WHY A MASTER PLAN?

The Master Plan is the responsibility of Montreal'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 acts as the main goals concerning the development of residential, commercial, and employment areas. 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.

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 neighborhood and City. This Call for Ideas enabled the City to gauge public concerns. For example, Mount Royal was identified as Montreal'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 Montreal 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
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.

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 Pierre-De Cobs 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 railroad. 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.

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.

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 most of Montréal’s eco-Centre is the hub of the network and offers substantial development potential. The City intends to develop retail, and cultural uses in the Centre, consolidating the Cégep-Prince-P Édouard and its office-related activities. The City also wants to support for residential development in Griffintown and Faubourg Centre can accommodate housing units.

Improving its already extensive public spaces, covering Ville-Marie Expressway developing vacant lots in Griffintown and Faubourg Centre is the hub of the network and offers substantial development potential. The City intends to develop retail, and cultural uses in the Centre, consolidating the Cégep-Prince-P Édouard and its office-related activities. The City also wants to support for residential development in Griffintown and Faubourg Centre can accommodate housing units.

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“The Master Plan shall become the municipal reference document for any action pertaining to urban development within the City.”
Montréal Summit, June 2002

The Master Plan sets seven goals that constitute seven challenges for the Montréal of tomorrow.

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

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.
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.

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**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/Jeantalon 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.

**Décarie/Jeantalon/Cavendish West**
- Parts of the area, especially on the site of the Glen and Turcot sites.
- 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**
- 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.

**Galeries d’Anjou/Jean-Talon East**
- Extend the metro to Galeries 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.

**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.

**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 des Prairies.
- 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.

**L’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.**

**Les Jardins de la tour de Montréal**
- Preserve natural areas of interest, such as Angell Woods, marshes and Rivière des Prairies.
- 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.