



SPECIAL
PLANNING
PROGRAM
**QUARTIER
DES GARES**

As we get set to mark the city's 375th anniversary, Montreal is pursuing and acting on its land use and development projects in order to offer its citizens the most effective public services and optimal living conditions, and to be more attractive to visitors as well as current and future residents.

Montreal's economic engine—and that of the metropolitan region and Quebec as a whole—is our downtown core. Like a handful of other major North-American agglomerations, including New York City and Chicago, Montreal has adopted a development model based on a *dense downtown where employment and economic activity are concentrated and paired with high-quality residential areas*.

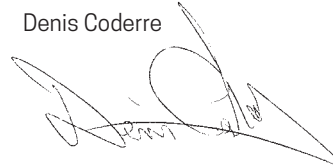
The requalification and development of the downtown territory therefore constitute a strategic priority for Montreal, one that will include infrastructure work and the deployment of innovative modes of public transit, improvements to public spaces and the construction of high-quality buildings on underused land.

All of these initiatives are sure to attract not only workers from outlying regions and visitors from abroad but companies, which generate employment and wealth.

This dynamic new environment will also help families to realize just how advantageous the urban lifestyle can be: a workplace within walking distance of home; nearby renowned teaching institutions and major hospitals; recreational and cultural infrastructure and events; a full slate of shopping and services; and an environment brimming with lively and attractive streets and a rich architectural heritage.

Following up on major projects that, in recent decades, have literally saved Old Montreal and given rise to the Quartier international and a renewed Quartier des spectacles, our attention now shifts to the Quartier des gares—the birthplace of the Canadian railway network and Quebec's largest intermodal transit hub, and to our new Special Planning Program, which promises to bring high-density and prestigious occupancy to this sector. Carrying out the proposed measures will strengthen ties between the Quartier des gares and neighbouring downtown areas as well as consolidate the Central Business District. Its benefits will extend to the entire Greater Montreal region.

Denis Coderre



Mayor of Montreal
Mayor of the Ville-Marie Borough



Denis Coderre

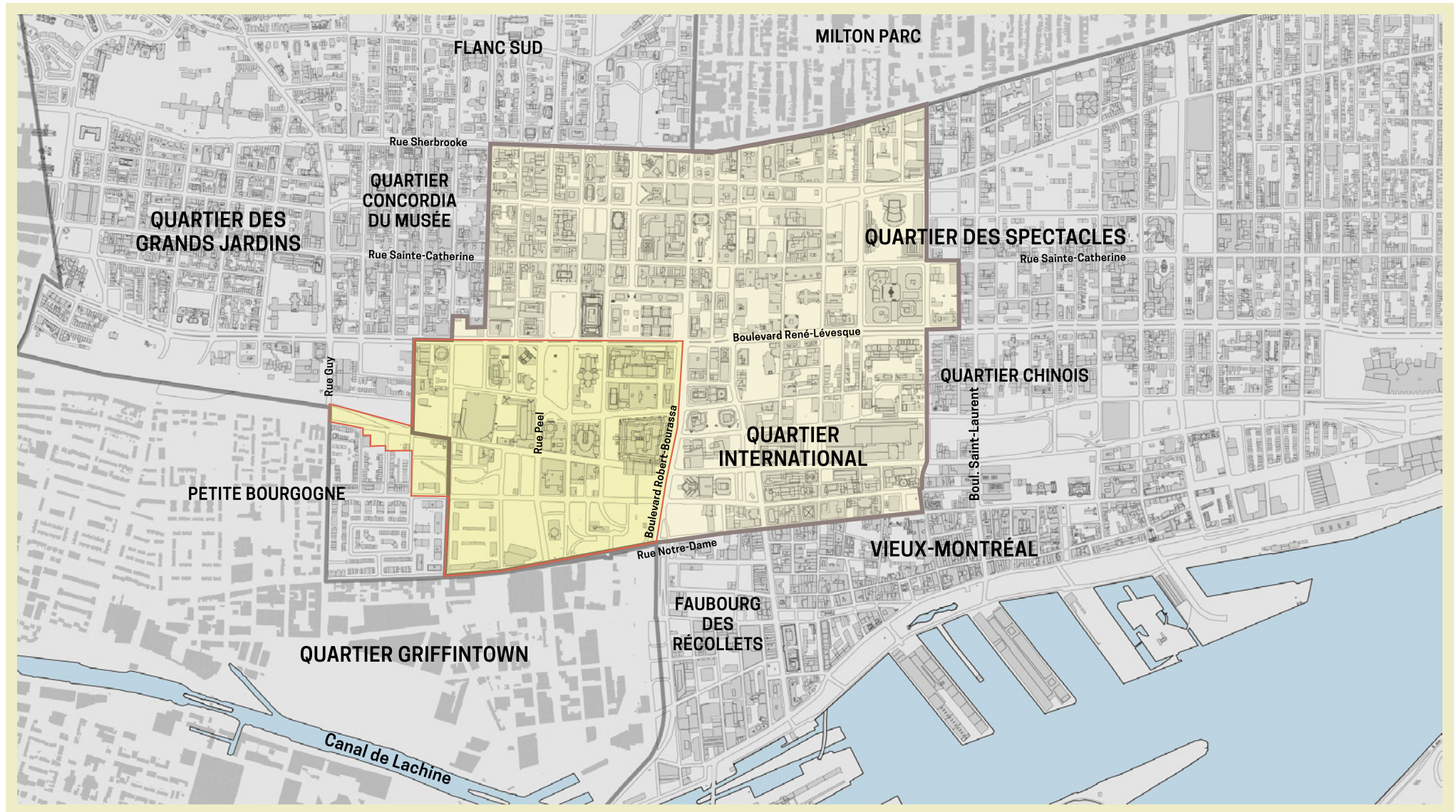
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1. BACKGROUND

1. BACKGROUND

The Quartier des gares (the Quartier), which is the subject of this Special Planning Program (SPP), is a major part of Montreal's Central Business District.



1. BACKGROUND

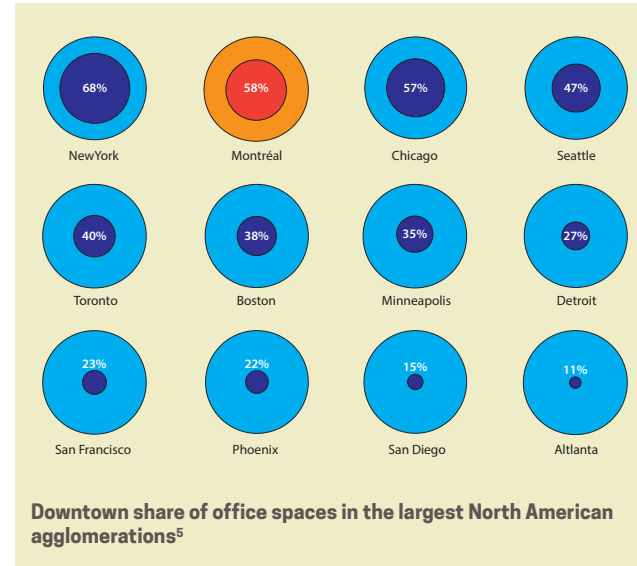
1.1 DOWNTOWN MONTREAL, QUEBEC'S CHIEF HUB OF ECONOMIC ACTIVITY

Downtown Montreal is home to 84,000 residents.¹ It remains the leading employment hub not only in the metropolitan region, but in all of Quebec, with 318,000 jobs in 2011.²

Among the 12 largest urban agglomerations in North America, Montreal stands out thanks to its attractive downtown, and particularly its share (58%) of the office spaces in the metropolitan region.

As the pre-eminent driver of economic activity, downtown Montreal is an important source of revenue³ for all the other Montreal boroughs. According to an estimate done by the Ville de Montreal's finance department, the revenues of the Ville-Marie borough, which administers the downtown area, will total \$900M⁴ in 2015, while annual expenses will be in the order of \$495M. These figures serve to confirm the *strategic importance of downtown* for the city's finances.

The analysis conducted in collaboration with the finance department shows that, via an equalization mechanism, *this model of development that is dense and concentrated in the downtown area will also benefit all the peripheral boroughs and municipalities.*



1.2 THE REVITALISATION OF THE CENTRAL BUSINESS DISTRICT

Since the year 2000, downtown Montreal—more specifically the Central Business District and its surroundings—has been the target of urban revitalisation efforts resulting in the addition of some 1,000 residential units per year, along with significant office spaces (averaging 72,000 m²/year).



As the pre-eminent driver of economic activity, downtown Montreal is an important source of revenue for all the other Montreal boroughs.

The construction of major institutional establishments—including new pavilions at Concordia University, Université du Québec à Montréal (UQAM), the École de Technologie supérieure (ÉTS) and McGill University, as well as the new Centre hospitalier universitaire de Montréal (CHUM)—has consolidated the expansion of higher education activities in the downtown area.

The opening of the Maison Symphonique and the Maison du festival Rio Tinto Alcan has also changed the cultural landscape for the better, while the Maison de la danse and the Balmoral block project are currently under construction.

1. Source: Direction de l'urbanisme, Service de la mise en valeur du territoire, Profil sociodémographique, Arrondissement de Ville-Marie, July 2014.

2. Source: id., Analyse économique, Montréal en statistiques, October 2014.

3. Net cash flows prior to public investments required under the current SPP.

4. \$790M of revenue from taxable properties + \$80M of revenue from non-taxable properties + \$23M of transfer taxes + \$7M from land addition = \$900M of total revenue.

5. Source: Cadre de révision des hauteurs et densités du centre-ville, Arrondissement de Ville-Marie, 2011.

1. BACKGROUND



1.3 URBAN REQUALIFICATION AND ITS TOOLS

The Special Planning Program is a component of the Master Plan that allows for more detailed planning in sensitive areas cited for special attention by the municipal council. This type of program may include a variety of tools:

- The projected configuration and type of roads that make up the transportation networks;
- The nature, location and type of equipment and infrastructures for community use;
- The work schedule and approximate completion costs;
- A redevelopment program for the public space;
- A building acquisition program aimed at property transfers or leasing for specific objectives.⁶

In the last 15 years (2000-2014), several downtown neighbourhoods have been targeted for special planning under a Special Planning Program:

- The Quartier international de Montréal (SPP adopted in 2000)
- Phase I of the Quartier des spectacles (SPP pôle Place-des-Arts, 2007)
- The Quartier des grands jardins (SPP, 2011)
- Phase II of the Quartier des spectacles (SPP pôle Quartier Latin, 2013)
- Griffintown (SPP, 2013) and
- The Bonaventure Expressway (project to redevelop the expressway into an urban boulevard, 2014).



During this period, the *Cadre de révision des hauteurs et densités du centre-ville* (heights and densities review framework) led, in 2011, to the modification of the parameters set out in the Master Plan for downtown. The Ville-Marie Borough, meanwhile, conducted an exhaustive review and modernization of its urban planning regulations in 2013. At the conclusion of this review, all the related provisions target one or more of the following objectives:

- The quality of the urban landscape, including the protection of heritage buildings;
- The improvement of environmental conditions;
- The appeal and comfort of the public space.⁷

6. Loi sur l'aménagement et l'urbanisme, RLRQ, chapitre A-19.1, art. 85 et ss.

7. Source: Processus d'analyse des projets particuliers, Division de l'urbanisme, Arrondissement de Ville-Marie, 2014.

1. BACKGROUND

Building values relative to the Quartier's sectors and the type of building

TYPE OF BUILDING	VALUE (\$)				
	SECTOR 1	SECTOR 2	SECTOR 3	SECTOR 4	TOTAL
Residential	0	0	1 991 340	458 000 700	459 992 040
Retail businesses	9 864 672	32 663 640	7 067 010	3 040 700	52 636 022
Service and offices	867 612 900	913 848 284	154 043 450	5 775 600	1 941 280 234
Hotels	0	143 070 920	1 716 900	0	144 787 820
Recreational	200 000 000	18 057 140	0	0	218 057 140
Railway stations and transportation	3 267 628	248 341 020	3 867 200	2 672 700	258 148 548
Institutional	13 467 300	117 365 700	1 741 600	64 474 600	197 049 200
Vacant and parking lots	81 136 008	0	76 859 418	33 226 605	191 222 031
Total	1 175 348 508	1 473 346 704	247 286 918	567 190 905	3 463 173 035

Source: Service des Finances de la Ville de Montréal, 2015

The adoption of these planning measures helped to improve the public space and significantly increase the number of residential units, businesses and cultural establishments in the designated neighbourhoods.

1.4 CURRENT PORTRAIT OF THE QUARTIER DES GARES

Downtown Montreal's appeal and stature are among the principal keys to economic prosperity in Quebec's metropolitan region. For this reason, it is important to consolidate this strategic area, particularly the southern portion of the Central Business District, which is characterized by pronounced urban dislocation. At present, the area under study exhibits a significant break in the

urban fabric of the downtown core. Nevertheless, because this neighbourhood occupies almost one quarter of the Central Business District, it will be earmarked for high-density prestigious occupancy.

Rush hour traffic congestion is the key factor likely to weaken economic growth in the *Quartier des gares*. This congestion reduces accessibility and (consequently) the Quartier's appeal for office and commercial activities. If nothing is done about it, there is a risk that major corporations will leave the area (Bell moving its head offices to Nun's Island is one such example) and clients will go elsewhere to shop.

Tax revenue relative to the Quartier's sectors and the type of building

TYPE OF BUILDING	TAX 2015 (\$)				
	SECTOR 1	SECTOR 2	SECTOR 3	SECTOR 4	TOTAL
Residential	0	0	27 032	3 626 038	3 653 070
Retail businesses	338 080	1 214 848	251 595	111 451	1 915 974
Service and offices	30 644 229	32 541 068	5 473 945	270 939	68 930 181
Hotels	0	5 487 843	55 893	0	5 543 736
Recreational	8 426 907	678 429	0	0	9 105 336
Railway stations and transportation	118 042	8 145 953	40 227	67 735	8 371 957
Institutional	0	0	0	582 863	582 863
Vacant and parking lots	1 013 425	0	3 094 655	938 545	5 046 626
Total	40 540 684	48 068 140	8 943 346	5 597 571	103 149 741

Source: Service des Finances de la Ville de Montréal, 2015

That said, in the 2015 municipal assessment roll, the buildings within the Quartier des gares had a total value of \$3.4B, as shown in the table on building values based on the four sectors⁸ in the Quartier and the types of buildings therein (see table above).

This building inventory generated total tax revenues of \$103M in 2015, as shown in the table on tax revenues, also based on the four sectors in the Quartier and the types of buildings therein (see table above).

8. 1: The area around the Bell Centre; 2: Peel and de la Gauchetière Streets and Central Station; 3: The areas bordering Saint-Antoine Street and Ville-Marie Park; 4: Montfort Street, Chaboillez Square and the Promenade Albert (see 4.4.1 to 4.4.4).

Downtown Montreal's appeal and stature are among the keys to economic prosperity in Quebec's metropolitan region. For this reason, it is important to consolidate this strategic area.

1. BACKGROUND

1.5 THE APPROACH PROPOSED UNDER THE SPP

First of all, this SPP proposes the *redevelopment of the public property in the Quartier des gares*—which occupies the southern portion of the Central Business District—with the objective of offering all its users (companies, residents, workers, students and visitors) an attractive and high-quality urban environment and encouraging private enterprises to build on the area’s many underused lots.

Five main elements contributing to the quality of the public space were identified:

- Street-front occupancy, which contributes to street life, in part by attracting more ground-level businesses;
- Architecture that maintains a sense of continuity in the buildings and spatial enframement at street level;
- Streetscape design that takes into account the presence of pedestrians and cyclists;
- The greening of the public space, notably by planting new trees and installing bioretention basins, where possible;
- The careful development of an adequate number of off-street public spaces.

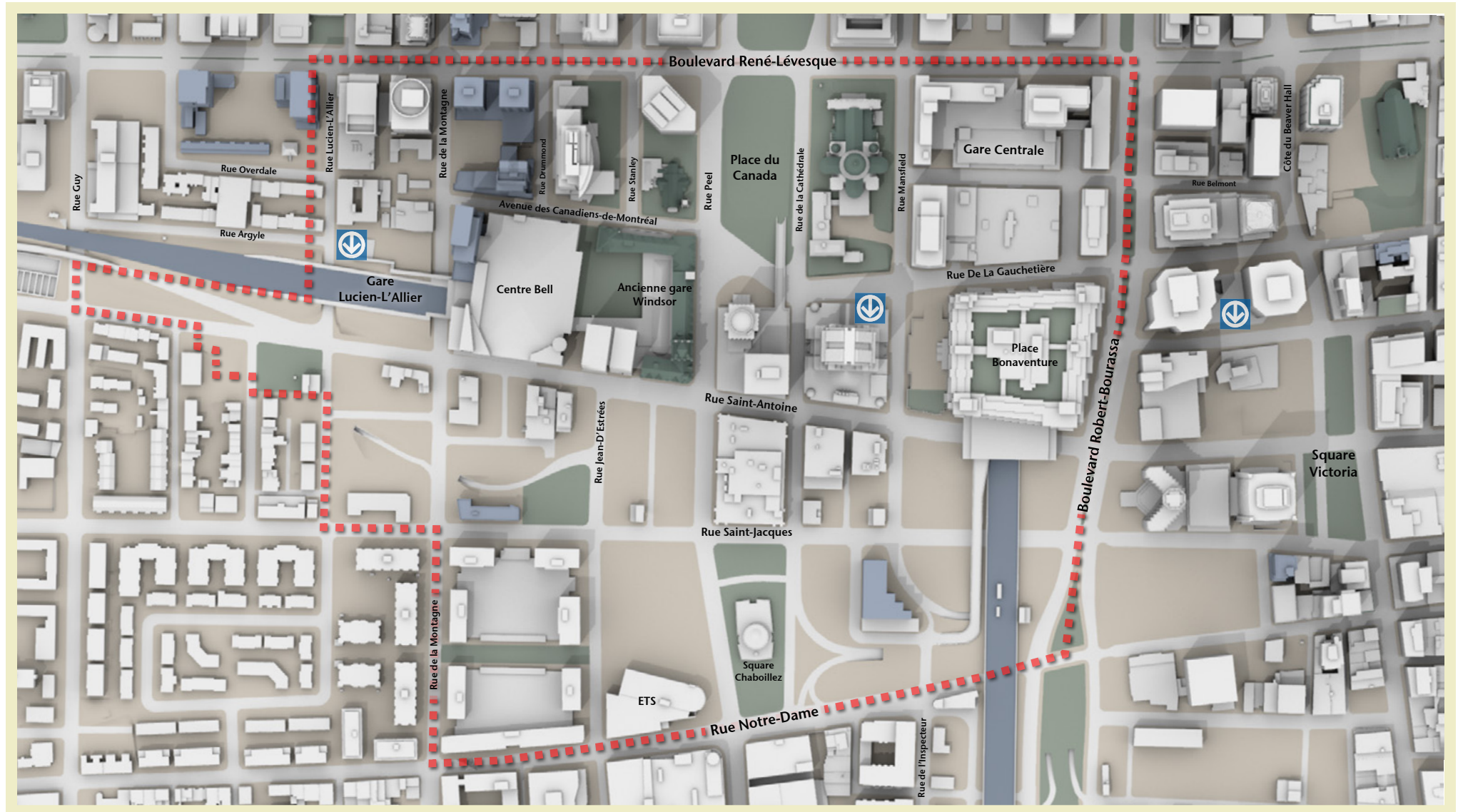
Given that the first two elements are already taken into account under the Borough’s new regulatory framework, adopted between 2012 and 2014, the current SPP applies essentially to the development of the public space, including the Ville-Marie Expressway (A-720) corridor, which falls under the jurisdiction of the Ministère des Transports du Québec (MTQ).

More specifically, this redevelopment aims to confer a *very distinct pedestrian character* to the public domain in the Quartier that appeals to residents, workers, students and tourists, as is the case in Old Montreal, the Quartier Concordia-du Musée, the Quartier international and the Quartier des spectacles. In order to achieve this, *all travel in the sector*—pedestrian, cyclist, vehicular and public transit—*must be redefined*, while real estate development projects, through their implementation, *design quality, materials and architecture*, must contribute to the *vitality and coherence* of each street and the Quartier as a whole.



2. THE QUARTIER

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SPP Limits

Legend

- Quartier des gares SPP limits
- Existing buildings
- Buildings, authorized or under construction

2. THE QUARTIER

2.1 LIMITS AND MAIN ROADS

The *Quartier des gares* is bordered in the north by René-Lévesque Boulevard, the south by Notre-Dame Street, the east by Robert-Bourassa Boulevard (formerly University Street) and the west by de la Montagne Street (between Notre-Dame Street and Saint-Jacques Street) and Lucien-L'Allier Street (between Saint-Jacques Street and René-Lévesque Boulevard). For the purposes of this SPP, it also includes Saint-Antoine Street and its immediate surroundings up to Guy Street.

Two railroad bridges cross the Quartier: in the west, the Canadian Pacific (CP) Bridge ends at the Lucien-L'Allier commuter rail station, and in the south, the Canadian National (CN) Bridge enters Place Bonaventure and ends at Central Station.

The following main roads cross this area:

- Along the east-west corridor, René-Lévesque Boulevard, Saint-Antoine Street, Saint-Jacques Street and Notre-Dame Street;
- Along the north-south corridor, Robert-Bourassa Boulevard, Peel Street, de la Montagne Street, de la Cathédrale Street and Lucien-L'Allier Street.

All these roads connect the Quartier to Montreal's urban core, particularly to existing "living streets" in the main downtown activity sectors. With its generous pedestrian spaces for residents, workers and tourists, de la Gauchetière Street, along several sections, is an example of a living street, one that stands out for its heritage, vibrancy, commercial offerings and range of building frontages.

Underground, the Ville-Marie Expressway (A-720) follows the Saint-Antoine Street corridor east and west of the Quartier des gares, veering south along the Saint-Jacques Street corridor before crossing it. The expressway has two exits between Saint-Antoine Street and Saint-Jacques Street—the first onto de la Montagne Street, the second onto Jean-D'Estrées Street—as well as an eastbound entrance on Montfort Street.

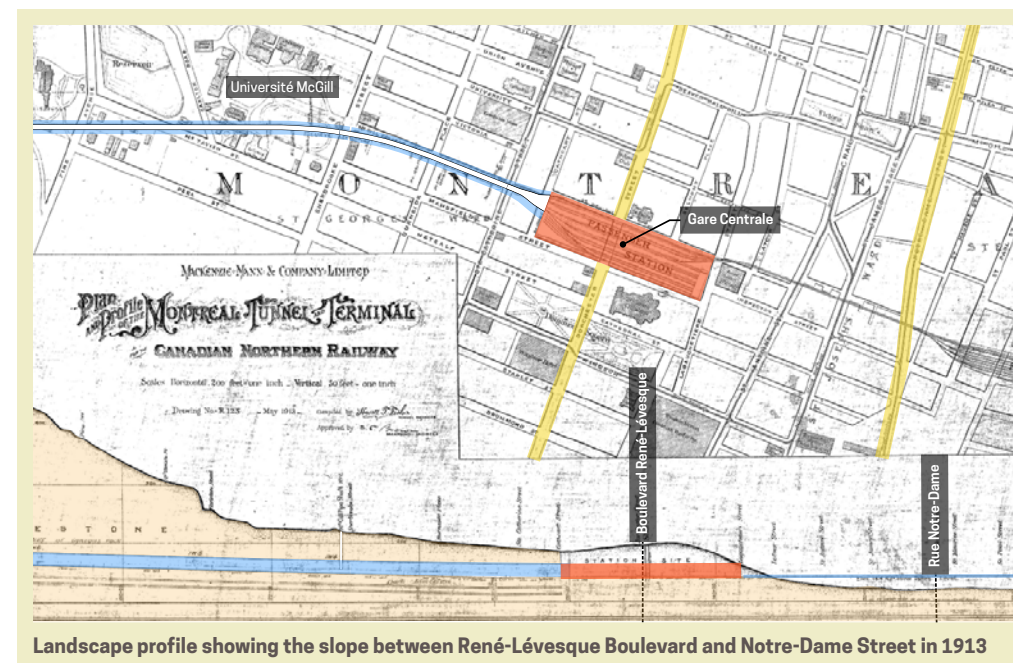
The Quartier des gares covers part of the Faubourg des Récollets (formerly the Faubourg Saint-Joseph) west of the historic quarter, as well as part of the Faubourg Saint-Antoine northwest of the Ville-Marie fortifications. Today, it occupies the southern portion of Montreal's Central Business District.

2.2 HISTORY AND ROLE

2.2.1 The birth and urbanization of the Quartier

From a topographical standpoint, the Quartier des gares, between today's René-Lévesque Boulevard and Notre-Dame Streets, occupies a considerable part of the north-south gradient extending from the Sherbrooke terrace all the way to the St. Lawrence River. The Quartier therefore features two terraces (René-Lévesque and Saint-Antoine) separated by a vertical altitude of about 10 metres.

This land was originally spanned by several rivers, including the Petite rivière Saint-Martin and the Ruisseau Prud'homme, which met at Chaboillez Square before emptying into the Rivière Saint-Pierre and ending in the St. Lawrence River at Pointe-à-Callière. These rivers were gradually canalized and integrated into the sewer system in the 19th century.



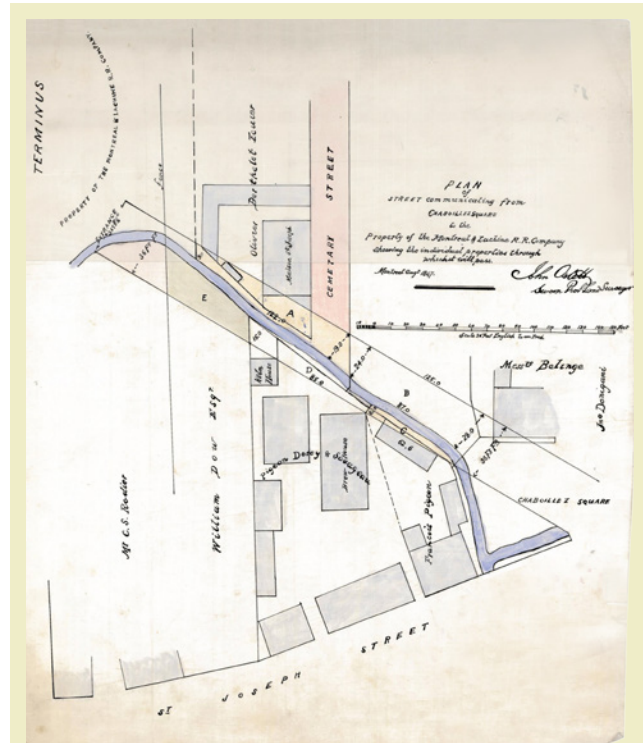
2. THE QUARTIER

The densification of the fortified city led to the emergence of the faubourgs: Notre-Dame Street was extended westward into the Faubourg des Récollets and, higher up the hillside, Saint-Antoine Street gave rise to the faubourg of the same name.



Streams and the initial urban network along Saint-Antoine Street and Saint-Joseph Street (today's Notre-Dame Street)

2. THE QUARTIER



Plan by John Ostell: canalization of a portion of the Ruisseau Prud'homme to open Albert Street

Already in the 18th century, inroads opened up west of the fortified city:

- Saint-Joseph Street, extending from Notre-Dame Street, continued on to Lachine, and in the northwest,
- Saint-Antoine Street, de la Montagne Street and Saint-Jean-Baptiste Street (today's René-Lévesque Boulevard) provided access to the *chemins de côte* streets.



St. Antoine Hall, residence of John Torrance, around 1870

Roads were also mapped out along the north-south corridor:

- Saint-François de Sales (Peel) Street;
- Sainte-Monique Street and Sainte-Geneviève Street (absorbed by the widening of Robert-Bourassa Boulevard).

The *Long Bridge* between Saint-Antoine Street and Saint-Bonaventure Street (today's Saint-Jacques Street) and the Prud'homme Bridge along the Notre-Dame Street corridor made it possible to travel west and northwest of the old city.

The densification of the fortified city led to the emergence, beyond its walls, of the faubourgs: Notre-Dame Street was extended westward into the Faubourg des "Récollets" and, higher up the hillside, Saint-Antoine Street gave rise to the faubourg of the same name. In 1799, the Fabrique de la paroisse Notre-Dame acquired land in the Saint-Antoine Faubourg for its new cemetery development, where Dorchester Square and Place du Canada are located today. Du cimetière Street (today's de la Cathédrale Street) would only become a public way in 1825.

The streetscape gradually began to take shape, with Saint-Antoine Street extending westward and Saint-Bonaventure Street opening. Along the north-south corridor, de la Montagne Street and de l'Aqueduc Street (today's Lucien-L'Allier Street) were also extended.

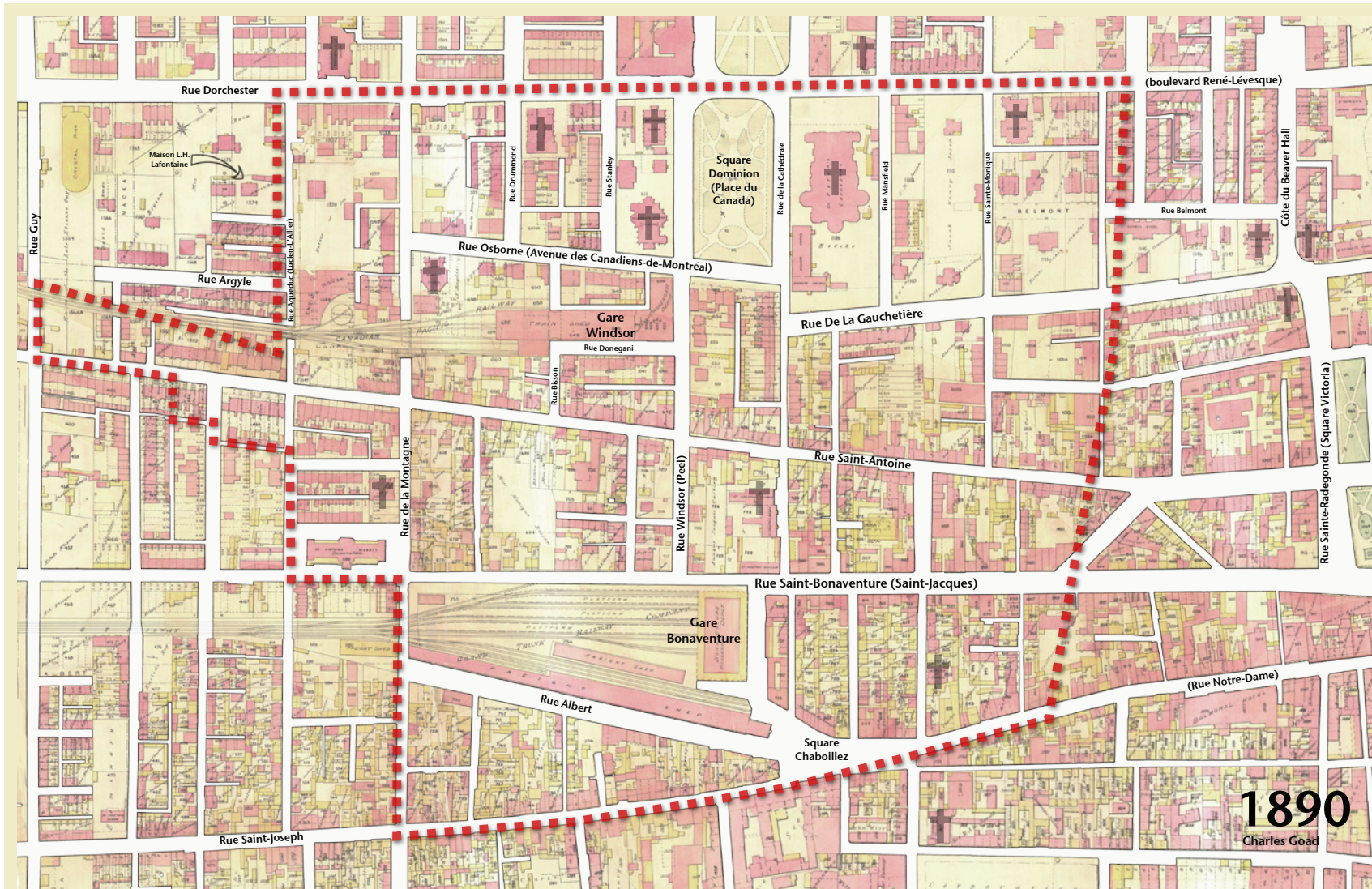
After the death of notary Louis Chaboillez in 1813⁹, his heirs subdivided his property in the Faubourg des Récollets. There, Saint-Joseph Street, the Petite rivière Saint-Martin and the Ruisseau Prud'homme converged on a triangular parcel of land, once the site of a lake. The land was transferred to the city as a public space, Chaboillez Square, which still exists today. Chaboillez Street (today's Montfort Street) and de l'Inspecteur Street, which connect the Faubourg des Récollets and the Faubourg Saint-Antoine, were also transferred to the city, which served to promote the area's development.

The opening of the Lachine Canal in 1825 allowed maritime traffic to bypass the rapids, and its continued expansion, between 1842 and 1848, made it easier to transport merchandise. This led major industries to establish a foothold, not only along the banks of the canal, but also in the Faubourg des Récollets.

In the 19th century, the new anglophone bourgeoisie took up residence, in part, in the Faubourg Saint-Antoine. In 1818, merchant John Torrance built St. Antoine Hall, a 42-room house, and by the 1850s the neighbourhood reached the limits of the *Golden Square Mile*, bordered, broadly speaking, by Guy Street, de Bleury Street, de la Gauchetière Street and Mount Royal.

9. Source: Culture et communications Québec, Répertoire du patrimoine culturel du Québec.

2. THE QUARTIER



A completely built-up and densely populated territory (end of the 19th century)



De la Gauchetière Street, seen from de l'Inspecteur Street (1928)



Osborne Street (today's Canadiens-de-Montréal Avenue), seen from Windsor Station (1947)

In the northern portion of the neighbourhood, Dorchester Street (today's René-Lévesque Boulevard) was extended eastward, and de la Gauchetière Street was extended westward with the straightening of Saint-Janvier Street (today's des Canadiens-de-Montréal Avenue) all the way to de la Montagne Street. The subsequent opening of cross-streets—Drummond, Stanley and Windsor (Peel)—spurred the rapid development of a well-to-do neighbourhood.

2. THE QUARTIER

With the construction, near Dorchester Street, of the American Presbyterian, Wesleyan Methodist and St. George (Anglican, 1870, still in existence) churches, the neighbourhood became a Protestant bastion. Under the initiative of Mgr Ignace Bourget, the Saint-Jacques-le-Majeur Catholic Cathedral (today the Mary, Queen of the World Cathedral) was erected in 1894.

By the end of the 19th century, the area was fully developed, with the ever-expanding train stations making up its most important occupants. At the dawn of the 20th century, the churches around Dorchester Street and Dominion Square still dominated the skyline. Two types of subdivisions characterized the land register: regular lots were located in the north, with row houses served by laneways, while in the south the neighbourhood still had a high concentration of wooden buildings (houses and outbuildings) in proximity to the train station.¹⁰

In the second half of the 20th century, demographic growth and increasing access to automobiles led to a steady rise in the daily flow of traffic bound for downtown. In a bid to find solutions, the new Urban Planning Department, created in 1941, launched major urban projects, including the widening of Dorchester Street, which (at the cost of massive demolitions) became a boulevard flanked by high-rise buildings. Along the north-south corridor, the opening of University Street between Pine Avenue and Belmont Street provided a gateway to the city, with connections to the Bonaventure Expressway and the Champlain Bridge. The Ville-Marie Expressway opened in 1970, spanning the downtown area from east to west.¹¹

2.2.2 The role of the Quartier

The Quartier des gares takes its name from its historic role: As of 1847, the *Montreal and Lachine Railroad*, the first on the Island of Montreal, connected Lachine to the Bonaventure train station (named for its location on Saint-Bonaventure Street, extending from the *Long Bridge* spanning the Petite rivière Saint-Martin at Saint-Antoine Street) in 30 minutes. This first steam-powered train route would eventually be integrated into the Grand Trunk Railroad in the 1860s. The surrounding Montreal neighbourhood gradually became the cradle and nerve centre of the Canadian railway network¹² and ultimately Quebec's chief intermodal transit terminal.

This role continues to this day and is reflected in landmarks throughout the area:

- The Windsor Station building (1889), which became an office building housing the *Salle des pas perdus*, now a reception hall; today, the role once played by Windsor Station is now filled by the Lucien-L'Allier commuter rail station, the CP railway terminal in Montreal operated by the Agence métropolitaine de transport (AMT);
- The Terminus Centre-Ville de Montréal linking buses to Montreal's South Shore, also run by the AMT;
- Central Station, the CN railway station, which runs beneath Place Ville-Marie, the Fairmont Queen Elizabeth hotel and Place Bonaventure; Central Station also houses a small shopping centre complete with a food court called Halles de la Gare for users of Montreal's indoor pedestrian network;
- Two metro stations on Montreal's orange line: Bonaventure in the east, and Lucien-L'Allier in the west.

10. Source: Caron, D., *Évolution du Quartier des gares*, 2015.

11. Source: Caron, D., *op. cit.*

12. Sources: Collection Pignon sur rue, n° 1 Voies de fer et voies d'eau; n° 3 Le pouvoir de la montagne, Ville de Montréal, Ministère de la Culture du Québec, 1991; Carte de Montréal, Bouchette, 1815, BANQ.



Aerial view of the Central Business District (1966)

2. THE QUARTIER



Windsor Station

Within the Quartier, the indoor pedestrian network known as Montreal's "Underground City" connects the two metro stations, the Lucien-L'Allier, Central and Windsor rail stations, Place Bonaventure, the Bell Centre, 1000 de la Gauchetière and the Terminus Centre-Ville.

Overall, this public transit infrastructure generates *more than 100,000 trips per day in the Quartier*, including 37,000 people entering the two metro stations, making the Quartier *the principal point of entry for public transit in Montreal*.



Lucien-L'Allier Station



It is worth recalling that:

- in the morning, 66% of trips bound for downtown Montreal are by public transit;
- in the Greater Montreal area, more than 40% of morning trips on public transit are bound for downtown;
- close to 60% of trips within the downtown area are made on foot or by bicycle.¹³



Central Station train entrance



These data clearly show that, on the whole, public transit and active transportation (walking, cycling) are the most popular modes of daily transportation to and within the downtown area.¹⁴

13. Source: Faits saillants, Enquête origine-destination, AMT, 2013.

14. Source: Cadre de révision des hauteurs et densités du centre-ville, Arrondissement de Ville-Marie, 2011.

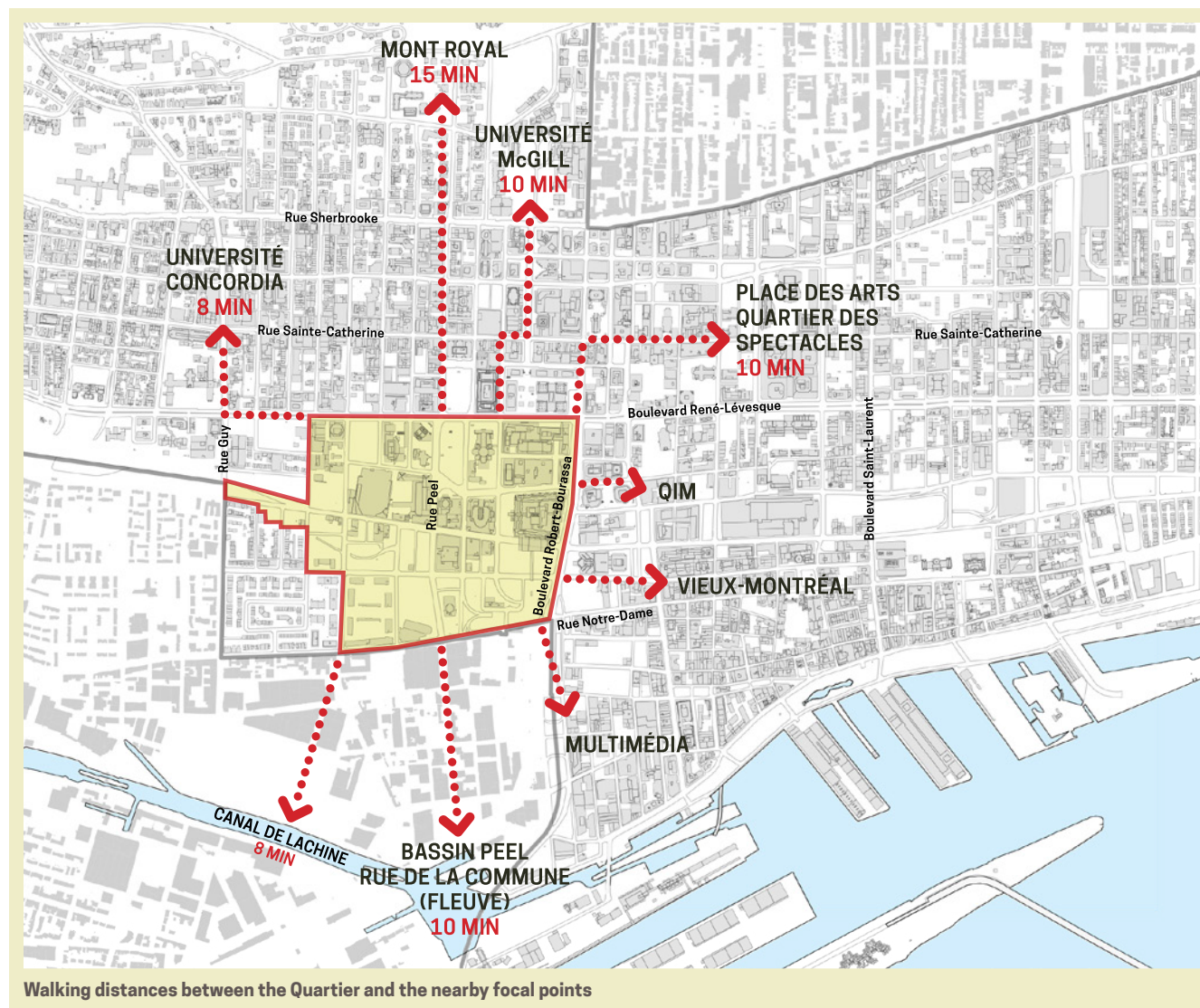
2. THE QUARTIER

2.3 CENTRAL LOCATION AND SCOPE OF THE PROPOSED WORK PROJECTS

The Quartier des gares borders the Quartier international in the east, Griffintown in the south, Little Burgundy in the west, the Quartier Concordia-du Musée in the northwest and other sectors within the Central Business District in the north and northeast. In this regard, the requalification of the Quartier des gares provides an opportunity to restore ties between several strategic sectors in the downtown area.

The Quartier des gares occupies a central position, not only within the Central Business District, but also within downtown Montreal. It is within walking distance of all the nearby focal points.

Owing to the Quartier des gares' central location and even more so to its role and the significant densification underway currently and in the future, it is clear that the scope of the efforts to improve the public space, circulation (pedestrian, cyclist, vehicular and public transit) and services and to generate construction or development on vacant lots will extend beyond the limits of the Quartier des gares and contribute to the growth and appeal of adjacent sectors as well as the Central Business District and downtown Montreal as a whole.



The Quartier des gares occupies a central position, not only within the Central Business District, but also within downtown Montreal. It is within walking distance of all the nearby focal points.

2. THE QUARTIER



2.4 ATTRACTIONS AND POTENTIAL OF THE QUARTIER

The Quartier des gares is among the few remaining sectors with a wealth of opportunities to carry out the type of large-scale quality development the Central Business District requires:

- Its high-density mixed-use occupancy and vertical construction potential, confirmed by the Master Plan for the past 25 years;
- Its function as the leading intermodal transit hub in Quebec and the gateway to downtown Montreal, particularly via public transit;
- Its central location within walking distance of all the other downtown sectors;
- Its multiple access routes to the indoor pedestrian network;
- The presence of 775,000 m² of office floor space, 1,000 hotel rooms, 1,000 residential units, more than 7,000 indoor parking spaces, and some 980 on-street parking spaces;

- The presence, in the northern portion of the sector, of noteworthy high-rises and monumental buildings, most of which have their main facade on des Canadiens-de-Montréal Avenue or de la Gauchetière Street, with a secondary facade (vehicle access, loading platforms) on Saint-Antoine Street;
- The greatest concentration of high-value building sites in Montreal, located mainly between Saint-Antoine Street, Notre-Dame Street, Lucien-L'Allier Street and Robert-Bourassa Boulevard.

All these advantages are a draw for developers, clearly confirming:

- the value of private projects currently under construction, which exceeds \$750M and includes 2,000 new residential units and 50,000 m² of office floor space;
- the potential for residential densification, which is expected to rise from the 22 residential units per hectare recorded in 2006 to 100 units per hectare in 2017;
- the estimated \$3B in private investment potential over the next decade.

2. THE QUARTIER



Among its many attractions, the Quartier des gares also features major destinations for business, work, studies, culture and recreation:

- The Bell Centre (sports, shows), which played host to more than 600,000 spectators in 2012;
- Place Bonaventure (hotel, major exhibitions, offices);
- E-Commerce Place at 1350-1360 René-Lévesque Boulevard, which houses the offices of such major corporations as CGI, IBM and CSC;
- 1000 de la Gauchetière, Montreal's tallest building (1992), with its indoor skating rink on the ground floor and the Terminus Centre-Ville in the basement;
- The tower at 1250 René-Lévesque Boulevard West, formerly IBM-Marathon;
- The ÉTS B pavilion on the north side of Notre-Dame Street.



On top of these destinations, the Quartier des gares also has a number of heritage sites:

- The heritage site comprised of Dorchester Square and Place du Canada, north and south of René-Lévesque Boulevard, respectively; Place du Canada was initially the site of the Saint-Antoine Cemetery in about 1800, before it was developed into a park which bore the name of Dominion Square from 1876 to 1967;¹⁵
- Chaboillez Square, which was transferred to the city in 1813 and has since been redeveloped and subdivided on several occasions; Chaboillez Square was home to the Montreal Planetarium from 1966 to 2013;
- St. George Anglican Church (1869-70), located in front of Windsor Station, which became a National Historic Site of Canada in 1990;
- Windsor Station (1889), classified as an historic monument in 2009;
- Mary, Queen of the World Cathedral (1894);

15. The blocks around these two public spaces are also part of the heritage site.



Maison La Fontaine (present state)

- The former central post office building, whose construction began in 1934, was recognized as a National Historic Site of Canada in 1984; located at 715 Peel Street, it occupies the quadrilateral area bordered by Peel Street, Saint-Antoine Street, Saint-Jacques Street and de la Cathédrale Street;
- Place Bonaventure, named a part of Montreal's modern heritage in 2004;
- Also worth noting is the presence, just outside the Quartier, of the Maison La Fontaine, located at 1395 Overdale Avenue, close to Lucien-L'Allier Street; built in about 1835, it is a prime example of the neoclassical stone architecture typical of the large villas in the Quartier Saint-Antoine. Saved from demolition in 1987 after the City of Montreal designated it an historical monument, it is currently under restoration after sitting abandoned for more than 20 years.

The Quartier des gares is among the few remaining sectors with a wealth of opportunities to carry out the type of large-scale quality development the Central Business District requires.

2. THE QUARTIER



2.5 CHALLENGES AND CONSTRAINTS SPECIFIC TO THE QUARTIER

Seen from the perspective of urban requalification, the Quartier's undeniable attractions and potential must be weighed against its various challenges and constraints:

- The complexity of road and rail infrastructures and superstructures, which present physical and psychological barriers within the area;
- A public space that prioritizes vehicle traffic at the expense of cyclists and their safety, comfort and quality of life, particularly in the southern part of the Quartier;
- Bus traffic (about 1,800 per day) that exceeds the physical capacity of the area (congestion) and constitutes a major nuisance (noise, exhaust) for pedestrians, residents and visitors to the Quartier;
- Far from optimal use of the metro and indoor pedestrian network;
- Shortage of local businesses and services (schools, daycares, libraries, cultural centres, etc.);
- Limited number of on-street parking spaces, which hinders short-term trips for trade or business purposes;
- Shortage of green spaces and vegetation, notably along streets;
- The presence of numerous vacant lots, many of which are occupied by off-street parking (about 1,350 vehicles).

2. THE QUARTIER



The public space currently prioritizes vehicle traffic at the expense of pedestrians and cyclists. Bus traffic (about 1,800 per day) exceeds the physical capacity of the area (congestion) and constitutes a major nuisance (noise, exhaust) for pedestrians, residents and visitors to the Quartier.



3.
**OBJECTIVES
AND
STRATEGIES**

3. OBJECTIVES AND STRATEGIES



Saint-Antoine railway overpass

3.1 OBJECTIVES

Based on the preceding analysis of the Quartier des gares, the Special Planning Program identifies a series of strategic objectives whose ultimate goal is to consolidate the area spanned by Montreal's Central Business District and make it continuous.



The urban environment's appeal stems largely from the quality of its public property. Consequently, five of these objectives relate to the development of the public space:

- Improve the streetscape so as to make it more welcoming for users and residents (current and new), and safer and more comfortable for pedestrians and cyclists, while ensuring that it is designed to meet the needs associated with current and future densification;
- Make the Quartier an attractive urban living environment for residents, workers, students, businesses and visitors;
- Promote greater use of the indoor pedestrian network, metro and rail stations, notably by increasing their visibility;
- Increase the presence of vegetation with the addition of green spaces and green curbs, both for aesthetic (atmosphere) and public health reasons (heat island mitigation, air quality, active transportation);
- Reclaim overpasses in order to promote their use by pedestrians.

The quality of the public space is derived chiefly from the buildings within it. From this standpoint, a building's envelope belongs to the architecture of the street or city as much as it does to the building itself; hence the importance of designing new buildings in the Quartier des gares while taking into account their contribution to the quality of the public space. In this regard, three objectives relate to the development and quality of private projects:

- Over the next 15 years, meet the area's real estate development potential by emphasizing the architectural quality of projects;
- Through quality architecture and selection of materials, ensure harmony in the streetscape's built environment in order to strengthen coherence and continuity in the urban landscape, provide easy access to the street and facade openings, and promote urban vitality;
- Integrate new high-rise buildings into the downtown landscape, ensuring that they relate to the buildings that currently make up the skyline and to Mount Royal, as viewed from the shores of the river, the bridges and the South Shore.

Finally, three objectives concern the improvement of public transit as a catalyst for a better quality of life for the Quartier's residents, workers, students and visitors:

- Promote active transportation (walking and cycling) and public transit (metro, track-guided transport system¹⁶, carpooling);
- Preserve the number of on-street parking spaces in order to promote commercial activity;
- Contribute to any solution intended to replace buses with lighter and more effective modes of public transit between the South Shore and the Central Business District.

16. Among track-guided transport system technologies, worth noting are the tramway, the tram-train (able to run on an urban tramway network and on railway lines) and the LRT (light rail transit).

3. OBJECTIVES AND STRATEGIES



Peak-hour traffic congestion on the road and public transit networks is the chief factor likely to weaken economic growth in the Quartier.

3.2 MOBILITY STRATEGY¹⁷

As mentioned above (1.4), peak-hour traffic congestion on the road and public transit networks is the chief factor likely to weaken economic growth in the Quartier des gares.

The actions proposed under the SPP are founded, therefore, on a mobility strategy whose objective is to reduce traffic congestion and facilitate modes of active and public transportation.

3.2.1 Encourage active transportation

The establishment of safe and comfortable urban infrastructures for pedestrians and cyclists helps increase the use of active modes of transportation. Measures to promote active transportation may include:

- an interconnected network of bicycle paths;

- safe and people-friendly sidewalk surfaces with enough space to handle the volume of users and with adequate urban design features, including trees and street furniture;
- safe pedestrian crossings at intersections;
- better access for people with a mobility impairment (audible traffic signals, touchplate interfaces, sidewalk ramps);
- increased number of Bixi stations;
- increased number of bicycle racks (indoor and outdoor) on the public and private properties;
- showers and lockers in businesses and offices (at the initiative of owners and occupants);
- new access routes and connections to the indoor pedestrian network, and improved intermodal transit terminals (e.g., new metro entrance shelter on Saint-Antoine Street).

3.2.2 Promote car sharing

Car sharing provides an alternative to purchasing a car for people whose occasional needs are not met by public transit. Two actions merit consideration:

- Reserved spaces on or off street, for example close to parks, in municipal parking lots and (through regulations) private parking lots;
- Promotion of car sharing by developers, for example in sales brochures for residential units, and by employers, for example on commercial billboards.

17. Source: Étude d'aménagement du domaine public et stratégie de mobilité dans le cadre de l'élaboration du PPU du Quartier des gares (centre des affaires – secteur sud), mars 2015, Affleck de la Riva-Roche.

3. OBJECTIVES AND STRATEGIES



3.2.3 Manage parking spaces

Car use is based on supply and demand. Reducing access to long-term daytime parking leads to a decrease in work-home commuting by car. Two measures could be considered:

- Reducing off-street parking; *in the area, real estate development will eliminate some 770 off-street outdoor parking spaces, whereas the current number of on-street parking spaces should not change significantly;*
- Shared complementary-use spaces that are not busy during the same hours or periods.



3.2.4 Promote carpooling

Carpooling makes it possible to pair people with the same commuting habits and similar starting points and destinations. In order to promote carpooling, we must:

- provide parking spaces for workers using carpooling (at the initiative of car owners);
- promote carpooling in work environments (billboards, guaranteed ride home, etc.);
- promote the online carpooling services offered by the AMT.¹⁸



3.2.5 Encourage public transit use

The use of public transit represents the optimal means of easing traffic congestion. Various factors encourage the use of public transit:

- Improved comfort;
- Higher frequency;
- Reliability of service (adherence to schedules);
- Fewer user transfers;
- Implementation of priority measures for buses (e.g., reserved lanes, priority traffic signals);
- Implementation of an effective and rapid track-guided transit system on the Champlain Bridge between the South Shore and downtown Montreal;
- Monthly bus passes provided by employers.

18. <https://www.covoiturage.amt.qc.ca>.

3. OBJECTIVES AND STRATEGIES

3.3 DEVELOPMENT STRATEGY

In order to facilitate quality urban rehabilitation, the public space in the Quartier des gares must be redesigned.

3.3.1 Improve pedestrian traffic

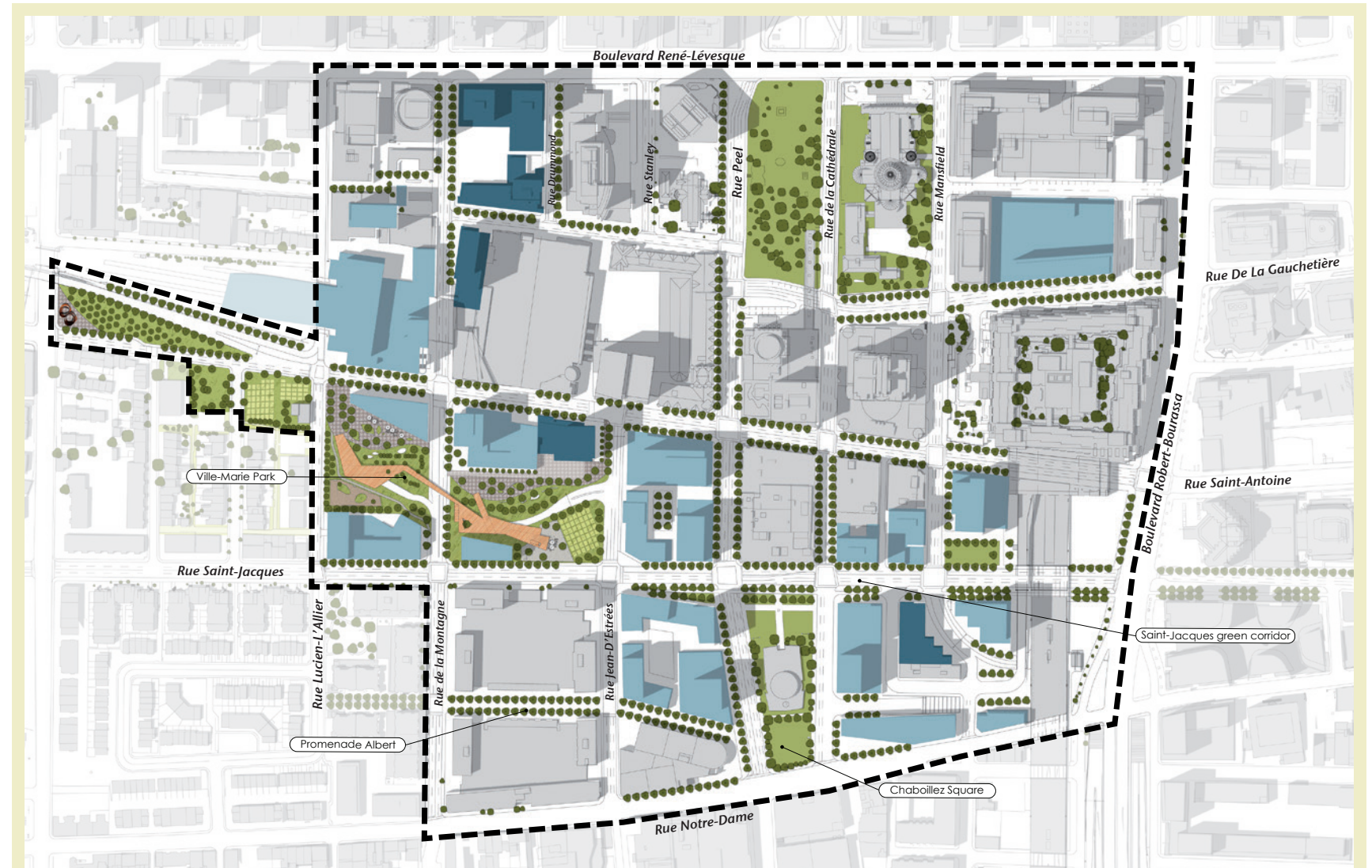
De la Gauchetière Street constitutes the main east-west pedestrian corridor in the northern portion of the Quartier, redistributing local pedestrian traffic to narrower north-south streets. A similar east-west pedestrian corridor is needed in the southern portion of the Quartier, starting from the streets bordering Ville-Marie Park, the Promenade Albert and Saint-Jacques Street. This new corridor could be linked to the Lucien-L'Allier intermodal transit terminal in the west, and to Victoria Square in the east.

3.3.2 Restore and reclaim existing public spaces

The main existing public and semi-public spaces, including Chaboillez Square, the Promenade Albert and Place du Canada, will be redeveloped and integrated into a common design. At the same time, the green spaces west of Jean-D'Estrées Street (community gardens, dog runs, etc.) will be revamped and integrated into a new park linking Saint-Antoine Street and Saint-Jacques Street.

3.3.3 Create new public spaces

Diversity and social cohesion are among the keys to a healthy urban living, and each depends largely on people-friendly public spaces. The creation of new public spaces is therefore essential to the success of a major urban revitalization, particularly in a high-density neighbourhood where the need for oxygen, vegetation and open views is experienced more keenly.



The overall plan

3. OBJECTIVES AND STRATEGIES

Several natural and man-made features in the Quartier create physical and psychological barriers: this is true not only of the topography but of the areas surrounding train stations and railway overpasses.

3.3.4 Greening the streets and planting trees

Greening and tree planting are of primary importance in a neighbourhood undergoing densification, where efforts are made to mitigate heat islands effects; such strategies can form part of a larger environmental approach including ecological groundwater management.

3.3.5 Redevelop existing streets

In order to increase the proportion of public space earmarked for active transportation, the area currently reserved for vehicle traffic will be reduced, while preserving the capacity of the road network. The roads must be made narrower, therefore, in order to reclaim surface space for bicycle paths or widen the sidewalks, while still taking into account safety and traffic flow requirements.

3.3.6 Diminish the barriers between various sectors

Several natural and man-made features in the Quartier create physical and psychological barriers: such is the case with the topography (a vertical drop of more than 10 metres between the Saint-Antoine and René-Lévesque terraces) and the areas surrounding certain train stations and railway overpasses, which may act as a deterrent to pedestrians and cyclists. Through the adoption of measures meant to develop and revitalize overpasses (4.1.1.5; 5.4.2) as well as improve access to the public transit network (4.1.1.4; 4.4.1), these barriers will be diminished with the goal of making active transportation in the Quartier more enjoyable and pleasant.

3.3.7 Development guidelines

Urban development guidelines are aimed at standardizing the width of roads in the Quartier and reclaiming road surfaces in order to widen the sidewalks and build planting holes and other attractive urban features. These principles were established in accordance with Montreal standards and minimum development standards in force across North-American cities.¹⁹

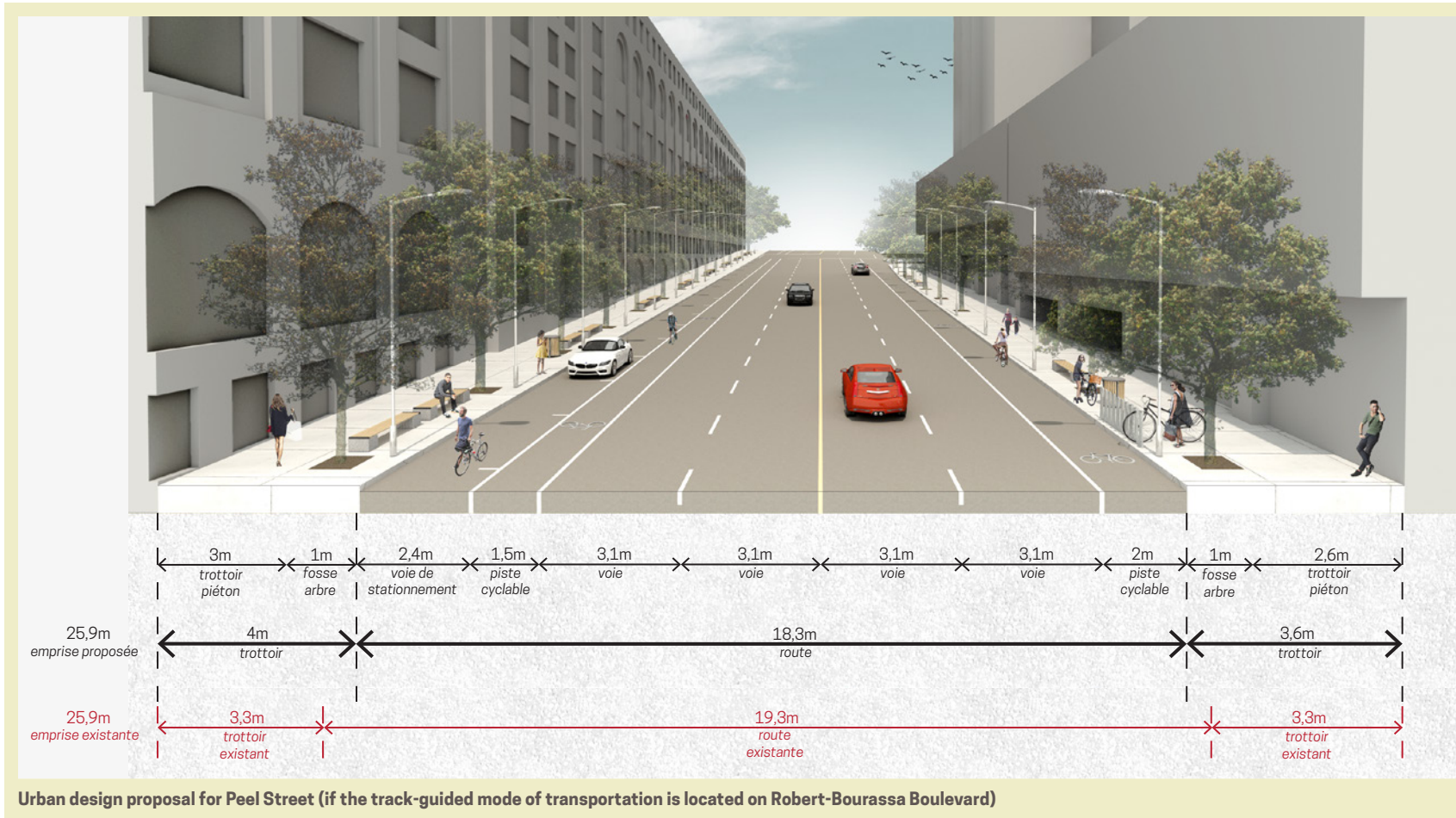
19. The standards consulted in order to establish these guidelines come from the following documents:

- Norme minimale d'aménagement des emprises de rues – Ville de Montréal;
- Complete Streets by Design – Toronto Center for Active Transportation;
- Urban Street Design Guidelines – Charlotte;
- DOT – City of Sacramento;
- Complete Streets – Chicago;
- Design guidelines for Streets and sidewalks – Access Minneapolis.



4. PLANS

4. PLANS



4.1 TRAFFIC

4.1.1 Pedestrian spaces

It is important to remember that during peak morning hours, no fewer than 37,000 people enter the Quartier from one of its two metro stations.

4.1.1.1 Sidewalks

The configuration of the public space—planned and completed primarily to serve car traffic—is among the chief obstacles to safe and pleasant pedestrian traffic in the Quartier.

A new way of sharing the public space, designed to adequately meet the needs of the different modes of transportation, appears to be an essential condition for the requalification and renewed appeal of the Quartier.

Under the current SPP, a review of the geometric design and/or surfaces on a number of streets and roadsides will be required.

The following streets will be targeted, among others:

- Peel, Saint-Antoine and Notre-Dame, des Canadiens-de-Montréal, on both sides and along their main sections;
- Saint-Jacques (south side) and de la Gauchetière (north side and part of the south side);
- de la Montagne (east side) and Drummond (west side);
- de la Cathédrale (west side) between Notre-Dame and Saint-Antoine;
- Access roads to the Ville-Marie Expressway northeast of de la Cathédrale and Notre-Dame.

These changes should result in a far more welcoming and reassuring urban space for pedestrians, leading to greater pedestrian traffic in the Quartier.

4. PLANS

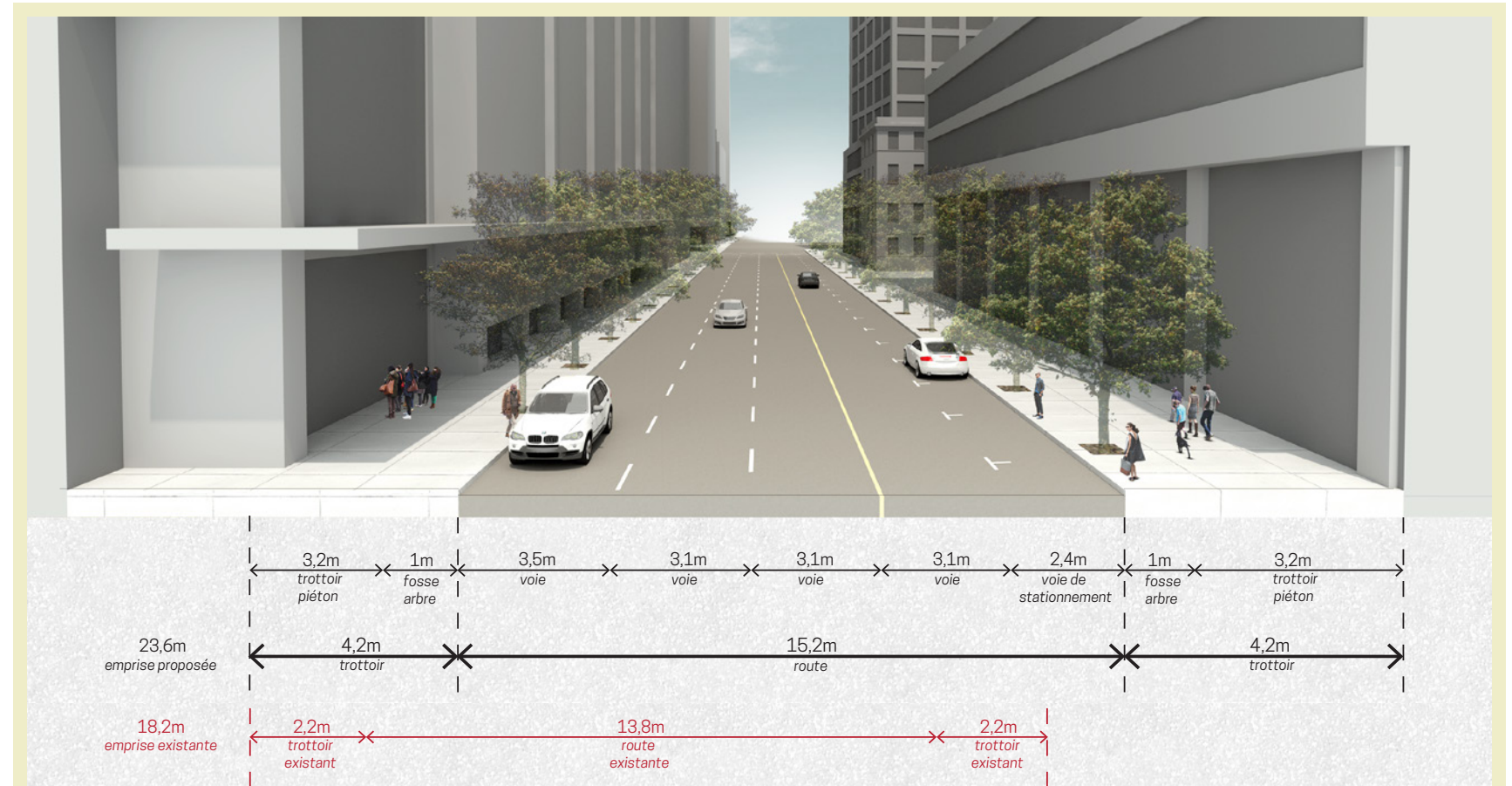
4.1.1.2 Pedestrian crossings

Under this SPP, pedestrian crossings at no fewer than 14 intersections will be improved in order to encourage safe and pleasant pedestrian traffic:

- The eight intersections on René-Lévesque Boulevard and each of the southbound cross-streets. From west to east: Lucien-L'Allier, de la Montagne, Drummond, Stanley, Peel, de la Cathédrale, Mansfield and Robert-Bourassa Boulevard; the measures to facilitate the north-south crossing on René-Lévesque Boulevard will be reviewed with the implementation of a track-guided mode of transportation;
- Three other intersections on Robert-Bourassa Boulevard, at de la Gauchetière Street, Saint-Antoine Street and Saint-Jacques Street;
- The intersection at Notre-Dame Street and Peel Street, in proximity to the ÉTS B pavilion and the former Planetarium;
- Two other intersections will be subject to the same measures, one on Jean-D'Estrées Street, the other on de la Montagne Street, on a pedestrian route to be developed north of Notre-Dame Street (Promenade Albert).

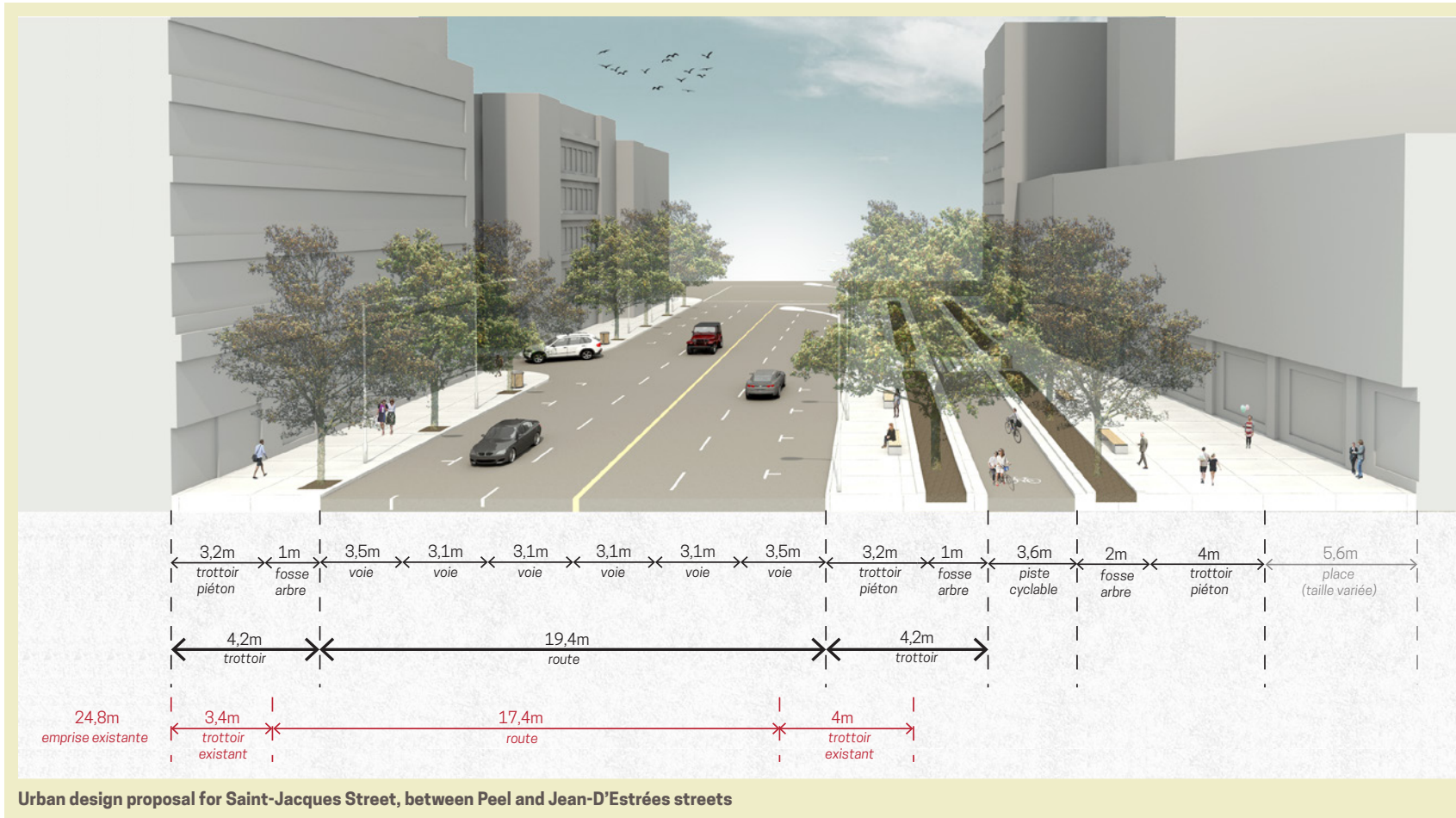
4.1.1.3 Driveway entrances

Driveway entrances are subject to a variety of regulations. For example, a vehicle accessing a loading dock may not encroach on the sidewalk; access to a loading dock must include sufficient visual clearance in order to avoid conflict with pedestrians or other vehicles.



Urban design proposal for Saint-Antoine Street, between de la Montagne and Jean-D'Estrées streets (traffic will flow in both directions, if studies show this would not create any inconvenience)

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- The Quartier is home to several large driveway entrances:
- Bordering Central Station (at opposite ends of Belmont Street; north side of de la Gauchetière Street);
 - Bordering the Terminus Centre-Ville (Peel Street, de la Cathédrale Street and Mansfield Street);
 - Bordering the Bell Centre (de la Montagne Street and Saint-Antoine Street).

Measures to secure these entrances will be applied so that they do not pose a risk or an obstacle to pedestrian traffic.

4.1.1.4 Links to the indoor pedestrian network

As mentioned, the indoor pedestrian network is a significant presence in the Quartier, connecting most destinations, including metro stations, train stations, office towers and the Bell Centre. That said, pedestrian use of this network is lower than it should be and at times problematic.

Several types of changes can help to make the network more appealing:

- Better access;
- Visible, recognizable and clear outdoor signage indicating access points;
- Indoor signage that effectively guides pedestrians along their way and indicates point of interest (businesses, services) and destinations within the network;
- Where required, physical changes to specific links where problems have been observed. For example, the portion of the network between Central Station and the Bonaventure metro, where metro, bus and train users converge, is overcrowded and should be subject to a major upgrade.

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4.1.1.5 Railway overpasses

Owing to the pronounced vertical drop in elevation along the north-south corridor, the CN railway lines leading to Central Station are initially underground, passing, notably, underneath Place Ville-Marie, the Fairmont Queen Elizabeth hotel and Place Bonaventure, from which they emerge as raised railways. This configuration entails the presence of three railway overpasses south of Central Station and west of Robert-Bourassa Boulevard: the first overlooks Saint-Antoine Street, the second Saint-Jacques Street, and the third Notre-Dame Street.

In the western portion of the Quartier, the configuration of the Lucien-L'Allier commuter rail station required two additional railway overpasses on either side of the station, north of Saint-Antoine Street: the first overlooks Lucien-L'Allier Street, the second overlooks de la Montagne Street.

The CN overpass on Saint-Jacques Street occupies a strategic position in that it will link the future Saint-Jacques green corridor (5.3.1) with Victoria Square.

In the best of cases, these overpasses currently constitute unavoidable points of passage to a destination; in the worst of cases, they act as physical and psychological barriers that pedestrians hesitate to cross. The goal, therefore, is not only to secure and encourage pedestrian traffic, but also to create a pleasant atmosphere, make the overpasses attractive, and turn them into distinctive features in the Quartier that provide guaranteed safety and comfort—even becoming attractive as public artworks (5.4.2).

4.1.2 The cycling space

Currently, there are no bicycle paths in the Quartier des gares. High pedestrian traffic in this sector, combined with high bicycle use within the downtown area, suggests that installing spaces reserved for bicycle traffic (on-street bicycle paths, sidewalk paths, bicycle lanes, etc.) in such a central and active neighbourhood is both desirable and necessary.

The project under study is aimed at linking the Quartier to the main bicycle paths in other downtown areas and adjacent sectors. A north-south cycling corridor is therefore projected, linking the bicycle path on de Maisonneuve Boulevard with the Lachine Canal, the Peel Basin and the river via Peel Street, as is an east-west corridor bordering Saint-Jacques Street.

Choosing cycling routes within the Quartier des gares will depend on the space available on existing streets, however, and the other modes of transportation in use (pedestrian, vehicular and public transportation). Peel Street is currently projected to be the north-south cycling corridor between de Maisonneuve Boulevard and the Lachine Canal; but if the track-guided transit system were to use this route, it would be difficult to conceive of adding bicycle lanes.

A similar problem could pose an obstacle to the development of a bicycle path along the eastern section of Saint-Jacques Street.

That said, measures to secure pedestrian crossings (4.1.1.2) should also serve to protect cyclists at intersections. In addition, there should be an increase in the number of indoor and outdoor bicycle racks and Bixi stations, both in the private and public domains (in certain cases entailing a loss of on-street parking spaces).

4.1.3 Car traffic and parking

In the past 25 years, the number of cars in Greater Montreal has grown at twice the rate of the population, as noted in the Origine-Destination surveys of 1993, 1998, 2003, 2008 and 2013.²⁰ This explains the steady rise in the number of cars entering the downtown area during peak morning hours, in spite of strong growth in public transit use.

Given the increase in downtown ridership and the costs associated with growing traffic congestion on the downtown road network and access roads, there is an urgent need to offer alternative transportation options to residents, workers, students and visitors in the downtown area.

While it is possible to reduce some car-use incentives for home/work travel, notably by opting not to replace off-street ground-level parking in conjunction with construction on vacant lots and promoting the construction of new housing downtown, the issue of road network congestion goes well beyond the scope of this SPP; rather, it falls within the jurisdiction of metropolitan transportation authority.

The SPP for the Quartier des gares also calls for the implementation of a track-guided transit system to replace the current bus system between the South Shore and the Central Business District. As well as removing 1,800 to 3,000 buses per day from the roads in the Quartier des gares, this new track-guided transit system would improve public transit services (4.1.4).

The Quartier currently has 3,770 off-street parking spaces, including some 770 outdoor spaces. These outdoor spaces are at risk of disappearing with the construction of buildings on vacant lots.

The establishment of new urban infrastructures in the quartier should not change the current number of on-street parking spaces significantly.

²⁰. Source: AMT.

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The issue of public transit in the Quartier is crucial. On numerous occasions, the city has expressed a wish to have the new Champlain Bridge include an effective public transit link between the South Shore and downtown Montreal.



There are also 910 on-street parking spaces (with meter) in the Quartier, some of which will disappear with the widening of certain sidewalks or the implementation of the track-guided transit system. Adding bicycle lanes on Peel Street would require the elimination of another 41 parking spaces, while the addition of a track-guided transit system would entail the loss of 109 spaces. Finally, 19 spaces will be eliminated on de la Cathédrale Street and 60 others will be lost on Saint-Jacques Street.

New buildings (offices, homes, businesses, institutions) will be required to have a minimum number of underground parking spaces.

4.1.4 Public transit

In order to boost ridership, public transit bound for and within the Quartier must first be improved (frequency, reliability, speed, comfort).

4.1.4.1 Track-guided transit system

The issue of public transit in the Quartier is crucial, and it is not solely dependent on the City of Montreal. On numerous occasions, the city has expressed a wish to have the new Champlain Bridge include an effective public transit link between the South Shore and downtown Montreal. Should this be the case, two main options are under study with the goal of determining the most viable route.

Option 1. The track-guided transit system would follow the Peel Street corridor, with stops at Chaboillez Square and on de la Gauchetière Street (providing a direct link to the Bonaventure metro station and the indoor pedestrian network) and the corner of René-Lévesque Boulevard.

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Under this first option, the street, because it is narrow, would require redevelopment, which would rule out a possible bicycle path. Links to the indoor pedestrian network would remain excellent, however, and the stop at de la Gauchetière would be closer to the Bell Centre.

Option 2. The track-guided transit system would run along Robert-Bourassa Boulevard, with stops at the corner of Notre-Dame Street and de la Gauchetière Street (transfer to Bonaventure station and the indoor pedestrian network), and a third stop at the corner of René-Lévesque Boulevard.

Under this second option, the width of the boulevard would allow a track-guided transit system to peacefully coexist alongside car and pedestrian traffic, and its presence would lend further prestige to this major thoroughfare. Links to the indoor pedestrian network would be excellent, and the third stop would be closer to major work and business destinations (e.g., Place Ville-Marie) and more central in relation to the Central Business District as a whole.

4.1.4.2 Metro use

Above and beyond the crucial question of the track-guided transit system, it has been noted that metro use is not always optimal in this sector: the two stations (Bonaventure and Lucien-L'Allier) are located north of Saint-Antoine Street, and access to the metro from the former Windsor Station and the Bell Centre (corner of de la Montagne Street) requires detours long enough to act as a deterrent. Indeed, the Lucien-L'Allier metro station is among the most underused in the network, which may be attributed to its unappealing surroundings.



Urban design proposal for the Lucien-L'Allier overpass

The presence of a metro entrance shelter on Saint-Antoine Street leading directly to the Lucien-L'Allier metro station, coupled with the new Ville-Marie Park that the city intends to develop in this sector (4.2), could bring about a significant improvement in ridership at this station.

More broadly, the shelter would constitute an added attraction for real estate development on the periphery of Ville-Marie Park and across the southern portion of the area.

In the *Quartier international de Montréal* (where 40% of the surface area is dedicated to pedestrians), special focus was brought to bear on pedestrians (sidewalks or indoor passageways) and public transit, with 12 new access points to the metro and 1.3 km of new underground pedestrian passageways accessible from buildings and public spaces. These measures helped to increase ridership by 13% between 1999 and 2005 in the three orange-line stations crossing this sector: Place d'Armes, Victoria Square and Bonaventure. This increase was seven times higher than the increase observed in the other downtown stations during the same period.²¹

The Ville-Marie Park development will help unify the Quartier by bringing oxygen and a much-needed green space complete with exercise and recreational spaces to this highly built-up environment. The immediate vicinity will also become more attractive to real estate developers.

21. Source: Quartier international de Montréal (QIM) Bilan final du projet, 2006—statistiques de la STM, 2005.

4. PLANS



Plans for Ville-Marie Park and its immediate surroundings

4.2 DEVELOPMENT OF VILLE-MARIE PARK

The Quartier des gares features large areas within the Ville-Marie Expressway footprint that can not be built on. The expressway is completely covered throughout the sector.

It is on these lands, which are the property of the Ministère des Transports du Québec, that the city intends to develop new green spaces under the name “Ville-Marie Park” within a diagonal area bordered in the northwest by Guy Street between Saint-Antoine Street and the railways at the Lucien-L'Allier commuter rail station, and in the southeast by the intersection at Saint-Jacques Street and Jean-D'Estrées Street.

The total surface area spanned by these green spaces (2.3 ha) will be almost equivalent to that of Dorchester Square and Place du Canada. The Ville-Marie Park development will tap into the potential offered by the existing difference in level between Saint-Antoine Street and Saint-Jacques Street; in doing so, it will help unify the Quartier by bringing oxygen and a much-needed green space complete with exercise and recreational spaces to this highly built-up environment. The immediate vicinity will also become more attractive to real estate developers.

Ville-Marie Park will be developed on five blocks, three of which border Saint-Antoine Street west of Lucien-L'Allier Street in the neighbourhood of Little Burgundy. Because these three blocks are already occupied by green spaces and a community garden, the plan will be limited to improving planting as well as paths and laneways with the objective of preserving the intimate atmosphere of the neighbourhood and making it easier and more appealing for residents to access the park as a whole. The existing commercial billboards will be removed from the green space on the northeast corner of Guy Street and Saint-Antoine Street; in their place, planting and public artworks will make the area more attractive.

4. PLANS



Aerial view of Ville-Marie Park and its surroundings

The total surface area spanned by these green spaces (2.3 ha) will be almost equivalent to that of Dorchester Square and Place du Canada.

4. PLANS

In order to draw people to the park, one or two sidewalk cafés will be built, giving users of the surrounding residential and commercial buildings a place to spend their lunch-hour relaxing outdoors.

In the east, a high-intensity urban environment occupied by high-rise buildings, two blocks located between Saint-Antoine, Saint-Jacques, Lucien-L'Allier and Jean-D'Estrées Streets will be the subject of more significant plans, but the existing community gardens and the dog run will not be relocated. A raised walkway will link these blocks on either side of de la Montagne Street, giving pedestrians varied and unique views of the city, notably from a lookout at the southern end of the walkway.

Real estate developers on lands adjacent to the park will be required to locate technical spaces (parking, unloading area, waste collection, etc.) in a way that ensures the best possible interface between the park and the new buildings. A vast esplanade featuring vegetation and man-made surfaces, located immediately south of the residential high-rise buildings projected for Saint-Antoine Street, will establish a link to the Bell Centre via a path along Jean-D'Estrées Street. In order to draw people to the park, one or two sidewalk cafés will be built, giving users of the surrounding residential and commercial buildings a place to spend their lunch-hour relaxing outdoors.

This space will continue east, with the implementation of green strips on the south side of Saint-Jacques Street between Jean-D'Estrées Street and Robert-Bourassa Boulevard, and on the north side of Chaboillez Square (5.3.1).

4.3 CONSTRUCTION ON VACANT LOTS

Improving the overall appeal of the Quartier, particularly through housing development, constitutes the second strategy for encouraging active transportation (walking, cycling).

More than a third of new residents are known to choose downtown owing to its proximity to their workplace. Thus, more people living within walking distance of their downtown workplace or place of study will result in fewer cars on the road network at peak hours and greater use of active transportation and public transit.

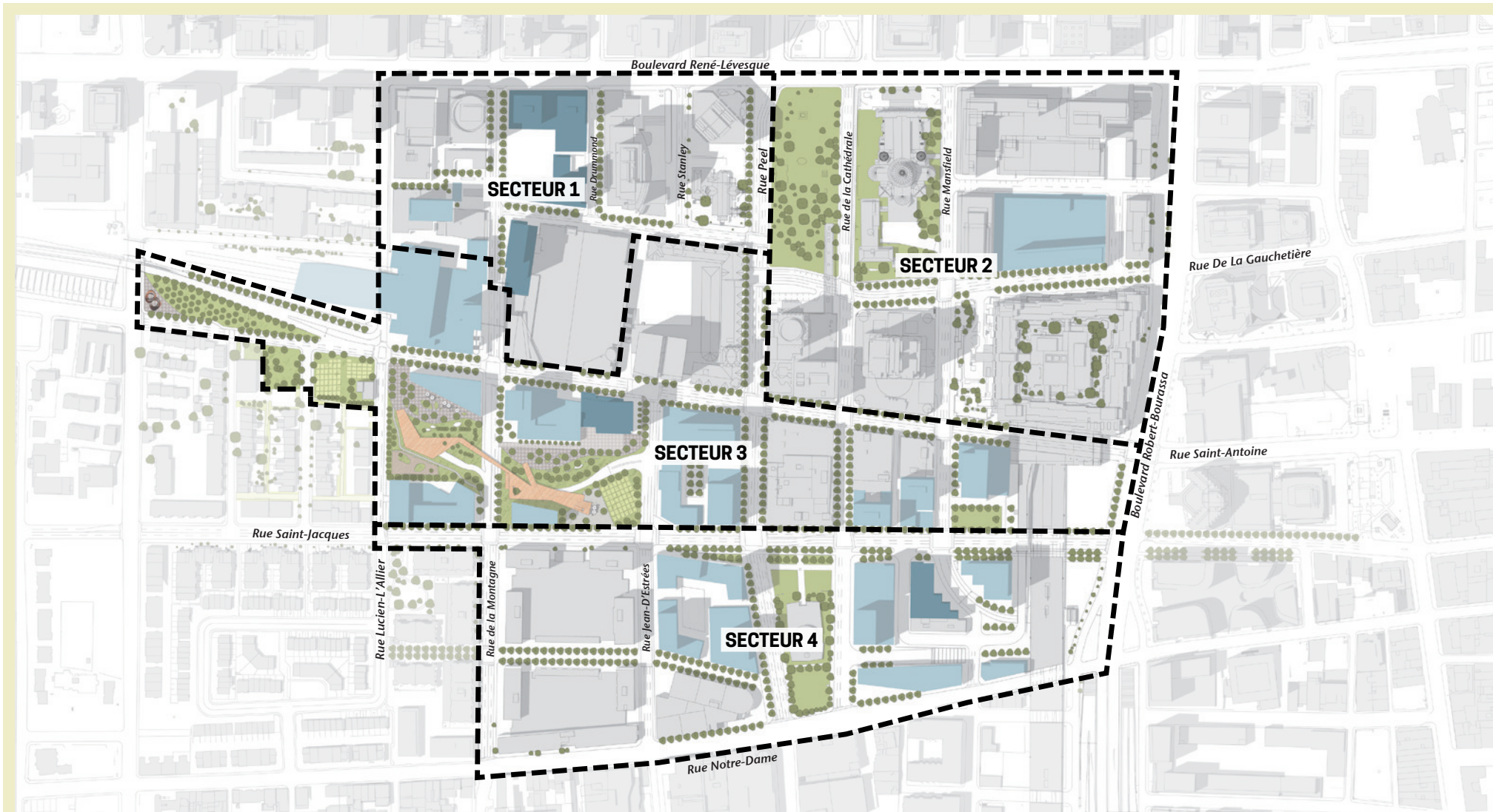
In downtown Montreal, the Quartier des gares has the largest land area occupied by vacant lots that can be built on. The partial residential development of these lots is among the keys to the requalification and renewed appeal of this sector.

As of September 2014, the sector had four major projects under construction and one authorized project:

- Le Rocabella, made up of two 40-storey buildings on René-Lévesque Boulevard West between Drummond Street and de la Montagne Street, with 596 residential units, a two-storey commercial gallery and five floors of underground parking;
- L'Avenue, a 50-storey building located at 1275 des Canadiens-de-Montréal Avenue, will feature 325 residential units on the upper floors, commercial spaces on the ground floor, and offices or a hotel on the first few floors;
- La Tour des Canadiens-de-Montréal, a 48-storey residential and commercial building located at 1280 des Canadiens-de-Montréal Avenue and featuring 534 residential units;
- La Tour Deloitte, 28-storey office building with close to 50,000 m² of office space (or half the space of Place Ville-Marie), located on des Canadiens-de-Montréal Avenue between the Bell Centre and Windsor Station;
- The Urbacon project, a 10-storey office building located at 544 de l'Inspecteur Street.

Several other major projects have been announced in the Quartier, notably on Saint-Antoine Street south of the Bell Centre.

4. PLANS

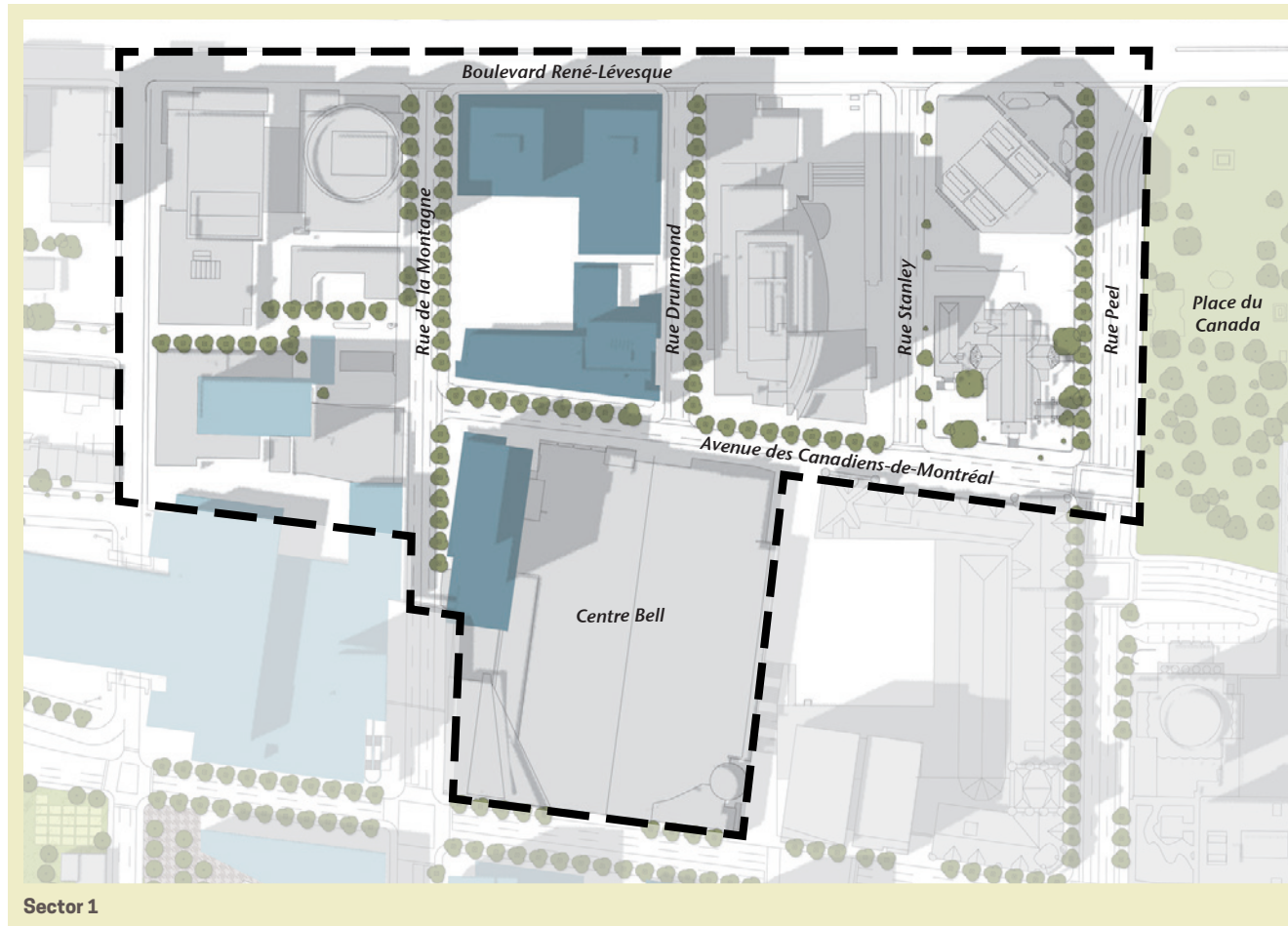


Project sectors

The urban design project for the Quartier des gares will target four sectors.

4. PLANS

The redesign of des Canadiens-de-Montréal Avenue will draw inspiration from the type of development achieved on Jeanne-Mance Street in the Quartier des spectacles.



Sector 1

4.4 PROJECT SECTORS

The urban design project for the Quartier des gares will target four sectors.

4.4.1 Sector 1: The area around the Bell Centre

Plans in this sector will essentially involve narrowing the width of the roadways in order to reclaim road surfaces and widen the sidewalks.

No main change in geometric design is proposed on des Canadiens-de-Montréal Avenue east of Stanley Street. In the western section, however, the sidewalks will be at almost the same level as the street, creating a shared roadway like the one at Place d'Armes. The avenue will therefore become a plaza, for use mainly by pedestrians.

In order to preserve the public character of this street while allowing it to be used, where required, for high-intensity festive purposes with no vehicle traffic, the redesign of des Canadiens-de-Montréal Avenue will draw inspiration from the type of development achieved in the Quartier des spectacles (Jeanne-Mance Street between Sainte-Catherine Street and de Maisonneuve Boulevard): a wide road accommodating pedestrian and vehicle traffic, integrated into the Place des Festival when major events are hosted.

Finally, a pedestrian crossing south of the E-Commerce Place complex will link de la Montagne Street and Overdale Street, extending from des Canadiens-de-Montréal Avenue, in order to facilitate access to the Lucien-L'Allier metro station for future residents and users of the block currently under construction north of the Bell Centre.

4. PLANS

4.4.2 Sector 2: Peel and de la Gauchetière Streets and Central Station

Peel Street, which runs from the southern flank of Mount Royal all the way to the Lachine Canal, the Peel Basin and the river, passing Dorchester Square, Place du Canada, the old Windsor Station and Chaboillez Square, is undoubtedly the backbone of the north-south corridor in the Quartier des Gares. Its urban dynamism, particularly between de Maisonneuve Boulevard and Saint-Antoine Street, is an attraction to Montrealers and visitors alike.

Any projected changes on Peel Street (wider sidewalks, bicycle paths, on-street parking) will depend on the route chosen for the track-guided transit system in the Quartier (4.1.4.1).

De la Gauchetière Street was among the first streets to be built outside the old fortifications. Today, it runs from Peel Street to Wolfe Street, where it is interrupted by the Radio-Canada block before continuing on from Papineau Avenue to Dorion Street, with an additional few sections in the eastern portion of the island (Montréal-Est, Pointe-aux-Trembles). A pedestrian street between Saint-Dominique Street and Jeanne-Mance Street, it follows an irregular route, crossing Montreal's Chinatown and the Central Business District all the way to the Bell Centre, where it becomes des Canadiens-de-Montréal Avenue between de la Montagne Street and Peel Street.

Bordered, at times, by large buildings interspersed with small two-storey homes, the streetscape on de la Gauchetière Street does not hold any sustained interest. Yet, the street has played an important role in Montreal's history, and for this reason alone it should provide pedestrians with a safe and pleasant route along the length of its main section.



The geometric design of de la Gauchetière Street, between Peel Street and de la Cathédrale Street, will be completely reviewed with the objective of widening all the sidewalks and expanding the Place du Canada.

4. PLANS



Sector 3

The geometric design of de la Gauchetière Street, between Peel Street and de la Cathédrale Street, will be completely reviewed with the objective of widening all the sidewalks and expanding the Place du Canada. This reconfiguration will:

- reduce the disproportionate area currently occupied by the road;
- ease vehicle traffic by improving curves at intersections;
- maintain the plaza at the Château Champlain building;
- improve pedestrian traffic conditions bordering Place du Canada.

The redevelopment of the public space on de la Gauchetière Street will continue between Mansfield Street and Robert-Bourassa Boulevard, thereby confirming de la Gauchetière Street's function as the main east-west pedestrian corridor in the Quartier.

Also located in this sector is Central Station, the main gateway to Montreal by rail and the starting point of Montreal's "Underground city." The station was built over a period of more than 15 years: the initial construction phase ran from 1926 until the economic crisis in 1930, and work was resumed in 1939 until the station opened in 1943. The original art deco facade today is almost completely hidden by the buildings erected all around the station.

The eventual reconstruction of the buildings between the station and de la Gauchetière Street will make it possible to increase the site's density considerably, and the work should be aimed at:

- facilitating coexistence between motorists and pedestrians around the station;
- improving user comfort with better-designed access routes;
- improving the physical surroundings and making Central Station more visible, particularly from de la Gauchetière Street.

4.4.3 Sector 3: The areas bordering Saint-Antoine Street and Ville-Marie Park

This sector offers:

- the largest parcels of land available for construction, particularly north of Saint-Jacques Street; it therefore holds the greatest potential for development, enough to meet the demand expected in the next 15 years (4.3);
- the largest parcels of land that can not be constructed upon, owing to their location within the Ville-Marie Expressway corridor. Thus, the Ville-Marie (4.2) Park development and the potential real estate development (particularly residential) around this park appear to be the two closely connected conditions for requalification in this still-neglected sector.

In addition, a special effort will be made to improve access to the Lucien-L'Allier metro station, which is currently underused, with the construction of a new entrance shelter on the northeast corner of Saint-Antoine Street and Lucien-L'Allier Street leading to a well-lit indoor passageway. This plan is strategic in that it affirms the city's commitment to public transit and active transportation, and it must be deemed a priority.

4. PLANS

4.4.4 Sector 4: Montfort Street, Chaboillez Square and the Promenade Albert

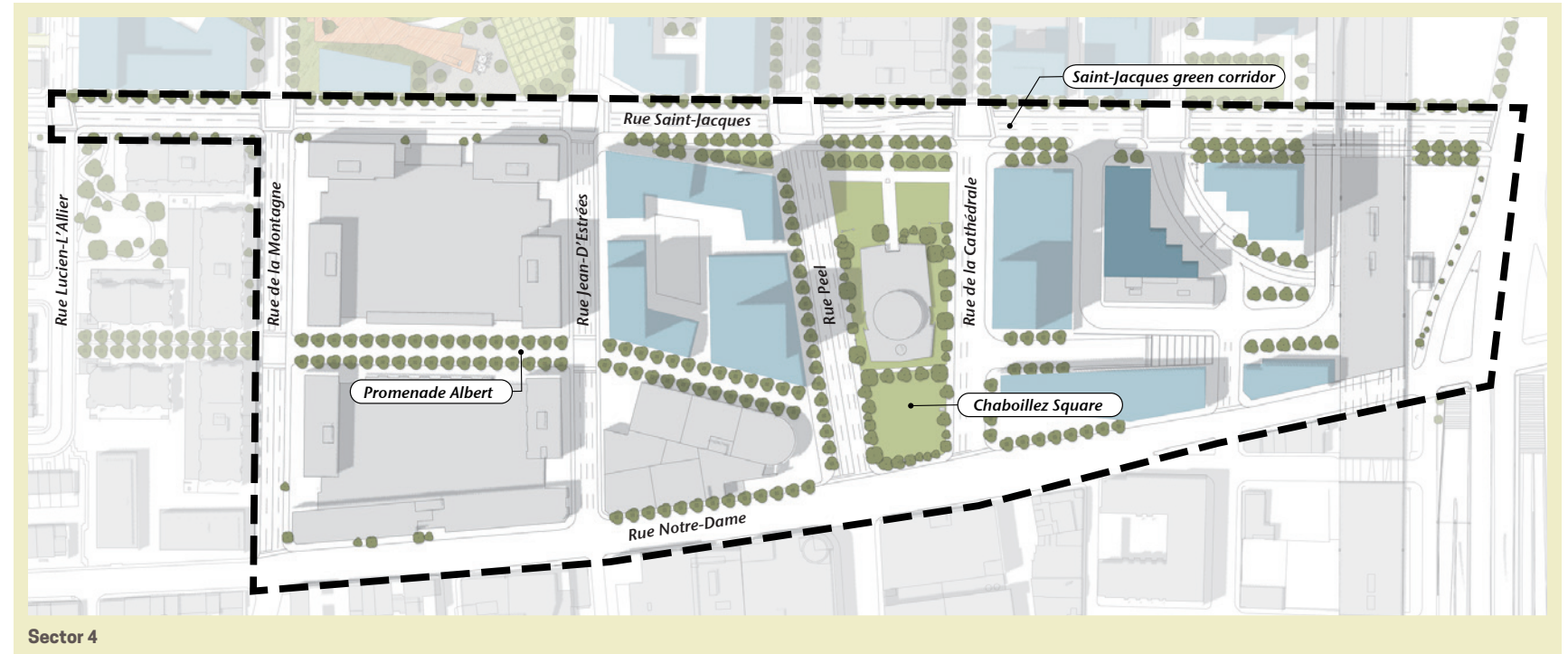
The current configuration of the Ville-Marie Expressway entrance on Montfort Street includes several breaks in the sidewalk, all of which pose a risk to pedestrians. Designed to access the tunnel by accelerating, this configuration also increases the risk of accidents, particularly for motorcyclists.

The major plan in this sector will involve reconfiguring all the access ramps to the Ville-Marie Expressway eastbound from de la Cathédrale Street, as well as north and south, in order to re-establish continuity on the sidewalks and free up land for development.

Located between Saint-Jacques Street and Notre-Dame Street, and between Peel Street and de la Cathédrale Street, Chaboillez Square is among the oldest green spaces in the Quartier; in relation to the Quartier as a whole, it lies directly south of Place du Canada.

When the Planetarium moved in 2013, Chaboillez Square gradually resumed its original purpose as a rest area bordering Notre-Dame Street. In the southern portion, currently developed into a parking lot, the ÉTS, the new owner of the square, will develop and maintain this park, which is expected to become a place to rest and socialize for the student population.

In the southwest portion of this sector, the Promenade Albert is a developed pedestrian link that divides the two mega-blocks between Peel Street, Jean-D'Estrées Street and de la Montagne Street. The urban form of this promenade, which runs diagonal to the grid of streets, is aligned with the former Albert Street immediately south of the Bonaventure Station platforms, and with the old Ruisseau Prud'homme.



Sector 4

This promenade, once reclaimed, will form part of the main pedestrian corridor in the southern portion of the Quartier, essentially composed of Ville-Marie Park and, between Jean-D'Estrées Street and Robert Bourassa Boulevard, a redeveloped and revegetated Saint-Jacques Street.

This route will provide comfortable pedestrian links between the École de technologie supérieure, residential buildings and mixed-use projects, lending it, in the southwest of the Quartier, the role of main pedestrian link, a role played by de la Gauchetière Street in the northeast.

4. PLANS

The major plan in sector 4 will involve reconfiguring all the access ramps to the Ville-Marie Expressway eastbound.





5.
**ATMOSPHERE
AND
ATTRACTIVENESS**

5. ATMOSPHERE AND ATTRACTIVENESS

As the SPP is gradually implemented, the Quartier—with newly widened sidewalks, redesigned pedestrian crossings, paths at ground level and underground, and improved access to public transit and bicycle paths—will become especially welcoming.



5.1 A WELCOMING NEIGHBOURHOOD FOR VISITORS AND RESIDENTS

A two-minute walk from the tourist information bureau (corner of Peel Street and Sainte-Catherine Street), the Quartier des gares offers visitors and tourists more than 1,000 high-quality hotel rooms, including at the Fairmont Queen Elizabeth hotel on René-Lévesque Boulevard West, and the Marriot Château Champlain and Hotel Bonaventure Montréal on de la Gauchetière Street West.

As the SPP is gradually implemented, the Quartier—with newly widened sidewalks, redesigned pedestrian crossings, paths at ground level and underground, and improved access to public transit and bicycle paths—will become especially welcoming for residents, but also for workers, students, visitors and tourists.

5. ATMOSPHERE AND ATTRACTIVENESS

The Quartier's public spaces, particularly its parks and wider sidewalks, will also feature pedestrian-friendly street furniture (benches, lighting, garbage cans, display columns, etc.) along the same lines as the furniture selected for the Robert-Bourassa Boulevard development south of Saint-Jacques Street (Bonaventure project), which has proven its worth in terms of look, functionality, easy maintenance and cost.

5.1.1 A living environment in the heart of the city

One of the leading challenges posed by any major downtown plan lies in attracting and retaining a diversified resident population (students, workers, couples, families) and fostering social diversity by facilitating access to affordable housing. In this regard, the SPP is aimed at reparceling and reserving two specific locations for housing cooperatives, particularly family cooperatives, southwest of the corner of Saint-Antoine Street and de la Montagne Street, and north of Notre-Dame Street between de la Cathédrale Street and de l'Inspecteur Street. At the same time, density will be increased (from 6 to 9) north-east of the corner of Saint-Jacques Street and de la Montagne Street in order to facilitate the completion of a third cooperative housing project.

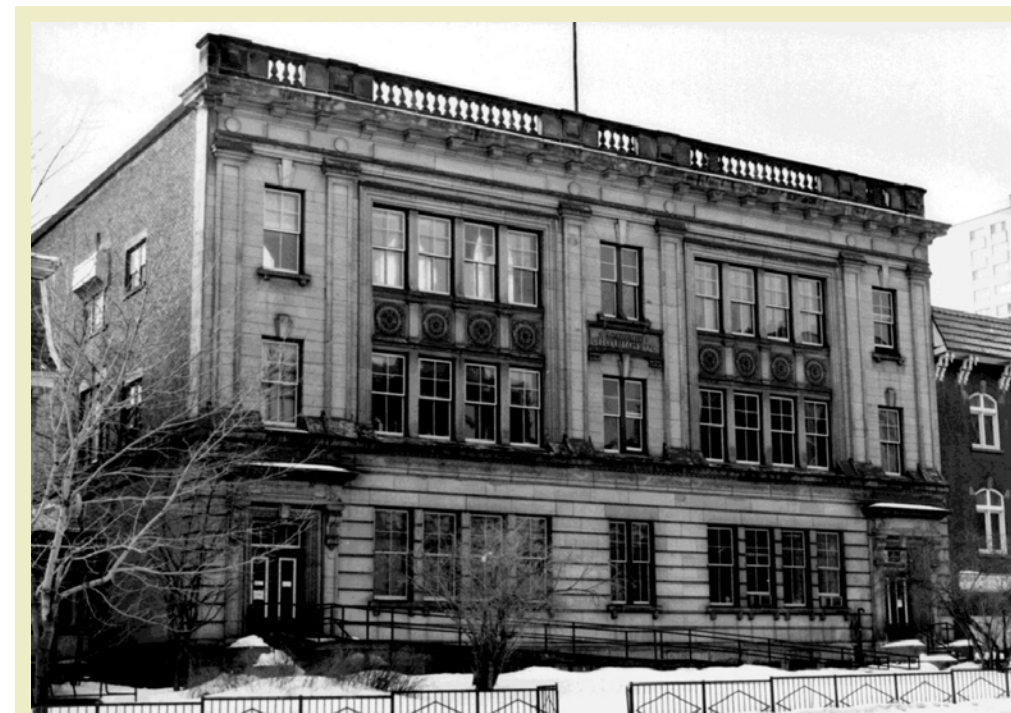
Another challenge inherent in this type of plan lies in giving the residents of a bustling downtown neighbourhood a superior quality of life. In this regard, the city will make presentations intended to ensure that measures are implemented to reduce night noise caused by the locomotives at the Lucien-L'Allier commuter rail station.

5.1.2 Public services for families and workers

Residential and office densification raises the issue of public services for resident families and workers who frequent the Quartier on a daily basis.

The Ignace-Bourget building (which once housed the Académie Bourget) holds architectural interest; located at 1230 de la Montagne Street, a two-minute walk from the sector's borders, it now belongs to the Commission scolaire de Montréal (CSDM), though it is still occupied by community organizations.

Once it is inspected and brought up to standard, this building could resume its initial function as a public school in order to meet the needs of families and provide daycare services to residents and workers in the Quartier des gares, while offering an added incentive to families interested in taking up residence in the sector.



The Ignace-Bourget building

5. ATMOSPHERE AND ATTRACTIVENESS

Living, working and studying downtown also means embracing a unique, authentic and complete lifestyle.

5.2 THE DOWNTOWN LIFESTYLE

The main competitors for downtown retail businesses are said to be so-called “lifestyle centres” like Quartier DIX-30 in Brossard.

But living, working and studying downtown also means embracing a unique, authentic and complete lifestyle:

- Living within walking distance of the workplace; lively streets, ground-floor businesses; indoor pedestrian network;
- Diversity of urban life: housing, offices, businesses and services, institutions;
- Proximity and diversity of institutions (universities, colleges, museums, concert venues, theatres, etc.), major events and festivals, public services (health services, financial institutions, hotels, conference centres); all modes of transportation (active, public transit, vehicular); businesses (markets, restaurants, boutiques, malls, etc.);
- Buildings that open onto the street; a rich architectural heritage steeped in 375 years of history, conservation, development and innovation.



5.2.1 The contribution of developers and owners of properties with significant frontages

The Ville-Marie Borough believes that developers and owners of properties with large frontages in the Quartier can contribute to the public good and quality of life by reaching an agreement with the city concerning the advantages they can offer their clients and the occupants of their buildings:

- Improved relationship with the street; buildings and businesses that open onto the street;
- On-street commercial and service occupancy;
- Indoor parking with reserved spaces for car sharing;
- Bicycle racks;
- Daycare centres;
- Indoor access to the metro and indoor pedestrian network.

5. ATMOSPHERE AND ATTRACTIVENESS



In addition to these advantages, the city hopes to reach an agreement with developers and owners of properties with large frontages concerning their potential contribution to the Quartier's living environment, for the benefit of all residents, workers, students and visitors. Case in point: the *Maison La Fontaine* located on the Overdale block immediately west of the area targeted by this SPP.

This house of historical and architectural interest was built in 1835 and only rescued from total destruction in 1987, when the city designated it an historic monument. After remaining abandoned for several decades, all that's left of the original house is part of the stone wall on the facade.



Proposed restoration of the Maison La Fontaine – perspective

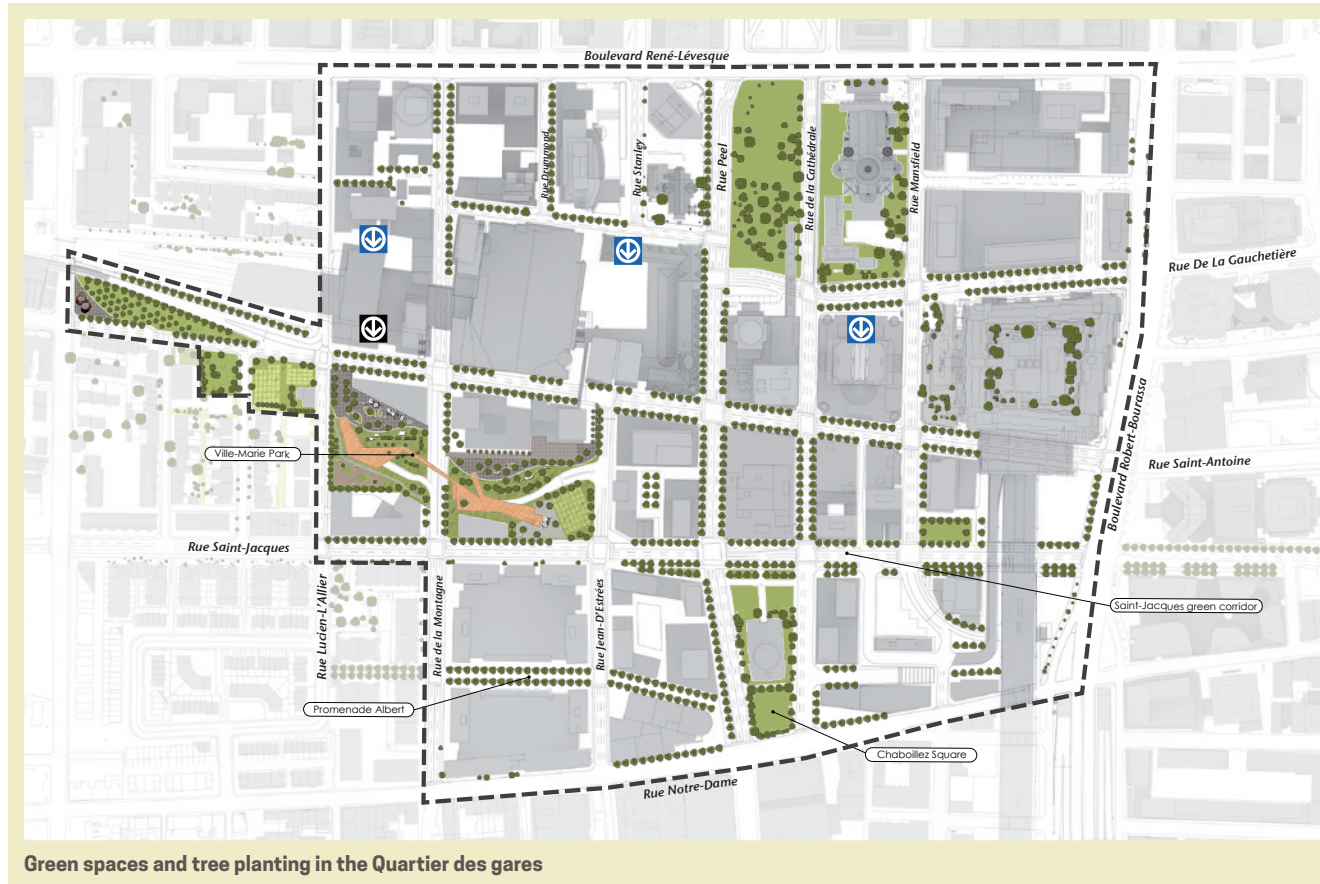
The city made the preservation of this monument a condition for approving the Overdale reconstruction project. The project calls for a row of townhouses to be built on Overdale Street—aligned with the original 20th century townhouses—as well as a high-rise residential building and a hotel with apartments on René-Lévesque Boulevard—all for a construction cost of about \$125M. At the heart of this development, the Maison La Fontaine will once again become residential, with two floors and a pavilion roof made up of four slopes. The existing elements will be restored using best practices and the missing parts faithfully reconstructed.

Other contributions, such as having major residential projects include a certain number of affordable housing units for young couples or families, could be the subject of agreements between the city and developers. In conjunction with redevelopment projects at Central Station or the Lucien-L'Allier commuter rail station, the city could also enter into agreements with owners resulting in improved access to the metro and the indoor pedestrian network.

The Ville-Marie Borough believes that developers and owners of properties with large frontages in the Quartier can contribute to the public good and the quality of life in the Quartier by offering certain advantages to their clients and the occupants of their buildings.

5. ATMOSPHERE AND ATTRACTIVENESS

In addition to Ville-Marie Park, the city will develop a green corridor on the south side of Saint-Jacques Street and will plant trees on sidewalks, wherever possible, to bring more in the way of vegetation to the streets of the Quartier.



5.3 A GREEN NEIGHBOURHOOD IN THE HEART OF THE CITY

The Ville-Marie Park (4.2) development constitutes the most significant greening proposal put forward under the SPP.

But two additional measures are also proposed:

- The development of a green corridor on the south side of Saint-Jacques Street, extending from Ville-Marie Park;
- The planting of trees on sidewalks, wherever possible, to bring more in the way of vegetation to the streets of the Quartier.

5.3.1 The Saint-Jacques Street green corridor

The creation of the Saint-Jacques green corridor is among the chief redevelopment initiatives in this sector. The Ville-Marie Expressway runs beneath Saint-Jacques Street between Jean-D'Éstrées Street and the CN overpass. The expressway tunnel's footprint creates mandatory setbacks for buildings located on the south side of Saint Jacques Street. In addition to the sidewalk space gained by redesigning the road, Saint-Jacques Street will be able to support major developments bordering these lands. The resulting green corridor will feature wide sidewalks, a double row of trees and a bicycle path.

Designed to be a continuous extension of Ville-Marie Park, the Saint-Jacques green corridor will provide a high-quality pedestrian link between Victoria Square and the Lucien-L'Allier commuter rail station. Given that this development is located, in part, outside the public property, agreements with owners of properties with significant frontages will be required.

5. ATMOSPHERE AND ATTRACTIVENESS

5.3.2 The greening of streets

A larger green canopy and a greening strategy for public spaces hold inestimable benefits, in terms of biodiversity as well as the comfort and quality of life offered by our urban environment. The benefits of such measures are cumulative; in particular, they make the city cooler in the summertime by creating shady areas; they clean the air through evaporation; and they structure the space, helping to ease vehicle traffic. The succession and alignment of the trees along the street can also provide a visual link between various public spaces.

The proposed plan is based on rigorous urban design standards aimed at ensuring the maintenance of optimal conditions for the growth and survival of trees, including:

- planting holes with at least 10 m³ of soil;
- structural soil used as backfill;
- minimum spacing observed between the holes;
- a regular watering program for the first three years;
- a choice of tree species that takes into account the complexity of underground infrastructures;
- planting in the proper location—i.e., neither on top of the water-works or gas network, nor in proximity to a lamppost or closed space;
- a diameter of 60 to 80 mm in order to ensure good establishment after planting;
- winter protection in order to prevent injury during snow removal operations;
- health checks for each tree, for purposes of protecting and sustaining it.



Ville-Marie Park and the Saint-Jacques green corridor

5. ATMOSPHERE AND ATTRACTIVENESS



5. ATMOSPHERE AND ATTRACTIVENESS

5.4 A NEIGHBOURHOOD THAT OFFERS IMPRESSIVE VIEWS

5.4.1 Quality of new high-rise buildings

Future real estate development between Saint-Antoine Street and Notre-Dame Street is expected to form a cluster of high-rise buildings, with the high-rise buildings and other major buildings (existing or under construction) on René-Lévesque Boulevard in the background, on des Canadiens-de-Montréal Avenue and on de la Gauchetière Street.

Out of a concern for the overall harmony of major buildings, particularly the high-rise buildings in the Central Business District, the City of Montreal will provide developers with urban planning and architectural support in order to ensure that these new buildings are well integrated into the environment, at street level and at the city level, and that they include unobstructed views from and of Mount Royal.

The result will be a coherent and recognizable urban skyline in downtown Montreal, particularly when viewed from the western and southern entrances to the city, from the river and its banks, and from the Champlain Bridge.

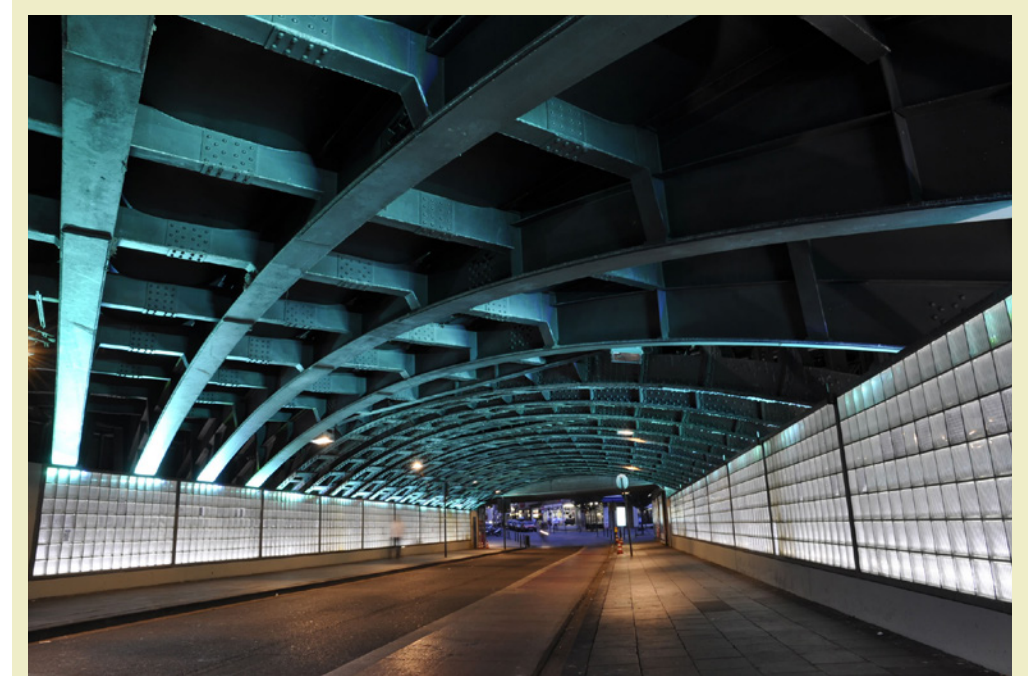
5.4.2 An innovative public art program

As mentioned above (4.1.1.5), downtown Montreal's railway overpasses often constitute obstacles to pedestrian traffic. The SPP proposes to turn these overpasses into landmarks and places with atmosphere in the Quartier, or public artworks of sorts.

The constraints specific to this kind of work (spanning a short distance, quite low, vibrations from passing trains, etc.) suggest that highlighting them would not create the desired effect.

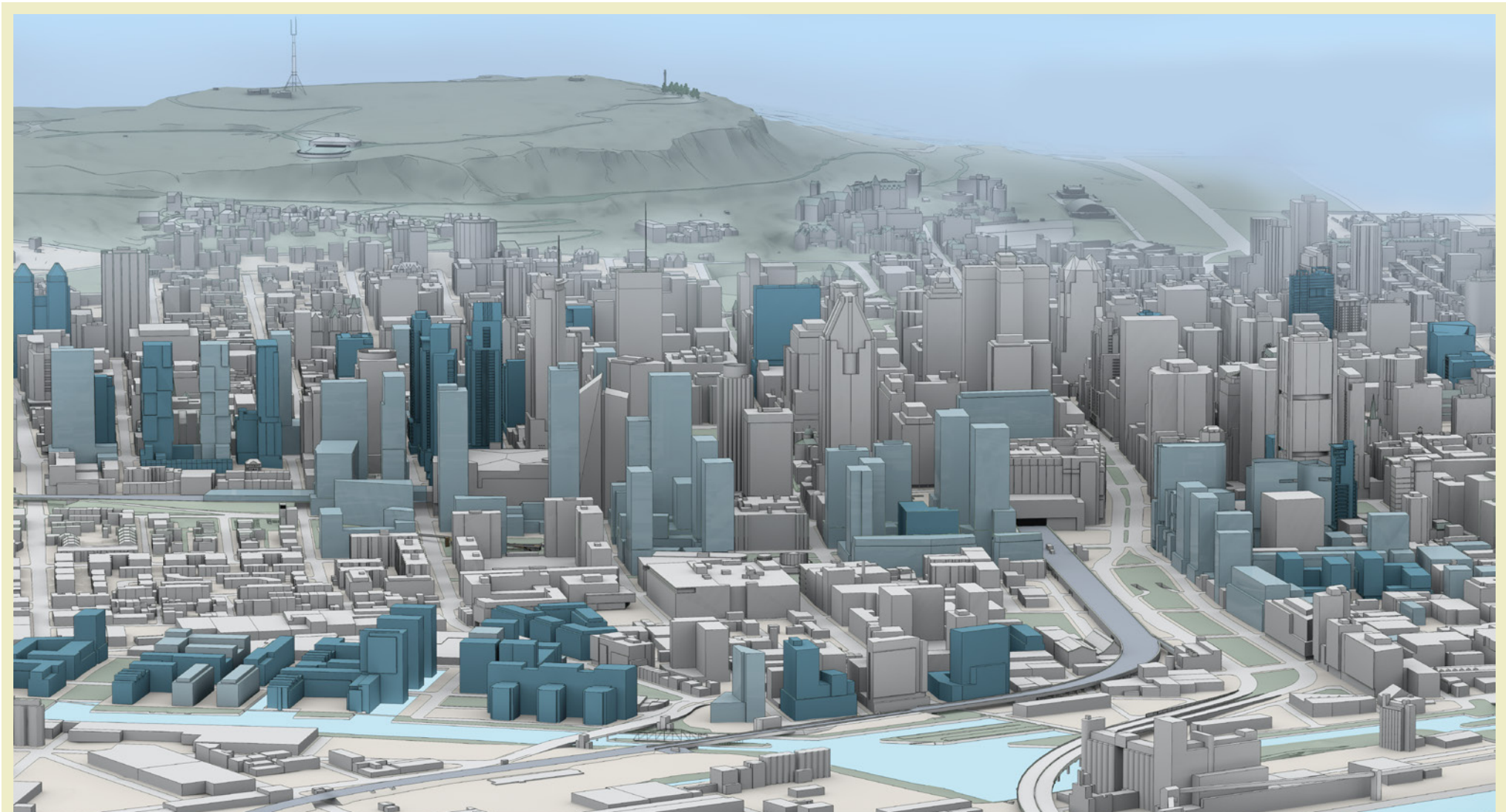
The Ville-Marie Borough is therefore studying the possibility of launching one or more competitions aimed at highlighting the five railway overpasses. This could include ideas for urban design, architecture, lighting and soundproofing.

Such indoor and outdoor improvements (lighting, soundproofing, etc.) will require agreements with the owners of the overpasses and neighbouring properties.



View of a transformed and redeveloped overpass (Cologne)

5. ATMOSPHERE AND ATTRACTIVENESS



- Legend**
- Existing buildings
 - Buildings, authorized or under construction
 - Potential construction

The three landmarks: Mount Royal in the background; downtown in the middle; and at the forefront, the row of buildings to be built in the Quartier des gares and its immediate surroundings



6. IMPLEMENTATION STRATEGY

6. IMPLEMENTATION STRATEGY

6.1 SEQUENCE OF WORK OPERATIONS

The work sequence revolves around a rapid five-year implementation schedule, which will require:

- agreements between the city, the Commission des services électriques and other public infrastructure companies, and the Ministère des Transports du Québec;
- agreements with some owners of properties adjoining the Quartier, for example concerning the redevelopment of railway overpasses or the implementation of a new entrance shelter with access to the Lucien-L'Allier metro station;
- a decision concerning the route followed by a track-guided transit system;
- an available labour force and the weather conditions required to execute various work operations.

Over and above these conditions, it would be important, from a strategic standpoint, to ensure that work operations are executed continuously in all sectors of the Quartier in order to clearly demonstrate the municipality's intention to spark renewed interest in the Quartier des gares.

This strategy would generate economies of scale, since several city plans of the same nature would be executed in more than one sector in the Quartier:

- Review of the geometric design and width of the pavement, and widening of the sidewalks;
- Improved pedestrian crossings at main intersections;
- Safer driveway entrances;
- Better access to the indoor pedestrian network;
- Planting of trees along the streets.

For the duration of the work required, the city will make efforts to minimize the potential negative impact of the work, particularly on traffic and commercial activity, by establishing a project office to ensure coordination between stakeholders and owners of adjoining properties.

6.2 PARTNERS

Here is a list of principal partners with whom collaboration will be necessary in order to implement the SPP under optimal conditions:

- Commission des services électriques de Montréal, the Water department (City of Montreal), and public infrastructure companies for roadworks;
- Government of Québec–Caisse de dépôt–AMT for the route followed by the track-guided transit system;
- CN and CP, the owners of the overpasses, for purposes of implementing design and lighting measures for the overpasses;
- MTQ for the development of the lands on top of the Ville-Marie Expressway and the reconfiguration of the expressway entrance on de la Cathédrale Street;
- CP and STM for the implementation of a metro entrance shelter at the Lucien-L'Allier metro station on Saint-Antoine Street;
- CSDM, owner of the Bourget building, for purposes of opening a new school;
- The École de technologie supérieure and True North Properties Ltd, for the development of the Promenade Albert;
- Cominar Real Estate Investment Trust, for the reclamation of Central Station;
- Cadillac Fairview Corporation Ltd, for exchanges of land bordering Saint-Antoine Street and Peel Street;
- Owners of properties adjoining the Quartier, for purposes of offering indoor parking spaces, some reserved for car sharing, as well as bicycle racks and daycare centres;
- Real estate developers, in order to help build an environment that is integrated into the community and plays a part in the dynamism and appeal of the public space.

6. IMPLEMENTATION STRATEGY

6.3 BENEFITS

6.3.1 Tax revenues

The assessment of tax revenues stemming directly from the SPP shows that approved projects under construction will generate additional revenues ranging from \$20M to \$26M by 2020. What's more, the assessment of the SPP's real estate potential for the 2030 horizon shows that revenues could double (reaching \$207M by 2030). Based on the borough's revenues and expenses in 2011, the estimated potential net revenue stemming from the SPP, for the City of Montreal, will surpass \$93M in 2030 (after local operating expenses are deducted).

The current anticipated revenue picture does not take into account the investments required in urban development and infrastructure modernization once the SPP is adopted.

Two real estate development²² scenarios for the area have been put forward. The first, an optimistic scenario, is based on the implementation of a new transit system to the South Shore, which will serve to reduce bus and car congestion. Under this scenario, real estate development reaches its full potential.

The second, less optimistic scenario, excludes the new transit system to the South Shore, with a corresponding increase in traffic congestion in this sector. Owing to this congestion, several real estate projects would be postponed or simply abandoned, notably in sectors 3 and 4 of the SPP.

Scenario with the track-guided transit system

In the scenario with the track-guided transit system, new projects will generate tax revenues of \$26.5M based on a 2020 horizon, and \$104.6M based on a 2030 horizon. Eventually, these tax revenues would represent an increase of more than 100%.

Scenario without the track-guided transit system

In the scenario without the track-guided transport system, new projects would generate tax revenues of \$20.5M based on a 2020 horizon, and \$50.8M based on a 2030 horizon. Eventually, these tax revenues would represent an increase of 50%.

6.3.2 Other benefits

The completion of the SPP in the Quartier des gares will have the following main benefits (other than tax revenues):

- Consolidate the area spanned by the Central Business District;
- Transform a partly run-down sector into a high-quality urban neighbourhood that attracts families, workers, students, businesses and developers;
- Over a 15-year horizon, ensure the construction of high-quality high-rise buildings on vacant lots available for construction;
- Create pedestrian and cycling links between the principal focal points downtown;
- Promote active transportation (walking and cycling) and public transit (metro, track-guided transit system, train);
- Use lots above the Ville-Marie Expressway upon which there can be no construction to give the southern portion of the Central Business District a vast and high-quality public space (Ville-Marie Park);
- Offer abundant and sustainable green spaces to a neighbourhood that lacks them, both in existing and future green spaces, and along the streets wherever planting is possible;
- Mitigate physical and psychological barriers in the Quartier by highlighting the railway overpasses and improving access to the indoor pedestrian network.

Based on the borough's revenues and expenses in 2011, the estimated potential net revenue stemming from the SPP, for the City of Montreal, will surpass \$93M in 2030 (after local operating expenses are deducted).

22. The anticipated real estate projects feature a mix of residential condos, offices, hotels and a small portion of retail businesses.

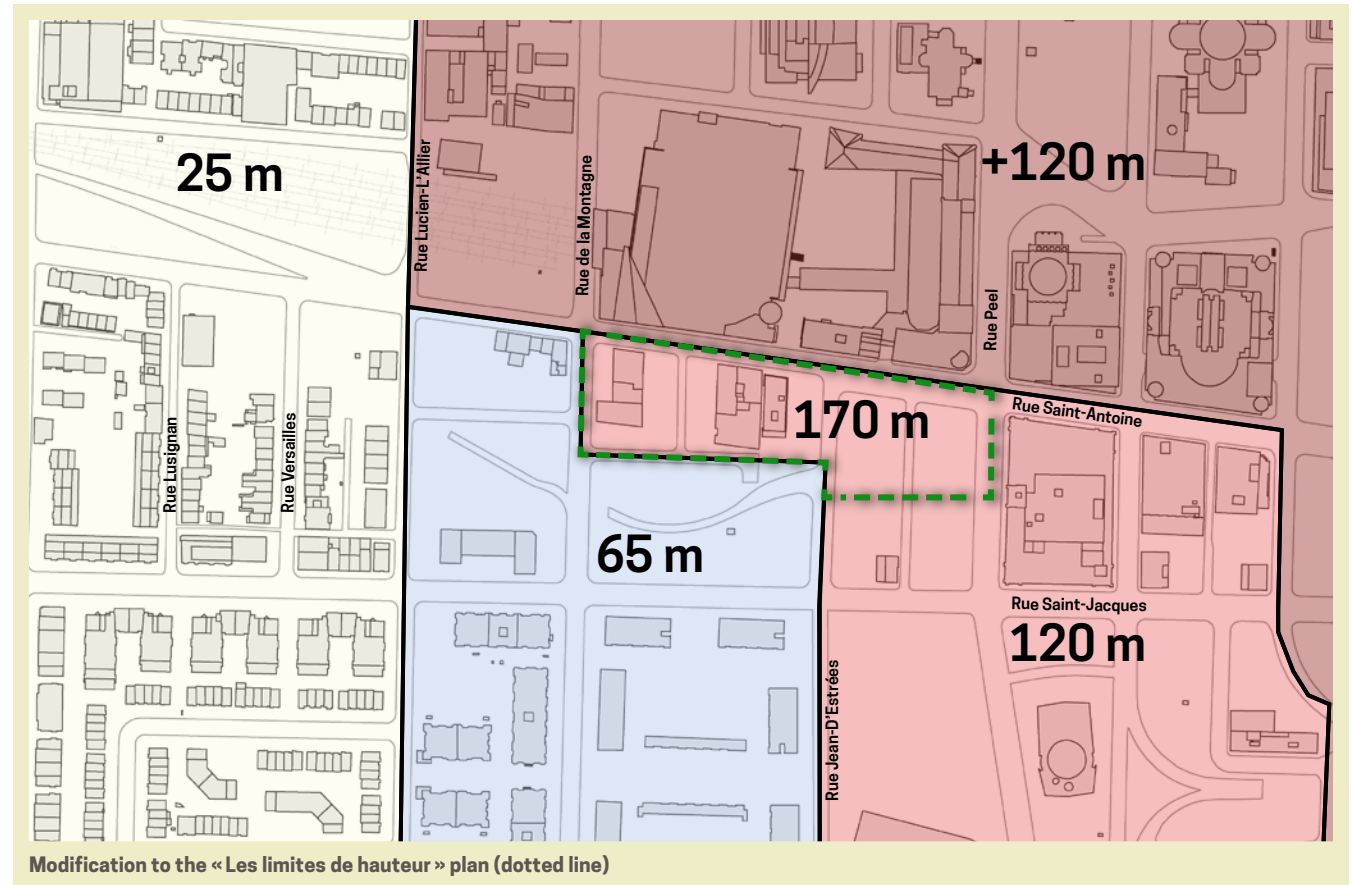
6. IMPLEMENTATION STRATEGY

6.4 REGULATIONS

While the current SPP is aimed chiefly at developing the public space, it nevertheless includes certain changes to the height and building density maps in the Master Plan, as well as orientations concerning the Ville-Marie borough's urban planning by-law (01-282), notably as it pertains to usages, environmental quality and architectural integration criteria for new buildings and the transformation of existing buildings.

The emphasis is on maintaining the existing height and density standards set out in the urban planning by-law, on the effective date for the SPP, in such a way that it becomes necessary, in order to use the changes made to the height and density maps in the Master Plan, to refer to the Specific Construction, Alteration or Occupancy Proposal for an Immovable (SCAOPI).

This approach is usually favoured downtown, as it offers stricter quality oversight, thus making it possible to account for the quality of the project as well as its integration, impacts and contribution to the cultural, heritage and social aspects of the community.



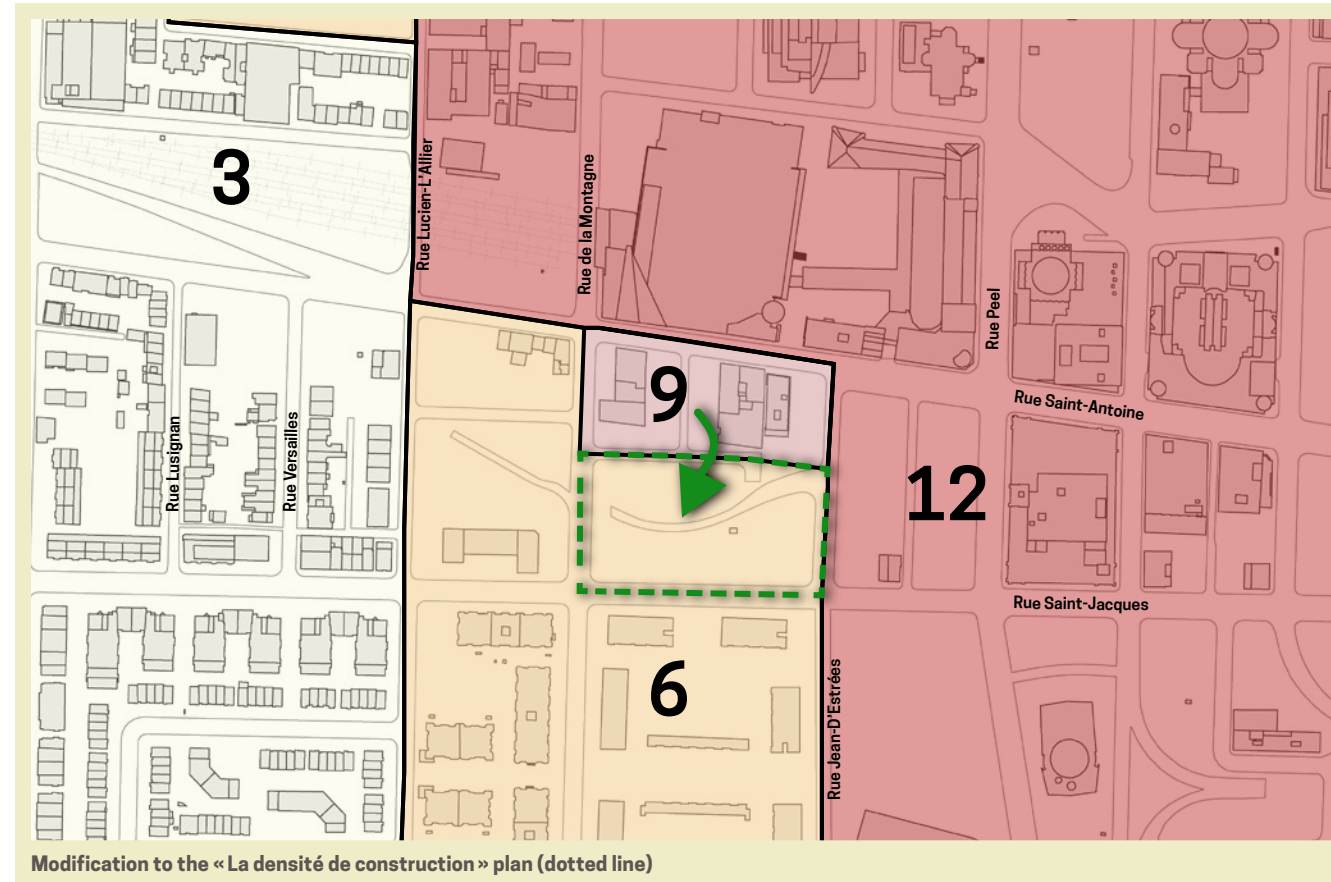
6. IMPLEMENTATION STRATEGY

6.4.1 Heights

A new intermediate height zone (170 m) is introduced between de la Montagne Street, Saint-Antoine Street, Peel Street and Torrance Street—that is to say between the + 120 m zone north of Saint-Antoine Street and the 65 and 120 m zones to its south—in order to promote a more gradual gradation of high-rise buildings, in keeping with Montreal’s distinctive skyline and the concept of the two landmarks (Mount Royal and downtown) favoured by the city for more than 25 years. This new intermediate zone will serve to diversify the type of high-rise buildings that may be constructed in the Quartier des gares.

6.4.2 Density

In terms of density, the SPP raises the Floor Area Ratio (FAR) from 6 to 9 between the current Torrance Street and Jean-D’Estrées Street, Saint-Jacques Street and de la Montagne Street. This change is intended to ensure the completion of a cooperative housing project whose location bordering Saint-Jacques Street was recently changed owing to the presence of underground infrastructures linked to the Ville-Marie Expressway. Given that construction density is calculated on the basis of the land area, the new density benchmark makes it possible to complete the same number of housing units as initially projected, in spite of the smaller site area.



6. IMPLEMENTATION STRATEGY

6.4.3 Parks and green spaces

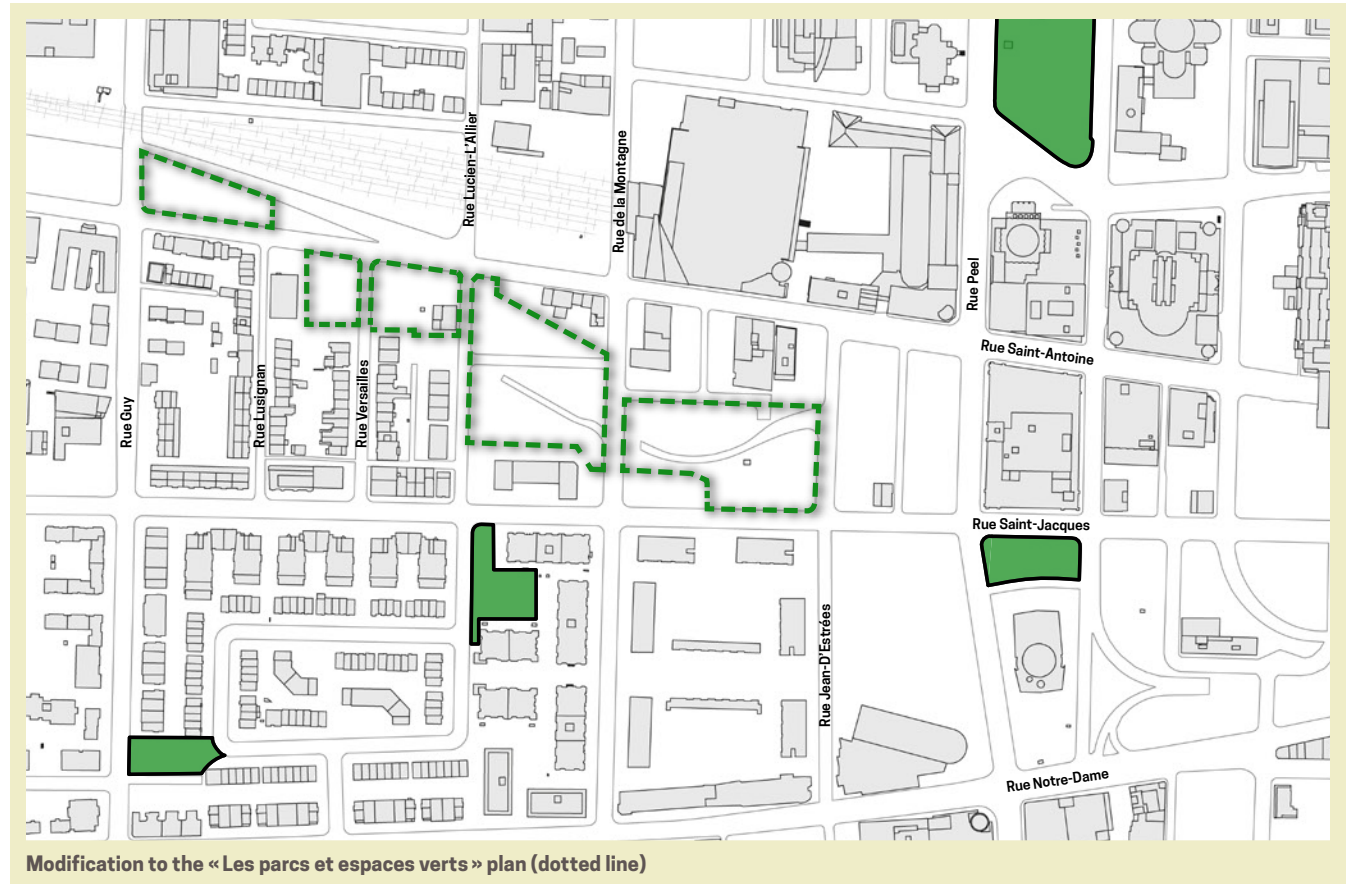
In order to confirm the creation and implementation of the new park, the map of the Master Plan (entitled “Parks and Green Spaces”) is modified.

6.4.4 Usages

The new park located between Lucien-L’Allier Street and Jean-D’Estrées Street will require a particular dynamic, given that it interfaces, in part, with the back of the projected buildings surrounding it. In order to achieve this, the urban planning by-law must permit sidewalk cafés to occupy the perimeter of this park and the immediate vicinity (adjacent) with no area restrictions.

6.4.5 Landscape unit provisions in the Quartier des gares

In order to ensure that new constructions and building transformations offer a satisfactory level of quality, new landscape unit provisions specific to the Quartier must be included in the urban planning by-law. Criteria must be set out with the objective of enriching the streetscape, improving the urban fabric, highlighting heritage properties, and mitigating the environmental impacts.



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McCord Museum, p. 17

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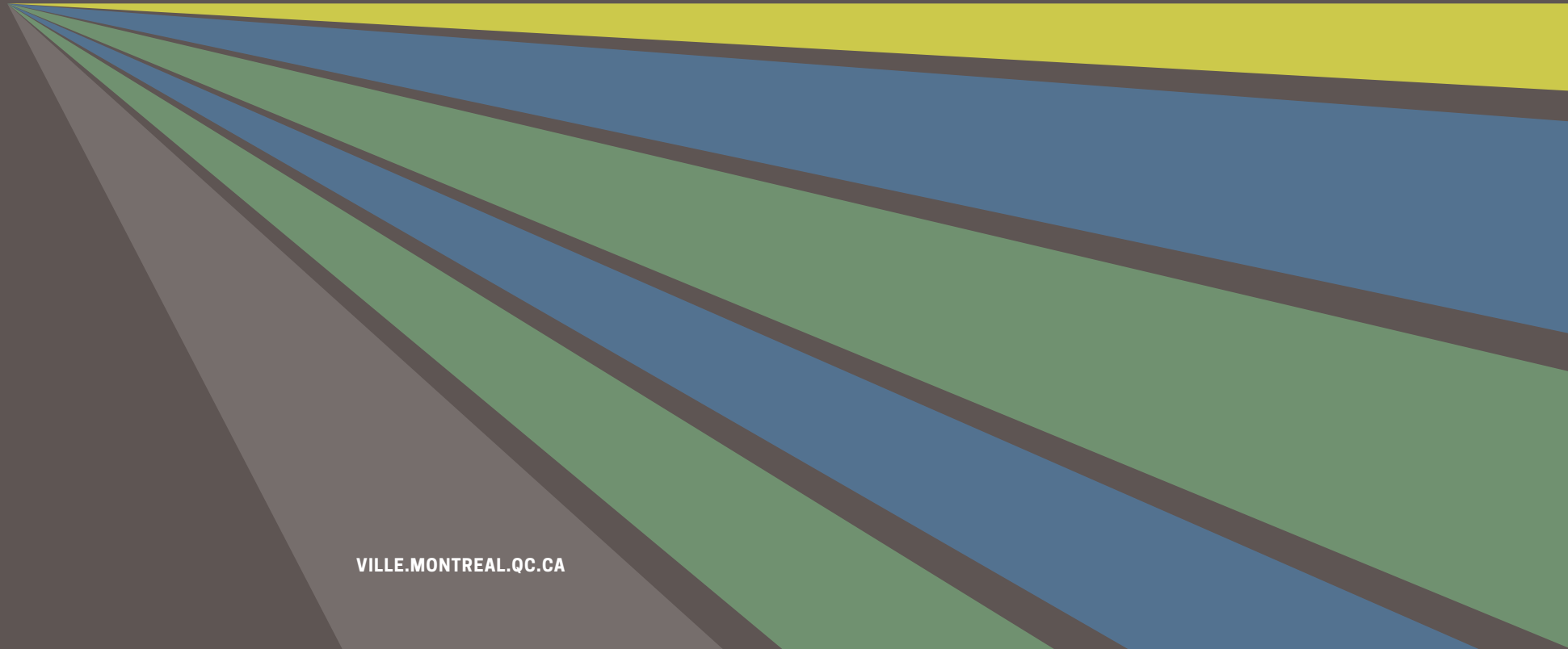
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