

MONTRÉAL A PLAN TO BUILD ON

A MAJOR PROJECT FOR THE NEW CITY

Message from the Mayor of Montréal
Gérald Tremblay



Beyond the rules and the structures, the scales and lines, a city is a place with a human dimension: the environment in which we live.

You live in Montréal: in a borough, a neighbourhood, a street; beside a dépanneur or a community centre or the water; on the fourteenth floor of a building with a view of the Mountain or a single-family house with a small backyard. You went to school just a few steps from home and you dream of your children doing the same someday, or you have moved to a brand-new development that you love. You take the metro to work while your daughter rides along the bikeway, on her way to meet her friends. Montréal is like a house in which each of the rooms has a different décor; all you have to do is open the door to discover new colours and new charms.

Montréal represents a history, memories, wishes, desires and plans for the future. Its diversity is a treasure that we have learned to cherish, to enhance and develop while respecting the environment and the people that live there. It is with this goal that we undertook, over these past several months, to give our metropolis a Master Plan. Today, I invite you to participate in a rare and important exercise. I invite you to make your contribution to the Plan, whose final version will be adopted at the end of the year. I encourage you to express your vision of Montréal, to suggest the improvement of some part of the Plan – to bring forth some unique aspect of your City that you believe is precious and want to preserve, or that could benefit from rethinking and renewal.

With your contribution, the Master Plan will have done justice to the many facets of our City. I am counting on you!

Improve Montréal: **PARTICIPATE** in the public consultation on the new **MASTER PLAN**



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 **Robert Libman**
Borough Mayor of Côte-Saint-Luc / Hampstead / Montréal-Ouest
Executive Committee Member
Responsible for urban and regional planning

With your help, the first Master Plan of the new City will soon be ready.

It gives me great pleasure to ask you to look through this summary of the preliminary version. I invite you to find out more about the Plan by visiting www.ville.montreal.qc.ca/plan-urbanisme and to get involved with the public consultation process that will be held between May 17 and June 22.

The Master Plan is a social contract, a vision of the City's future. Montrealers now have the opportunity to voice their personal visions and shape that future, by participating in the upcoming public consultation. Based on this consultation, the Master Plan will be finalized and submitted to City Council for approval before December 31, 2004.

The preliminary version of the Master Plan addresses the key issues identified during the 2002 Montréal Summit. The more local content, which is currently being prepared by each borough, will be incorporated into the Master Plan next fall.

One of the main goals of the Master Plan is to improve Montréal's architecture and design. I encourage you to join in this effort to beautify and enhance the quality of life of our City and its boroughs.

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/urb.demo/concours-plan



YOUR OPINION COUNTS

To consult the full version of the Master Plan and to share your comments, please visit:

Copies of the Master Plan are also available in Montréal's borough offices, libraries and Accès Montréal offices.

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

Master Plan Highlights

a City of **500** square kilometers

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

215 vacant lots downtown

26 square kilometers of vacant land throughout the City

2 metro line extensions (blue and orange lines)

5 new commuter train stations

10 protected natural environments

26 strategic areas 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.



“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



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.

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.

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, commercial as well as residential, that support heavy pedestrian traffic. In this regard, the City considers implementing 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 modernization of Notre-Dame Street 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-size 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.

Preserving Montréal's heritage also 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 significance.

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 development, such as the Outremont marshalling yard. The Master Plan therefore sets the objective of building 60,000 to 75,000 new housing units in Montréal between 2004 and 2014.

The quality of living environments, both in existing or future neighbourhoods, is also a municipal priority. The Plan also 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. Five new commuter train stations are also planned for four boroughs. 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.

DOWNTOWN

The Master Plan gives high priority to the development of downtown Montréal. Home to most of Montréal's economic activity, downtown is the hub of the public transportation network and offers substantial development potential. The City intends to support the development of retail, institutional, tourism and cultural uses downtown, while consolidating the Central Business District and its office-related activities. The City also wants to provide substantial support for residential construction in Griffintown and Faubourg Saint-Laurent. In light of this, some 15,000 new units could be built over the next ten years.

Improving its already vibrant streets and public spaces, covering over a section of the Ville-Marie Expressway and gradually developing vacant lots and outdoor parking lots are all means of ensuring downtown's vitality.

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 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 islets, 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.

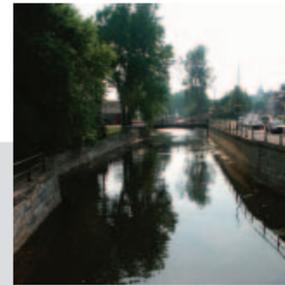
A BICYCLE-FRIENDLY CITY

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 a bikeway link across downtown 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 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 integration with urban development. The Plan also favours development that encourages the use of alternative modes of transportation, such as walking, cycling and public transportation.

In addition, the Master Plan aims to support the rehabilitation of contaminated sites and to ensure the upkeep of the water and sewage systems.



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.
- Establish a rapid transit link between the Airport and Central Station.

Décarie / Cavendish / Jean-Talon West

- Plan new road links, especially in the Cavendish Boulevard corridor.
- 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 marshalling yard.
- Minimize nuisances caused by railway operations in adjacent residential environments.
- Complete the Route verte bikeway by increasing the use of the railway corridor edges for bicycle paths.

Lachine Canal

- Build offices, stores and a variety of housing geared towards social diversity.
- Complete the network of parks, public spaces, bikeways and paths in order to maintain public access along the Canal.
- 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 its 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 development, integrating its recreational, tourism, residential, industrial and port functions.
- Give the St. Lawrence River back to Montrealers, by making its banks more accessible and by completing the development of the Old Port, the shores of Île Sainte-Hélène and Île Notre-Dame and the Technoparc.
- Ensure the preservation of industrial, architectural and natural heritage, such as Grain Elevator No. 5, Habitat 67 and the woods on Île Sainte-Hélène.
- Create a public transportation corridor to connect Jean-Drapeau Park, Old Montréal, the Quartier des spectacles and Mount Royal.

Glen and Turcot sites

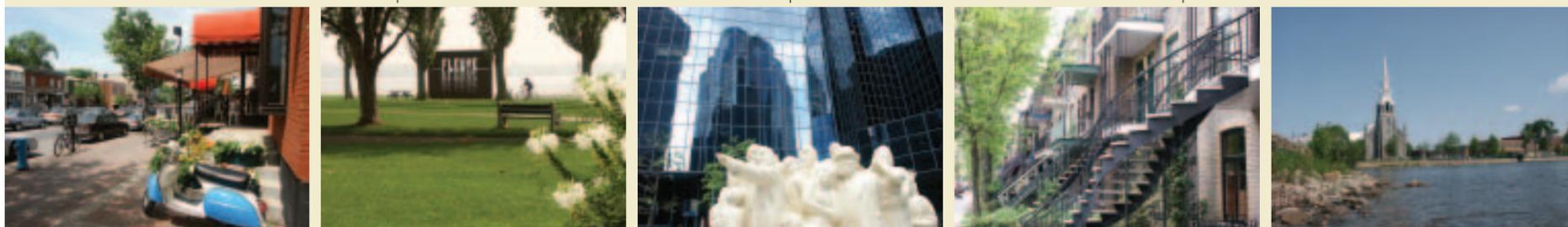
- Develop industrial activities on the Turcot site and residential and office activities on the Glen site.
- Develop a plan to protect and improve the Saint-Jacques escarpment, particularly with respect to the erosion problem.

Acadie / Chabanel

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

Anse-à-l'Orme

- Preserve natural areas of interest, such as Angell Woods, marshes and the Rivière à l'Orme.
- Harmoniously integrate road and development projects into the natural settings.
- Improve access to the commuter train stations and service the area with new roadways.
- Create a recreational corridor between the Cap-Saint-Jacques and L'Anse-à-l'Orme nature parks, Angell Woods and the Beaufort commuter train station.



MONTRÉAL, A CITY FOR ALL TAKE PART in the public CONSULTATION PROCESS

SHARE YOUR VIEWS ON YOUR CITY'S FUTURE.

The Office de consultation publique de Montréal (OCPM) will hold a series of hearings on the Master Plan from May 17 to June 22, 2004. These sessions will allow everyone to share their views of the Master Plan, through an oral or written statement. Questions about the Plan will also be answered during these sessions. Opinions and comments may also be sent to the OCPM at the following e-mail:

plandurbanisme.ocpm@ville.montreal.qc.ca

SCHEDULE OF INFORMATION SESSIONS

MAY

May 17 7:00 p.m. Église Notre-Dame-des-Neiges Parish Hall
5320 Côte-des-Neiges Road
Côte-des-Neiges

May 19 7:00 p.m. Fraternité des policiers et policières de Montréal
480 Gifford Street
Laurier

May 25 7:00 p.m. Dollard-Des Ormeaux Civic Centre
12001 De Salaberry Boulevard

May 26 7:00 p.m. Borough Council Chamber
Borough of Montréal-Nord
4243 Charleroi Street

May 31 7:00 p.m. Église Saint-Jean-Baptiste-de-la-Salle Parish Hall
2525 Pie-IX Boulevard
Pie-IX

JUNE

June 2 7:00 p.m. Centre d'éducation des adultes (CEDA)
2515 Delisle Street
Lionel-Groulx

June 7 7:00 p.m. OCPM
1550 Metcalfe Street
14th Floor
Peel

June 9 7:00 p.m. Centre de loisirs Saint-Mathieu
7110 8th Avenue
Saint-Michel

June 14 7:00 p.m. Centre de loisirs Saint-Laurent
1375 Grenet Street
Côte-Vertu

June 16 7:00 p.m. Sarto Desnoyers Community Centre
1335 Lakeshore Road
Borough of Dorval / L'Île-Dorval

SCHEDULE FOR HEARINGS AND THE SUBMISSION OF BRIEFS

June 21-22 Centre 7400
7400 Saint-Laurent Boulevard
De Castelnau

Get more information at: www.ocpm.qc.ca



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In the following months, boroughs will also hold a public consultation process with respect to local planning issues to be addressed by the Master Plan. For more information, contact your local borough office.