

MONTRÉAL

adopts its vision of the future
with the **MASTER PLAN**



Message from the Mayor of Montréal
Gérald Tremblay



The Master Plan is now the reference guide for all planning and development issues for the City and its private, public and community partners. This Plan represents both an instrument we will use to improve the quality of life of Montrealers and a social contract bringing citizens together around common goals for their future.

It is the result of a significant collaborative effort between Montréal's boroughs, local actors and stakeholders, elected officials and more broadly, its citizens. Each of these groups has had the opportunity to express its concerns and wishes and to share its ideas for improving our City. They did so primarily through a Call for Ideas that accompanied the Plan's preparation and then again during the public consultation process held on the draft version of the Plan in May and June of 2004.

The Master Plan is based both on the numerous points of consensus reached during the 2002 Montréal Summit and on the opinions expressed by members of the Montréal community during the course of the public consultation process. It responds to the need to ensure a balance between a City-wide vision and the enhancement of the distinctive characteristics of each of Montréal's boroughs. It seeks equally to guarantee that future development in Montréal will rest firmly on the principles of sustainable development.

I am very proud to present you with Montréal's Master Plan. For myself and all those who have worked on it at one point or another, it represents a goal achieved, a promise fulfilled and a hope for the future.

The Ville de Montréal will take the lead in the implementation of the Plan, working in close collaboration with its many different partners and with the participation of its citizens. The Master Plan is an invitation to all of us to succeed in building Montréal's future together. I invite you to make it your own.

WHY A MASTER PLAN?

The Master Plan is the responsibility of Montréal's City Council and presents a vision for developing and enhancing the City. It deals with issues affecting the City as a whole, while ensuring that the distinct character of each borough is enhanced.

The Master Plan sets the main goals concerning the development of residential, commercial and employment areas. Through an integrated approach, it addresses important City-wide issues such as transportation, the protection of natural areas and the improvement of the environment. By doing so, the Plan maximizes the benefits of urban development for all Montrealers while minimizing its costs for everyone.

The Master Plan is the most important official document produced by the City in terms of urban development.



Message from **Stéphane Harbour**
Member of Montréal's Executive Committee
Responsible for urban planning and architecture

With the new Master Plan, Montrealers have a unique occasion to determine the city that they want for themselves and their children. The municipal administration is taking this important moment in our history to shape a stimulating urban environment that will accurately reflect our individual and community values.

The Master Plan expresses a dynamic vision for our City's future. It states the intention to consolidate the developed areas and to maintain the quality of established living environments while respecting the unique local character of each borough.

In this vision, Montréal resolves to support public transportation and calls for improved interface between living environments and employment areas, among other actions.

One of the Plan's fundamental goals is to rebuild the city upon itself, supporting the transformation of underutilized sectors such as railyards and brownfields. It is also important that we intensify and diversify urban activities around certain metro and commuter rail stations in order to increase the use of public transit and to create high-quality living environments that are both diversified and complete.

I invite all Montrealers to participate in the implementation of the Master Plan and in the construction of a city that is more beautiful, more ecologically sound and more prosperous.

DO YOU HAVE A PLAN? THE MASTER PLAN'S CALL FOR IDEAS

Between November 2002 and June 2003, more than 1,400 Montrealers suggested improvements to their neighbourhood and City. This Call for Ideas enabled the City to gauge public concerns. For example, Mount Royal was identified as Montréal's most significant feature.

Citizen responses were used to improve the Master Plan's content with respect to the main topics of the Call for Ideas – quality of life, transportation, natural environments, heritage conservation and public facilities.

Students from 14 Montréal elementary schools also expressed their vision of the ideal urban environment, through drawing and writing.

To find out more, visit www.ville.montreal.qc.ca/concours-plan



To consult the full version of the Master Plan, please visit:

www.ville.montreal.qc.ca/plan-urbanisme

Master Plan Highlights

a City of **500** square kilometres

60,000 to **75,000** new housing units over the next 10 years

180 kilometres of waterside roadway to be enhanced

11 square kilometres of vacant land to be built throughout the City

TOWARDS A BETTER MONTRÉAL

The Master Plan represents a unique opportunity to reflect on **building the new City**. Its unique geography, the quality of its neighbourhoods, the diversity of its population, its cultural and economic vitality and its transportation networks are all valuable assets for Montrealers as well as for the City's future. To move towards a better Montréal, consistent planning choices must be made.

The City supports sustainable development. In urban development, its approach balances economic vitality, social equity and environmental protection. Residents will be encouraged to **participate** in planning and development decisions.

Population growth in the metropolitan area in the coming years will be moderate but significant, with a projected increase of 150,000 households between 2004 and 2014. In view of this, greater effort must be made to consolidate existing areas in order to make infrastructure more cost-effective and to cover maintenance and rehabilitation costs.

The City intends to consolidate the existing features of established areas, which cover most of Montréal's territory. In addition, many areas are underused and ripe for transformation, such as the Hippodrome and Cavendish Boulevard areas, as well as land formerly occupied by petrochemical industries. The City intends to develop these areas by attracting **new activities and buildings**.

The City favours **high-quality urban design and architecture** and intends to change Montréal's culture in this regard.



A SUSTAINABLE MASTER PLAN

The Master Plan adheres to the principles of **sustainable development**. These principles support actions that consider environmental, social and economic dimensions, so that future generations can continue to enjoy the resources that will ensure the quality of their lives.

In keeping with the **Kyoto Protocol**, the Master Plan includes measures aimed at reducing dependency on cars. It supports the increased use of **public transportation** and non-motorized means of travel. It favours an increased building density within walking distance of metro and commuter train stations. Finally, the Plan aims to shorten the distances between residential areas, stores, services and workplaces.

BUILDING THE MONTRÉAL OF TOMORROW

A CITY AT A HUMAN SCALE

The Master Plan recognizes the importance of pedestrians in the City. It intends to create safer and more pleasant residential areas and streets that support heavy pedestrian traffic, such as important commercial strips. In this regard, the City proposes the following measures: a program to create and redesign public spaces, wider sidewalks, more trees, better street lighting and adequate street furniture.

The Master Plan also calls for an improved integration of transportation infrastructure in the City. It thus proposes the dismantling of the Parc/Pins interchange and its replacement with an intersection better integrated with the surroundings of Mount Royal, the construction of an urban boulevard in the Notre-Dame Street East corridor and the relocation and conversion of the Bonaventure Expressway into an urban boulevard.

A CITY OF HIGH ARCHITECTURAL QUALITY

The City intends to help Montrealers demand better architecture. The Master Plan specifies that new buildings must be better integrated with the surrounding environment and that large-sized retail projects be subjected to an architectural review. The Plan also calls for more architectural competitions and the implementation of a Lighting Plan which will enhance certain buildings throughout the City.

In the context of sustainable development, the City aims to improve the ecological quality of Montréal's architecture. Innovative construction techniques, finishes and mechanical systems are healthier for users and more respectful of the environment.

Preserving Montréal's heritage contributes to increasing architectural quality. The Master Plan recognizes the contribution of modern buildings as well as industrial and archaeological heritage. It also sets rules regarding the construction and renovation of buildings in areas of heritage interest.



A LIVEABLE CITY

Relying on the quality of life offered by its 27 boroughs, the City plans to attract more households in the years ahead. In areas like Pierrefonds or Rivière-des-Prairies, some land is still vacant and has substantial potential for residential development. The City intends to transform other areas to accommodate new residential developments, such as the Outremont railway yard. The Master Plan therefore sets the objective of building 60,000 to 75,000 new housing units in Montréal between 2004 and 2014. To respond to the current and emerging needs of Montréal's households, the City has set a target that 30% of the new residential units in the City's territory be affordable for low- or moderate-income households.

The quality of living environments, both in existing or future neighbourhoods, is also a municipal priority. The Plan aims to increase employment near densely populated areas, convert old industrial areas to new uses that are more compatible with residential areas and mitigate nuisances such as traffic noise as well as dust and odours produced by certain activities.



STRUCTURING AND EFFICIENT PUBLIC TRANSPORTATION

Public transportation is considered to be Montréal's transportation mode for the future. In order to encourage the use of transit, the Master Plan aims to intensify real-estate development near metro and commuter train stations, as well as certain public transportation corridors.

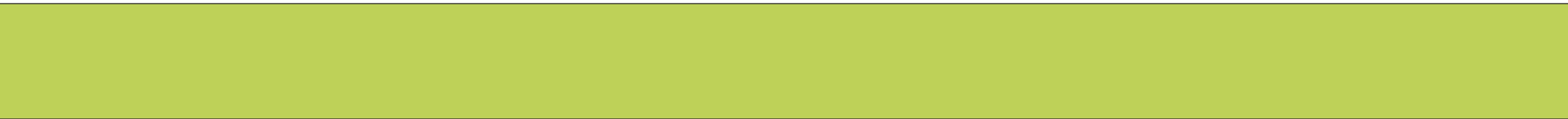
The Plan also calls for the extension of the metro's blue line to Anjou and the orange line from the Côte-Vertu metro station to the Bois-Franc commuter train station in Saint-Laurent. For the commuter train network, the City plans to add five new stations in four boroughs as well as a new line connecting the east end of the Island with the Centre. The introduction of preferential measures for public transportation, such as reserved lanes, is also being considered for arteries such as Saint-Michel and Saint-Jean boulevards.



THE CENTRE

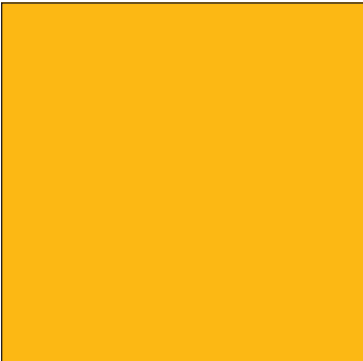
The Master Plan gives development of Montréal's transportation mode for the future. most of Montréal's economic activity is concentrated in the Centre is the hub of the transit network and offers substantial development potential. The City intends to intensify development of retail, office, and cultural uses in the Centre, as well as consolidating the Centre's office-related activities. The City also wants to support residential development in Griffintown and Faubourg Saint-Louis. The Centre can accommodate a large number of housing units.

Improving its already vibrant public spaces, covering the Ville-Marie Expressway and developing vacant lots and parking lots are all means of enhancing the Centre.



2 metro line extensions (blue and orange lines)	5 new commuter train stations	10 protected natural environments	26 strategic areas throughout the City
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<p>“The Master Plan shall become the municipal reference document for any action pertaining to urban development within the City.”</p> <p>Montréal Summit, June 2002</p>	<p>The Master Plan sets seven goals that constitute seven challenges for the Montréal of tomorrow.</p>	<ol style="list-style-type: none"> 1 High-quality, diversified and complete living environments 2 Structuring, efficient transportation networks fully integrated into the urban fabric 3 A prestigious, convivial and inhabited Centre 4 Dynamic, accessible and diversified employment areas 5 High-quality architecture and urban landscapes 6 An enhanced built, archaeological and natural heritage 7 A healthy environment
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Implementation of the Master Plan

The Master Plan will be implemented through by-laws adopted by each borough as well as through the contribution of governments and the private sector. A City Council committee will publicly review an Annual Assessment Report on the Master Plan in order to determine and adjust its priorities.

The City intends to exercise leadership in implementing the Plan, in close cooperation with the governments of Québec and Canada, various public, private and community partners and with the participation of all Montrealers.



High priority to the Centre of Montréal. Home to economic activity, the public transportation system and substantial development, the Centre aims to support the institutional, tourism and business activities. In this regard, the City intends to provide substantial construction in the Centre, such as the new Saint-Laurent. The Centre will accommodate some 15,000 new jobs.



MOUNT ROYAL

At the heart of the City, Mount Royal is a prominent landmark and a symbol of Montréal. The Master Plan aims to preserve and improve this unique asset, by protecting its architectural and natural heritage as well as the views of Mount Royal from various parts of the City. Its prominence in the Montréal skyline will also be assured by controlling construction on the Mountain's slopes and ensuring that no building is higher than its summit.



WATER, A UNIFYING FEATURE OF MONTRÉAL

Linking 15 boroughs, the St. Lawrence River, Rivière des Prairies and the other waterways surrounding the City are closely related to its history and identity. The Master Plan intends to enhance the waterside roadway encircling the Island of Montréal, Île des Soeurs and Île Bizard. This will protect its unique character and help integrate its significant symbolic, heritage and environmental assets.

The Master Plan intends to protect views of the water and the islands, improve public access to the shorelines, complete the perimeter bikeway and protect the heritage areas and buildings located along the waterside roadway. Relocating the Bonaventure Expressway, which will free up the banks of the St. Lawrence River between Verdun and the Cité du Havre, will also contribute in making Montréal a city that is more in touch with its rivers and other waterways.



A BICYCLE-FRIENDLY CITY

The Master Plan confirms Montréal's position as one of North America's most bicycle-friendly cities. The Plan considers bicycles to be a full-fledged means of transportation and aims to provide better access to activity areas and public transportation services via bikeways. The Plan calls for the creation of bikeway links across the Centre as well as the completion of the perimeter bikeway and the Route verte, along with the addition of new north-south links on the Island. The Master Plan also encourages the creation of bicycle parking facilities, especially near workplaces, educational facilities and certain metro and commuter train stations.



A HEALTHY ENVIRONMENT

The City intends to preserve its natural heritage and maintain a healthy environment. In keeping with the Policy respecting the Protection and Enhancement of the Natural Environment, the Master Plan calls for the conservation and improvement of natural areas such as woods, shorelines and wetlands, by encouraging their preservation within urban development.

The City intends to ensure the optimal management of its air, water and soil. To this end, the Master Plan supports measures aimed at reducing the size of paved areas and lessening the impact of heat islands in urban environments.

The Plan also favours development that encourages the use of alternative modes of transportation, such as walking, cycling and public transportation. The Master Plan favours the rehabilitation of contaminated sites, aims to ensure the upkeep of the water and sewage systems and supports the recovery and reuse of waste materials.

Vibrant streets and pedestrian-friendly spaces are being created over a section of the city, and gradually increasing the amount of green and outdoor parking spaces, ensuring the vitality of the urban environment.

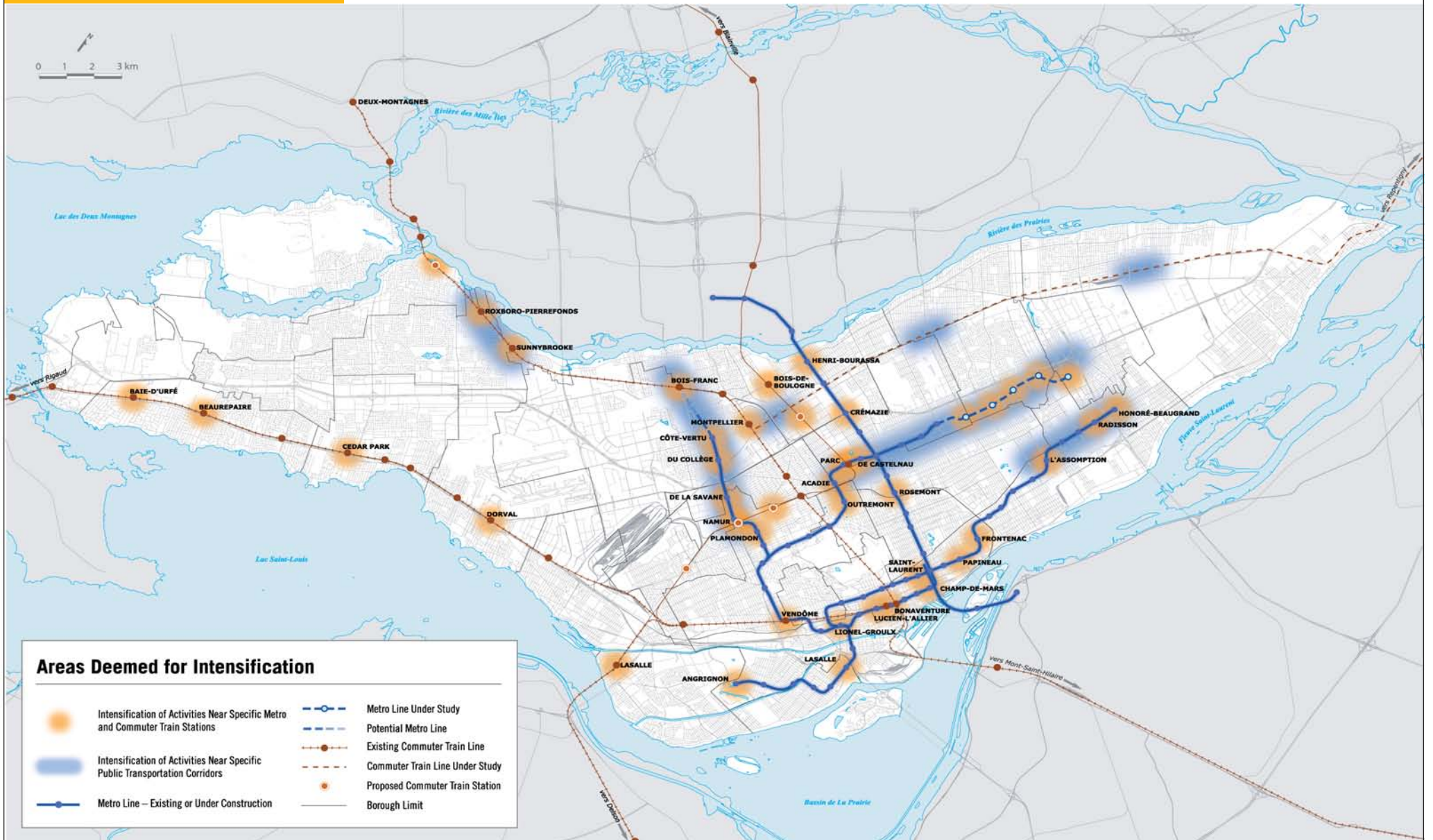
Intensification and diversification of urban activities

An appropriate form of urban development, accompanied by improved public transit services, helps reduce automobile dependency while increasing public transit use.

From this perspective, the Plan proposes measures to intensify and diversify urban activities, particularly near metro stations, commuter train stations and structuring public transit corridors.

The quality of public space design in the vicinity of public transit infrastructure is among the concerns of the Ville de Montréal that are addressed in the Master Plan, given its role in the comfort and security of transit users who access the network by foot, bicycle or bus.

The measures proposed in the Master Plan will be supported by a financial aid program.



RETHINKING STRATEGIC AREAS

26 strategic areas of Montréal present planning challenges that affect multiple boroughs or even the entire City. For each of these, the City intends to prepare detailed plans in the three years following the adoption of the Master Plan, relying on the participation of the concerned stakeholders and the general public.

The Plan proposes development goals and guidelines, which will serve as starting points for the subsequent planning of these areas. For instance:

Airport surroundings

- Improve the quality of the area's architecture, landscaping and road configuration in keeping with its role as the main national and international gateway to Montréal.
- Create a rail shuttle linking the airport with Central Station.

Décarie/Cavendish/Jean-Talon West

- Improve access to the area by building new road links, especially in the Cavendish Boulevard corridor, among others.
- Improve the urban landscape adjacent to the main road corridors, especially Décarie Boulevard.
- Increase density in the area by supporting the development of retail office and institutional activities, especially in the vicinity of the Namur and De La Savane metro stations.

Pie-IX Boulevard

- Improve Pie-IX Boulevard as a City gateway by enhancing the quality of its design and architecture, as well as by protecting heritage buildings and the views of Rivière des Prairies along Gouin Boulevard.

CP tracks surroundings

- Favour residential construction in certain parts of the area, especially on the site of the Outremont railyard.

- Minimize nuisances generated by railway operations in adjacent residential environments.
- Complete the Route verte bikeway by increasing the use of the edges of railway corridors for bicycle paths.

Lachine Canal

- Build offices, stores and a variety of housing geared towards social diversity.
- In partnership with Parks Canada, complete the improvement of the Lachine Canal (parks, public spaces, pedestrian paths and bikeways) while giving special attention to public access to the Canal and the enhancement of the basins.
- Consolidate economic activity and enhance the area's industrial heritage.

Galleries d'Anjou/Jean-Talon East

- Extend the metro to Galleries d'Anjou Boulevard.
- Improve the area's image and dynamism with new office buildings, cultural and recreational facilities and high-density residential construction, while favouring quality architecture and landscaping.

Havre de Montréal

- Make the Havre de Montréal a model of urban design and sustainable development, realizing its full potential in terms of recreational, tourism, residential, industrial and port activities.
- Restore Montrealers' access to the St. Lawrence River, by making its banks more accessible and by completing the development of the Old Port as well as the shores of Île Sainte-Hélène and Île Notre-Dame.
- Ensure the preservation of industrial, architectural and natural heritage, such as Grain Elevator No. 5, Habitat 67 and the woods on Île Sainte-Hélène.
- Favour the creation of a public transportation corridor, such as a modern tramway or shuttle connecting Jean-Drapeau Park, Old Montréal, the Havre, the Quartier des spectacles and Mount Royal.

Glen and Turcot sites

- Favour the establishment of job-generating businesses on the Turcot site and the establishment of the McGill University Health Centre (MUHC) on the western portion of the Glen site, combined with residential and office development that respects the character of the neighbouring areas.

- Develop a plan to protect and improve the Saint-Jacques Escarpment, particularly with respect to the erosion problem.

L'Acadie/Chabanel

- Intensify and diversify economic activity by converting existing buildings.
- Build a light rail transit (LRT) system along the Parc Avenue corridor and a commuter train station on the Montréal-Blainville line at Chabanel Street.

L'Anse-à-l'Orme

- Preserve natural areas of interest, such as Angell Woods, marshes and Rivière à l'Orme.
- Foster the harmonious integration of urban development and road projects with environments of ecological value.
- Improve access to commuter train stations and service the area with new roadways.
- Create a recreational corridor between Cap-Saint-Jacques and L'Anse-à-l'Orme nature parks, Angell Woods and the Beaurepaire commuter train station.