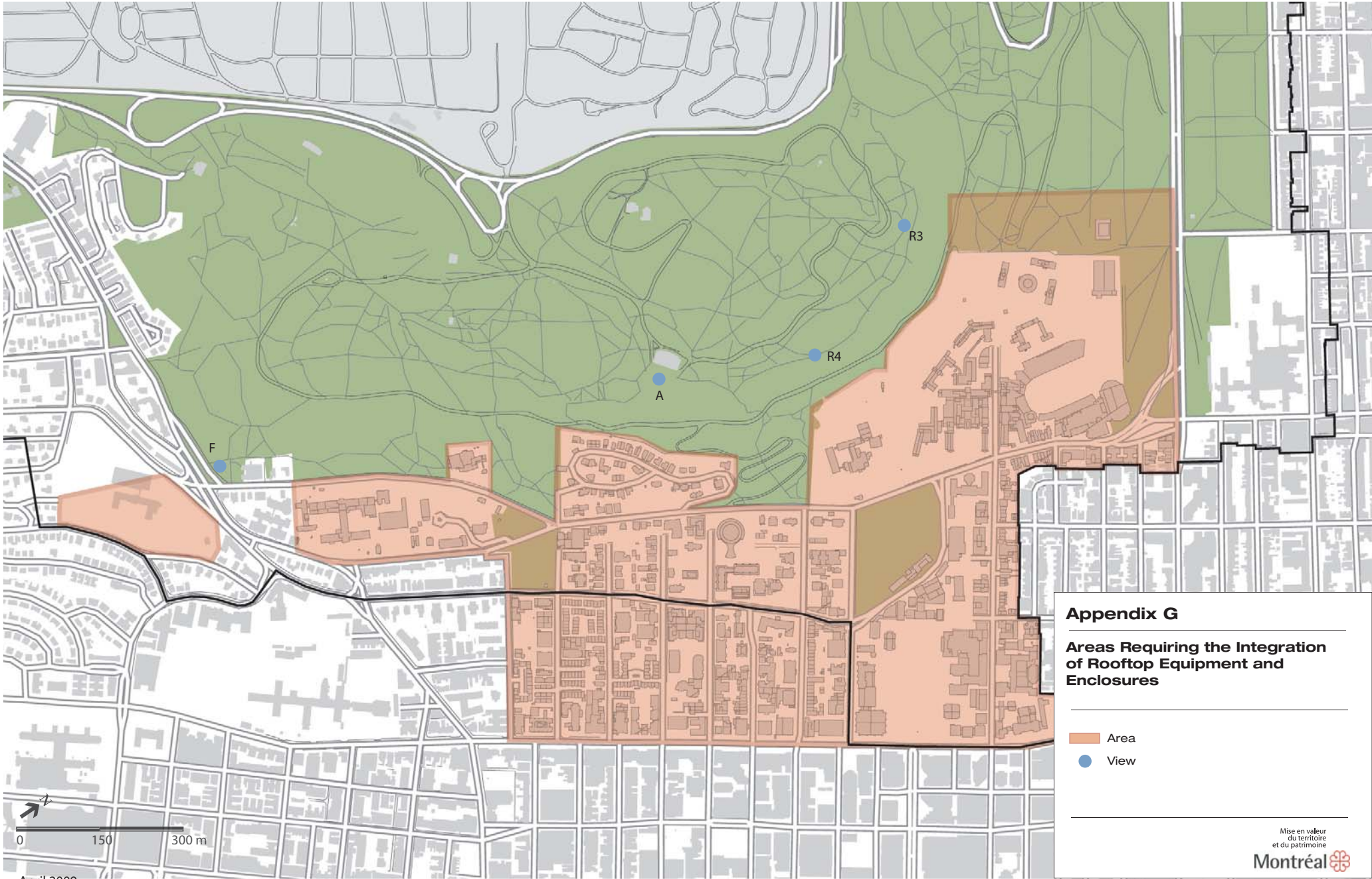
Localisation du point d'observation



Note :

Les cotes altimétriques à l'intérieur des cônes sont exprimées en mètres et correspondent à la valeur la plus basse pour chaque îlot.

Mise en valeur  
du territoire  
et du patrimoine



**Appendix G**

**Areas Requiring the Integration of Rooftop Equipment and Enclosures**

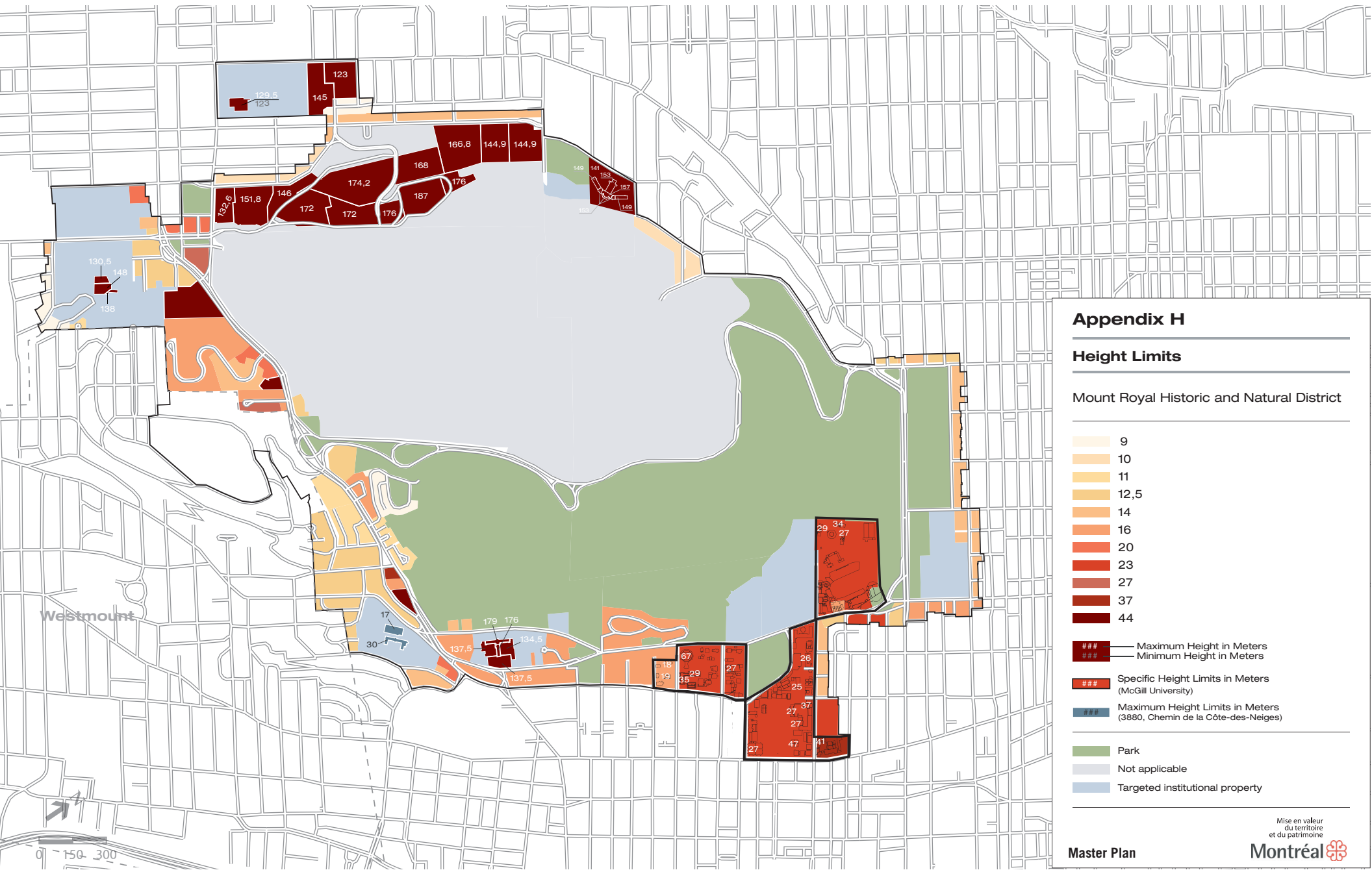
---

- Area
- View

---

Mise en valeur  
 du territoire  
 et du patrimoine  
**Montréal**





Westmount

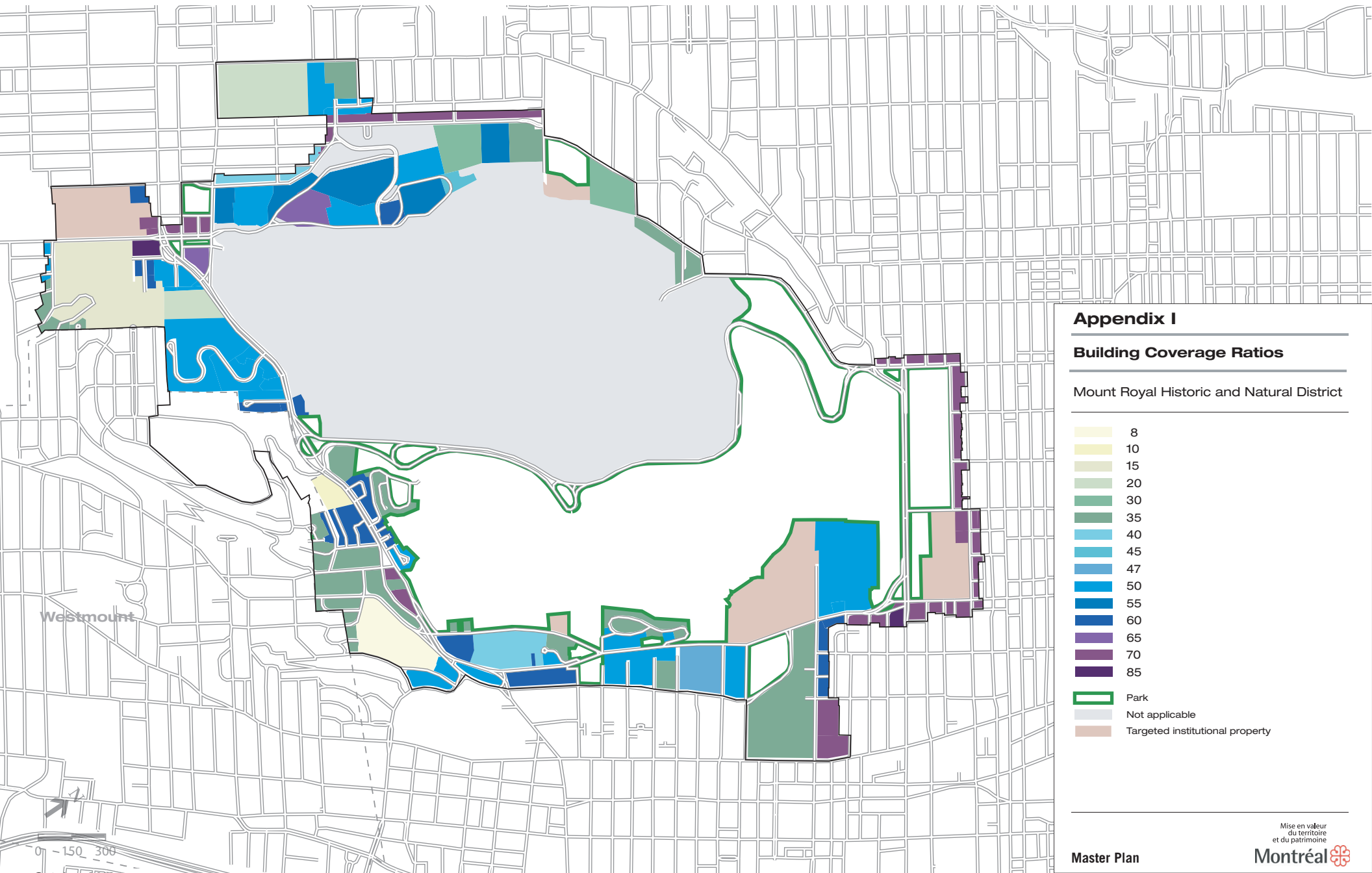


0 150 300

October 2010

Master Plan

Mise en valeur  
du territoire  
et du patrimoine  
**Montréal**

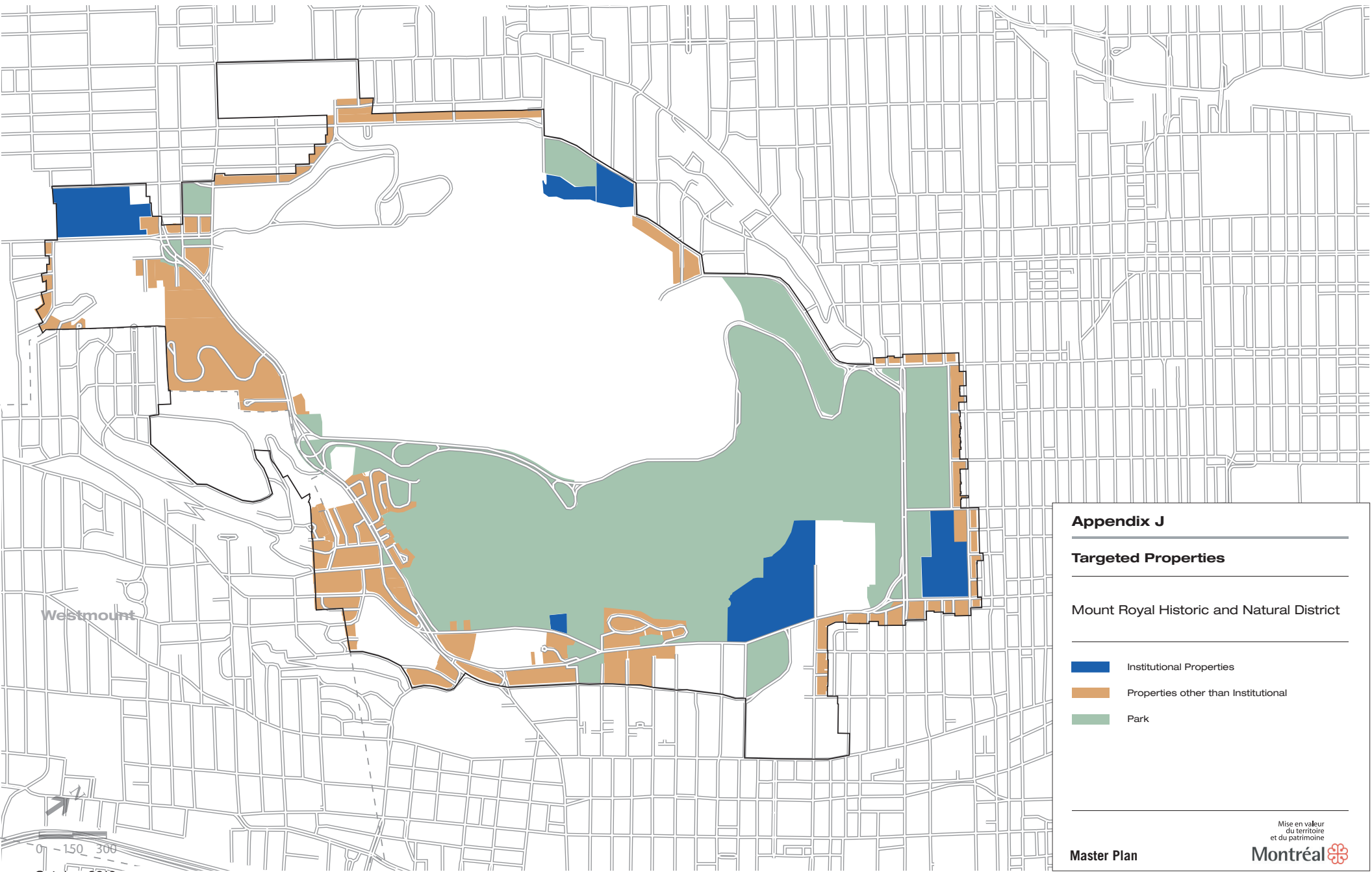


**Appendix I**  
**Building Coverage Ratios**  
 Mount Royal Historic and Natural District

- 8
  - 10
  - 15
  - 20
  - 30
  - 35
  - 40
  - 45
  - 47
  - 50
  - 55
  - 60
  - 65
  - 70
  - 85
- █ Park  
█ Not applicable  
█ Targeted institutional property

Westmount

0 150 300  
 October 2010



**Appendix J**

**Targeted Properties**

**Mount Royal Historic and Natural District**

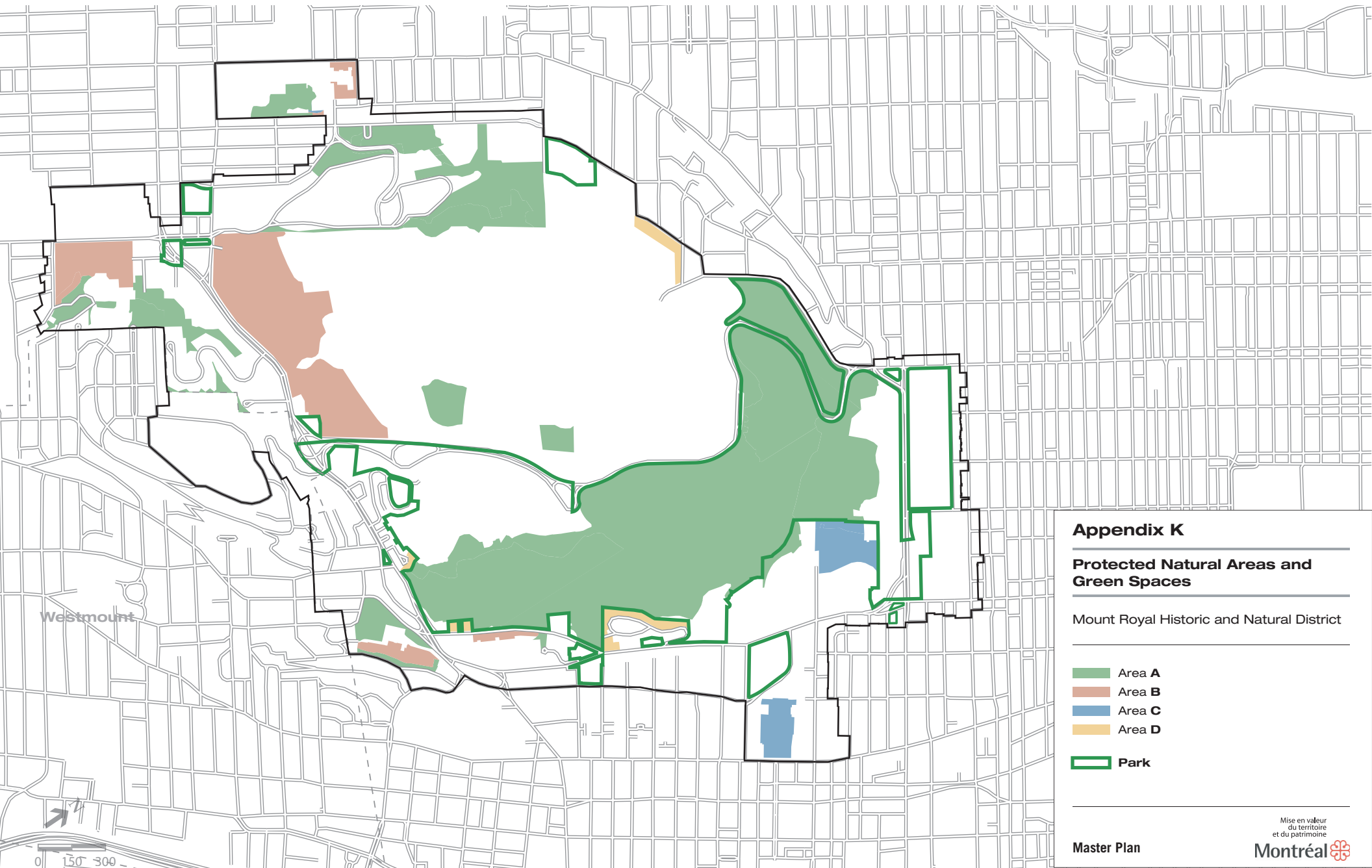
- Institutional Properties
- Properties other than Institutional
- Park

Master Plan

Westmount

0 150 300

October 2010



Westmount

**Appendix K**  
**Protected Natural Areas and Green Spaces**

Mount Royal Historic and Natural District

- Area A
- Area B
- Area C
- Area D
- Park

Master Plan