

TOWN OF MONTREAL WEST



URBAN PLANNING PROGRAMME



Adopted on June 30th, 2009



CANADA
PROVINCE OF QUEBEC
TOWN OF MONTREAL WEST

BY-LAW NO. 2009-007

BY-LAW TO MODIFY THE PLANNING
PROGRAMME OF THE TOWN OF
MONTREAL WEST

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INTRODUCTION

Montreal West is a small-town gem located in the heart of the Island of Montreal. Having celebrated the town's 100-year anniversary in 1997, residents continue to enjoy the mature canopy of trees gracing streets and parks, quiet family-oriented neighbourhoods, the fine architecture of their homes, a wide variety of municipal services and facilities, and a thriving commercial street. Montreal West's centralized location with convenient access to downtown Montreal, highways, the airport, and public transportation contributes to the town's desirability. Despite its small-town feel, Montreal West is part of the closely-knit collection of municipalities and Montreal boroughs that make up the greater Montreal urban area. As such, the town is facing increasing traffic on its residential streets and development pressure from surrounding areas. Furthermore, Montreal West is currently confronting a number of planning challenges. Principal among these are a major multi-year infrastructure reconstruction program, a focus on sustainable development, and the need to renew municipal facilities.

The Town Planning Committee was set up in February 2007 following the demerger from the City of Montreal to assist Town Council in planning matters. It quickly became apparent that the Master Plan prepared by the City of Montreal in 2004 was no longer relevant to the reconstituted town (see Appendix A for an illustration), and left decision-makers without the necessary tools to address the challenges now facing it.

It has been necessary to develop a vision for Montreal West that reflects today's planning context and imperatives. At the same time, residents appreciate the town's unique history and its community assets and they do not wish to see radical change alter its small-town nature and sought-after quality of life. This Urban Planning Programme is therefore a compromise. It seeks to accommodate change while retaining the town's character and making Montreal West an even better place to live, work and play.

The vision encompasses these objectives:

1. Fostering a more vibrant, viable and diversified town centre as the focal point of the town's civic, commercial and cultural affairs.



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2. Renewing outdated municipal infrastructure including streets, sidewalks, sewers and water mains.
 3. Modifying land-use and zoning regulations to accommodate the objectives of this Programme and best practices generally.
 4. Improving the street network to ensure safe and efficient access to major arteries and public transportation, as well as adequate parking for shoppers.
 5. Enhancing neighbourhood life by improving tranquility, ensuring the safety of children, pedestrians and cyclists, and preserving the town's architectural heritage.
 6. Making Montreal West a more senior-friendly environment.
 7. Improving major community facilities in a phased, cost-neutral manner.
 8. Adopting environmentally sustainable policies for activities and development in both public and private domains.

The Town of Montreal West does not operate in isolation. Success in our endeavours will also depend on maintaining good relations with neighbouring municipalities, regional entities and governments, both to influence the planning of outside projects that may affect the town and to secure resources for our own initiatives.

Our financial resources are limited and many of our planning initiatives will take a number of years to realize. This Urban Planning Programme is designed to give us the tools to refine and implement changes over time as funds become available.

Most importantly, our long-term success depends on harnessing our greatest asset: the input and energy of an active citizenry dedicated to improving public services and nurturing our community spirit. This Urban Planning Programme belongs to them.



Chapter 1

A VISION FOR MONTREAL WEST

1.1 POLICIES, PRIORITIES AND CONSTRAINTS

This Urban Planning Programme identifies and prioritizes a number of long-term objectives for Montreal West, and dedicates a chapter to each of them. They are:

- Town Centre Revitalization
- Land-Use and Zoning Changes
- Infrastructure Renewal
- Transportation and Traffic Management
- Enhancing Neighbourhood Life
- Improving Municipal Facilities and Services
- Green Planning

The selection of these objectives was based on the following policy decisions:

- To increase the profitability of our business community, and with it town revenues
- To fix our infrastructure before further deterioration raises both costs and risks
- To improve our municipal facilities over time, prioritizing cost-neutral projects
- To enhance the integrity of neighbourhoods as the key to improving quality of life
- To put pedestrian and resident safety above the needs and convenience of drivers
- To anticipate and address the needs of an aging population
- To reduce our environmental footprint
- To keep costs as low as possible

The implementation of objectives is conditioned by the political and financial realities facing Montreal West. Most important of these is the fact that municipal taxes are already high, and that any increase would be hardest on seniors and may depress real estate values generally. The Town must therefore plan only expenditures that are necessary, such as infrastructure renewal, and the realization of the rest of these objectives must proceed on a cost-neutral basis or wait until new funds become available. This Programme therefore provides the regulatory framework for realizing its goals over an extended period of time. No expropriations are contemplated. Implementation will be an ongoing process of incremental changes leading to



results over time, as objectives are refined and realized through consultation and detailed design.

Planning is also conditioned by outside developments which, while affecting the Town and its decision-making, are not under its control. These include the ongoing Parmalat expansion on our south-east border, the proposed reconstruction of the Turcot Interchange and Highway 20 to the south, the proposed airport shuttle that may cut across town on the CPR right-of-way, and plans for a large-scale residential development on Meadowbrook golf course.

As a small municipality, the Town of Montreal West is particularly susceptible to forces beyond its borders and our wellbeing depends on our success in fostering a wider community of respect and cooperation. To this end, we have to actively engage with and promote good relations with neighbouring municipalities as well as with regional entities such as the Agglomeration and the Montreal Metropolitan Community (MMC), the provincial and federal governments, non-governmental organizations and the private sector.

Ultimately, this Urban Planning Programme can only succeed with the concerted effort of all stakeholders. As in the past, Montreal West will always count on the input and energy of an active citizenry dedicated to improving public services and the quality of life of our community.



1.2 GEOGRAPHY, HISTORY AND DEMOGRAPHICS

The Town of Montreal West is located approximately 10 kilometres west of downtown Montreal on an elevated escarpment (the Falaise St-Jacques) that begins at Montreal West's western edge and extends several kilometres east to St-Henri. The Town is bordered by the Borough of Côtés-des-Neiges - Notre-Dame-de-Grâce to the east, the Borough of Lachine to the west and south, and the City of Côte Saint-Luc to the north (Figure 1 over).

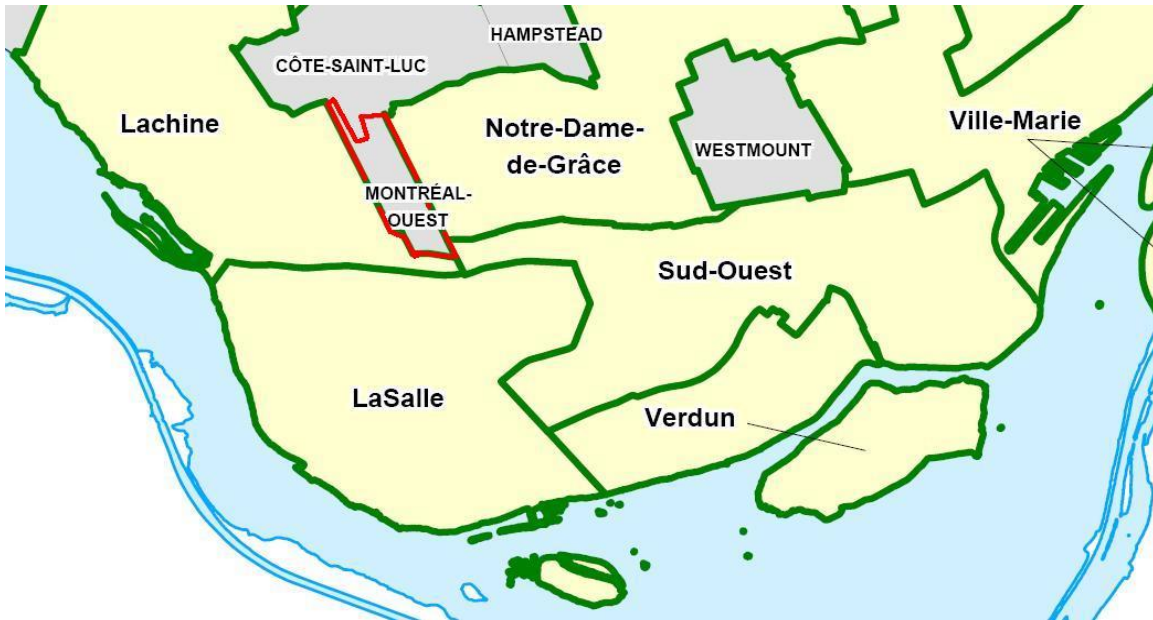


Fig. 1. Montreal West's location on the Island of Montreal.

Railway tracks split the municipality into three informal districts: the South, the Centre and the North. The north part (contiguous with Côte Saint-Luc) is connected to the rest of the town by a two-lane bridge. The east-west Canadian Pacific Railway (CPR) commuter line cuts right through the centre of Montreal West and crosses Westminster Avenue, the main commercial street, at a level crossing. In addition to the railway tracks, other physical barriers exist which define the town's borders and structure. To the south is Highway 20, with Notre-Dame Street marking the southern boundary. To the south-west, development is restricted by the steep escarpment above the Saint-Pierre area of Lachine.

The “garden suburb” of Montreal West was incorporated in 1897. The original town consisted of approximately 400 acres (1.41 km²), which remains its current size. Although development in the territory began in 1653 when the Decarie family settled in the area, the existing layout



of the garden community started to take form in the mid-1890s when Toronto-based developers began servicing and selling residential lots. The town grew from a small population of 350 to reach 3,474 at the end of World War II. By the late 1950s virtually all of the town's territory had been developed. Today, approximately 5,300 people live in the Town of Montreal West.¹



Fig. 2. Strathearn Avenue in 1918.

The town is primarily residential, containing mostly single-family homes (Figure 2). Sixty-four percent of dwellings are either detached or semi-detached, compared to 37% for the City of Montreal.² A substantial proportion of the housing stock is old and of rich architectural quality.³ Almost half of the 1,855 private dwellings in Montreal West were built before 1946

¹ Statistics Canada's 2006 Census counted 5,184 inhabitants.

² Statistics Canada, Canada Census, 2006.

³ Several homes have received the annual award given by "Maison coup de coeur du public", Opération patrimoine architectural de Montréal.



and most of the rest before 1986.⁴ Furthermore, the rate of homeownership is high, with more than three-quarters of dwellings owned by their occupants, versus a Montreal average of 53%.

The median age of the population is 41.7, slightly higher than that of the Montreal Census Metropolitan Area (CMA). School-aged children and young adults of CEGEP age represent 23.2% of the population whereas people over 65 comprise 12.8% (almost 45% of this group is over 75). The average household size is 2.8, down from 2.9 per household in 1986⁵. Declining household size indicates the trend toward smaller families and an aging population. The population of Montreal West is very stable, with over 90% of residents living at the same address the year before and 74% living at the same address five years ago.

Montreal West is predominantly an English-speaking community, where English is spoken at home in about 80% of households. However, French is now spoken in 12.5% of households, doubling since 1986. Three-quarters of residents consider themselves bilingual.⁶

The Town of Montreal West is a cohesive community that supports a wide variety of services and activities. According to the results of a community-wide survey in late 2007⁷, the majority of citizens place a high value on the sense of community, congeniality and tranquility of the town. Resident involvement in municipal affairs is very high. There are a number of volunteer committees working in areas such as planning, traffic and safety, environmental action, sports and recreation, and architectural integration. Service groups, such as the Rotary Club, Scouts and others, are very active in the community as well.

1.3 ADOPTION OF THE PROGRAMME

In November 2004, when the Town of Montreal West was part of the City of Montreal, the latter adopted a Master Plan covering the whole Island of Montreal. That Master Plan replaced the Urban Planning Programme adopted by the Town in November 1990 (By-law 445). When the Town was reconstituted at the beginning of 2006, the provincial government chose to

⁴ Statistics Canada, Canada Census, 1986.

⁵ Statistics Canada, Canada Census, 2006.

⁶ Statistics Canada, Canada Census, 2006.

⁷ Town Planning Committee, Community Survey, distributed in September 2007 and compiled in November 2007.



maintain the City of Montreal's Master Plan for the demerged municipalities, subject to their right to amend their portions going forward.

In 2007, Montreal West formed a Town Planning Committee (TPC), chaired by Mayor Campbell Stuart and composed of local residents and municipal employees.⁸ The TPC undertook to draft an Urban Planning Programme which reflects current local interests and concerns, including the revitalization of the town centre, the enhancement of neighbourhood quality of life and the promotion of sustainable development.

This Urban Planning Programme amends Montreal's 2004 Master Plan. Although the Town is not legally permitted to replace the Master Plan until mid-2010, it may modify it in the interim. Accordingly, this modifies the sections of Montreal's Master Plan (By-law 04-047), pertaining exclusively to Montreal West.⁹ It may eventually have to be revised to conform to the Metropolitan Land Use Planning and Development Plan (MLUPDP), in the event that the latter is adopted by the Montreal Metropolitan Community (MMC).¹⁰

This Urban Planning Programme was prepared by the TPC and has been approved in its present form by the Municipal Council of Montreal West. It has been prepared according to the requirements of the Act Respecting Land Use Planning and Development with regard to its content. In preparing this document, the residents of Montreal West were invited to share their views and suggestions, ask questions and voice concerns at two public consultations, on May 20 and June 9, 2009.¹¹

The adoption of this Urban Planning Programme represents the first concrete step towards realizing the vision outlined in its pages. Many of the Programme's objectives will continue to be refined through discussion and consultation and their ultimate realization shall be subject to cost analysis and, where necessary, engineering studies. In many cases proposed projects

⁸ Members of the Town Planning Committee are Raymond Beshro, Tim Goforth, Ron Hasid, Patrick Mann, Campbell Stuart and Julie Tasker-Brown, with assistance from the planning firm Groupe Gauthier Biancamano Bolduc. The TPC would especially like to thank Jan Davis, a resident and architect who consulted extensively on this document.

⁹ This section can be viewed at www.ville.montreal.qc.ca

¹⁰ A draft version of the MLUPDP was adopted in February 2005 and submitted for public consultation. The MMC is presently working on a revised version of the plan.

¹¹ Although the Act Respecting Land Use Planning and Development requires only one public consultation the Town elected to hold a second session to enhance public participation in the planning process.



will also be subject to the established approval processes of the Planning Advisory Committee and Municipal Council, as well as specific architectural guidelines.

1.4 HOW TO INTERPRET THE IMPLEMENTATION TABLES

The following chapters describe the objectives of the Urban Planning Programme both in general terms and by identifying specific actions. The Implementation Tables at the end of each chapter identify priority levels as well as approximations of time frames and cost levels for each action.

Time Frames: The time frame for implementing some actions is “ongoing”. For other actions a range of years is given, although it should be noted that these are only approximations.

Cost Levels: The cost indicators for each action are also approximations, qualified as follows:

Low - could probably be covered in an annual operating budget

Medium - would need to be specifically budgeted in advance

High - would require a borrowing by-law with extended repayment



Chapter 2

TOWN CENTRE REVITALIZATION

2.1 BACKGROUND

The centerpiece of this Urban Planning Programme is the Town Centre Revitalisation Plan (“the Revitalization Plan”). The goal is to create a viable, vibrant and active commercial core which will improve the quality of life for residents and expand the town’s tax base.

Montreal West is endowed with a traditional main street, Westminster Avenue, which is populated by a core of successful businesses that primarily serve local residents. At present, commercial activity is focussed on the block between Sherbrooke and Curzon although some businesses are located further north and south along the street. Many reminders of the town’s rich history are located just south of this area, including the Block Tower, Royal West Academy, the Montreal West Train Station, Town Hall, and Memorial Park with its monuments. The commercial district is centrally located in the municipality with access to the train station and with a considerable amount of through traffic.

When used herein, the terms “town centre” and “commercial sector” refer to the same geographical area, comprised of:

- Westminster North, from Curzon to Sherbrooke;
- Westminster South, on the east side, from Broughton to Avon; and
- Milner, on the south side, from Westminster to Wolseley.

For ease of reference, a current map of this area is given in figure 3 on the next page.

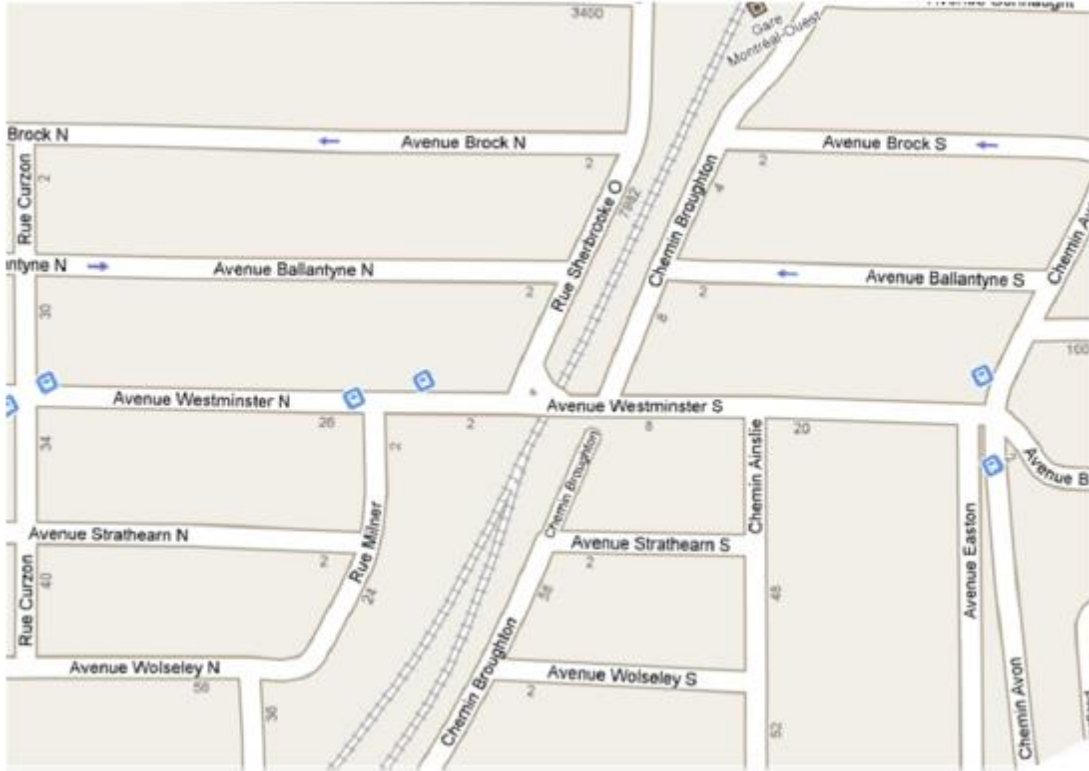


Fig 3. Map of town centre

2.2 PLANNING OBJECTIVES

OBJECTIVE 1—Create a unifying urban design for the downtown core

A successful town core starts with a sense of place, a destination. However, the existing streetscape on Westminster, both north and south of the tracks, is architecturally incoherent and full of unused and underutilized spaces. This street presents substantial potential for commercial and residential projects. The improvement areas contained in the Revitalization Plan have a number of aims, including: addressing problems with the physical appearance of Westminster, attracting new investment, expanding the tax base, increasing the variety of housing available, mitigating unwanted impacts of development, and consolidating municipal and community services. The Revitalization Plan includes four “Detailed Planning Areas”, which will be the focus of zoning revision and municipal investment. No expropriations are contemplated.



1) **Town Square/New Community Recreation Complex**

The heart of the Revitalization Plan is the transformation of the Davies Park area into a town square. The new town square will attract development south of the tracks, increase its appeal as a destination, enhance its value as a pleasant and functional green space for community activities and events, and provide pedestrian links between the train station, Royal West Academy and the Community Recreation Complex described below.

The town square development will be carried out in concert with the consolidation of municipal services such as the community centre and library in a new Community Recreation Complex to be housed in an annex to the Town Hall (Figure 4). The new building will replace the existing facilities which are badly in need of repair and updating to meet the needs of residents better. Given the overriding priority of modernizing the town's infrastructure, this project will only be pursued in the near term if grants and the use and sale of municipal land make it a low- or no-cost solution. In addition to federal and provincial funding, grants will also be sought for incorporating "green" technologies into the development. Such a green project will optimize the use of land in the center of town and yield economic benefits to the community by lowering operating and maintenance costs.

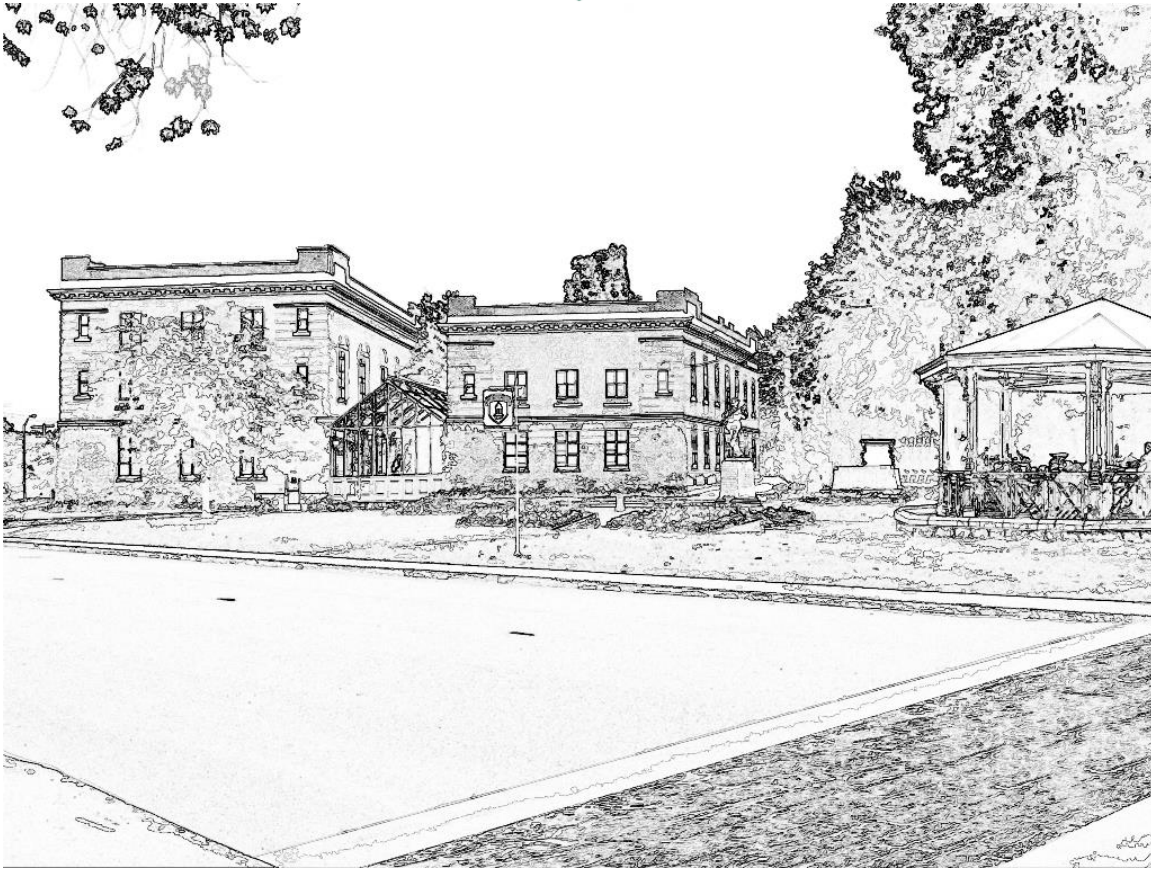


Fig 4. Concept sketch of the planned Community Recreation Complex annex to Town Hall.

2) Westminster South Improvement Area

Westminster South has been the focus of redevelopment plans since the 1960s. Through the objectives set forth in this Revitalization Plan, the Town will act as facilitator in the improvement of this important stretch of Westminster. To this end, the Town hopes that projects such as a new Community Recreation Complex, re-landscaping of Davies Park and the beautification of Westminster North will spark private investment on this block. Furthermore, the Town will encourage the private construction of medium-density mixed-use structures (as described in Chapter 3) on the east side of Westminster South, while preserving the west side for municipal buildings and public open space (Figure 5). This will make more efficient use of scarce land, create a more viable commercial area, expand the tax base and help address the need for a greater variety of housing options particularly for seniors and young householders.



The municipally-owned land at the corner of Avon and Westminster (John A. Simms Park and the site of the existing library building) will be made available for a possible seniors' residence (see Section 7.2, Objective 2) because it affords the Town a certain amount of control over its development. This does not preclude the selection of other suitable sites for a seniors' residence that may become available.

Pedestrian safety at the five-point intersection of Avon and Westminster must be improved as well, in light of traffic patterns as they currently exist and as they may evolve in response to the other changes proposed on Westminster South. (see Section 5.2 for further details).

3) Westminster North

The existing commercial block on Westminster between Sherbrooke and Curzon will get a much-needed facelift. In addition to the measures delineated in Objective 2—Beautify and improve the Town Centre—the Town will put measures in place to enhance the physical appearance of the commercial district by encouraging appropriate new infill development and rehabilitating historic buildings to create a contiguous unified streetscape on the main street (Figure 5). Zoning provisions related to building height will remain unchanged for this block.



Fig 5. Concept sketch of commercial district on Westminister North after planned changes.

4) Level Crossing

A number of changes at and around the level crossing are envisaged. The primary aim is to improve safety (see Section 5.2). In addition, this area will be the target of a number of improvements if the airport shuttle does eventually run through the town and all the tracks are buried. In this event, safer and more attractive pedestrian links can be created between north and south Westminister, and will also facilitate the development of a focal point such as a farmers' market, and the introduction of additional parking and new green walkways along the tracks (Figure 6). In the event that the tracks are indeed buried, the Town would sponsor a design competition to find the best solution possible for the reconfigured area. The resulting improvements would not only enhance civic pride among Montreal West residents, they would also help current and future businesses based in town thrive and grow.



Fig 6. Concept sketch of level crossing with potential improvements in the event that the railway tracks are buried by transport authorities

ACTIONS

- 2.1.1 Redesign and landscape what is now Davies Park into a town square to enhance it's role as a focal point and gathering space for the community.**
- 2.1.2 Develop measures to encourage and facilitate the subdivision and amalgamation of under- and unutilized lots along Westminster Avenue between Curzon and Avon.**
- 2.1.3 Undertake the physical and visual integration of the north and south portions of Westminster, with a focus on ensuring safe and attractive pedestrian links across the railroad right-of-way.**
- 2.1.4 Revise zoning regulations on the east side of Westminster South to permit an increase in density in mixed-use structures while mitigating adverse impacts**



-
- on rear properties such as unwanted views and shading (as described in Section 3.2, Objective 2).
- 2.1.5 Encourage the development of a residence for seniors on the land currently containing the library and the underused John A. Simms Park, if this site is determined to be optimal.
 - 2.1.6 Pursue the construction of a new Community Recreation Complex including library facilities.
 - 2.1.7 Revise zoning regulations to phase out heavier commercial uses in the town center.
 - 2.1.8 Negotiate with the CPR to relocate the unsightly utility sheds farther west.

OBJECTIVE 2—Beautify and improve the Town Centre

The goal is to capitalize on the town centre’s best assets — such as historic buildings, great location and pedestrian-oriented streets. An inviting atmosphere, created through attractive window displays, unified signage, adequate parking, building improvements, good maintenance practices, street furniture, street lights, and landscaping, will convey a positive visual message about the commercial district and what it has to offer.

Measures will also be implemented to minimize the negative effects of increased commercial activity, such as ensuring adequate parking, designating loading zones and restricting loading times for commercial vehicles, adopting adequate noise pollution bylaws, and installing traffic calming devices to ensure pedestrian safety.

ACTIONS

- 2.2.1 Clean up and control graffiti and other types of property defacement.
- 2.2.2 Bury the overhead electrical wires.
- 2.2.3 Put in place a building facade improvement program to encourage commercial property owners and operators to maintain and renovate buildings to higher architectural design standards.
- 2.2.4 Encourage infill projects and building renovations that harmonize with the town’s architectural heritage and which create a contiguous unified streetscape along Westminster.



2.2.5 Improve parking management through time restrictions for on- and off-street parking and the creation of additional parking spaces.

2.2.6 Plant new trees and improve landscaping.

OBJECTIVE 3—Promote the Town Centre

A key component of the Revitalization Plan is the promotion and marketing of the commercial district to encourage investment and attract shoppers. To do this, the district has to be attractive to pedestrian traffic. One way to promote this is by providing services for visitors, such as free WiFi coverage. Another is to revive the historical role played by the railway and station in Montreal West’s development and restore it as a focal point of the community. To carry out the Revitalization Plan, the Town will work closely with business owners and other neighbourhood interest groups. The consultation process will help ensure that their needs and concerns are integrated into any promotional initiatives.

ACTIONS

2.3.1 Set up a working group of key stakeholders.

2.3.2 Develop an ongoing awareness and education program to promote the town centre’s assets to investors, consumers, new businesses, local residents and visitors.

2.3.3 Create a free WiFi Zone in the town centre.

2.3 IMPLEMENTATION

See section 1.4 for interpreting time frames and cost levels in the following table. Note that time frames are only approximations.

Objective 2.1 – Create a unifying urban design plan			
Action	Priority Level	Cost	Time Frame
2.1.1 Redesign and landscape Davies Park	Low	High	2014 - 2020
2.1.2 Develop measures to encourage better use of under- and unutilized lots	Medium	Medium	Ongoing
2.1.3 Undertake physical and visual integration of Westminster N & S	Medium	High	2014-2020
2.1.4 Revise zoning by-laws	High	Medium	2009-2010



2.1.5 Adopt measures to encourage development of seniors' residence	High	Low	2009-2011
2.1.6 Pursue construction of new Community Recreation Complex	High	Low	2010-2015
2.1.7 Phase out heavier commercial uses	Medium	Low	Ongoing
2.1.8 Work with CPR to relocate train utility shed	Medium	Medium	2010-2015

Objective 2.2– Beautify and improve the Town Centre			
Action	Priority Level	Cost	Time Frame
2.2.1 Control graffiti	High	Medium	Ongoing
2.2.2 Bury overhead wires	Medium	High	2015-2025
2.2.3 Implement a building façade improvement program	Medium	Medium	2010-2025
2.2.4 Put measures in place to encourage desirable infill and renovation projects	Medium	Medium	2011
2.2.5 Increase parking	Medium	Medium	2010-2025
2.2.6 Plant trees and landscape	Medium	Medium	Ongoing

Objective 2.3– Promote the downtown core			
Action	Priority Level	Cost	Time Frame
2.3.1 Set up working group	High	Low	2010
2.3.2 Develop promotion program	Medium	Medium	2010-2015
2.3.3 Create a free Wi-Fi Zone	High	Low	Ongoing



Chapter 3

LAND-USE AND ZONING CHANGES

3.1 BACKGROUND

Aside from small pockets of institutional and industrial uses, and mixed commercial/residential use along Westminster between Curzon and Avon, the municipality is primarily made up of low- and medium-density residential land uses. Most of the territory is built up, leaving very little vacant land available for development. The land-use designations and by-law provisions currently governing the siting of buildings are for the most part suitable and reflect the built environment of Montreal West. There has been only one modification to the land-use designations since the 2004 Master Plan was adopted, which re-designated the residential area of Ronald Drive to medium-density residential from industrial. The land-use designation map contained in the City of Montreal Master Plan (Appendix A) provides neither accurate nor appropriate land-use designations for Montreal West, which further underscores the need for the modifications contained in this Urban Planning Programme. Figure 8 contains the new Land-Use Designation Map for Montreal West.

3.2 PLANNING OBJECTIVES

A number of changes to the Town's planning by-laws will be required in order to harmonize them with this Urban Planning Programme, particularly with respect to the Revitalization Plan for the town centre.

OBJECTIVE 1—Attract desirable uses

The land-use categories permitted in each planning zone of the zoning by-law are not being modified by this Programme. However, the specific uses permitted in mixed-use zones will be better defined with the aim of phasing out conflicting uses and attracting new development that encourages community and economic vitality. The objective is to encourage a variety of businesses that will serve Montreal West citizens. Given that the reconstruction of the Turcot Interchange and Highway 20 may liberate new sites at the southern extremity of Montreal West, the Town will better define permitted light-industrial uses in that area in order to attract activities that will generate local employment and revenues.



In this sense, all lots located between the right-of-way of Highway 20 and the "low-density residential" use will now be considered "heavy commercial" use. This change will permit the development of commercial activities that do not create any nuisance with the goal of generating jobs in the municipality. This new use is defined as follows:

- Mostly occupied by commercial buildings, it offers the possibility of re-qualifying urban areas and increasing density, particularly by the insertion of office buildings and large commercial buildings.

(B. 2016-012, a. 1)

ACTIONS

3.1.1 Redefine permitted uses in the downtown core.

3.1.2 Redefine permitted uses in light-industrial zones.

OBJECTIVE 2—Harmonize building height, setbacks and density in the Town Centre

The building setbacks currently in force for Westminster did not complement the architecture and massing of the built environment. Parts of the town centre, for example the east side of Westminster South and Westminster North between Sherbrooke and Curzon, contain irregular building footprints and heights. There is also underutilized land that can be built on, which would enhance Westminster's function as the main commercial street. Provisions of the zoning by-law related to setbacks and floor area ratios (F.A.R.) are modified both to encourage the development potential of the two commercial zones and to improve the existing streetscape. These changes will result in new construction and renovation respecting a contiguous building line spanning the entire width of lots.

There will be no change to the permitted maximum building height of 50 feet, or to minimum rear setbacks of ten feet, anywhere in the town centre (including, for greater clarity, the east side of Westminster South). Changes in density are shown on the map in Figure 9 below.

By-law provisions will be enacted specifically to address the concerns of residents of Ballantyne South that development on Westminster South would reduce their privacy and

sunlight exposure. These provisions will define an oblique plane above which no structure or obstruction can be erected on that part of Westminster. By trimming back the maximum permissible heights at the rear of buildings on Westminster South as illustrated in Figure 7, these provisions will actually be an improvement over the zoning provisions which were negotiated by the residents of Ballantyne South in 1991.

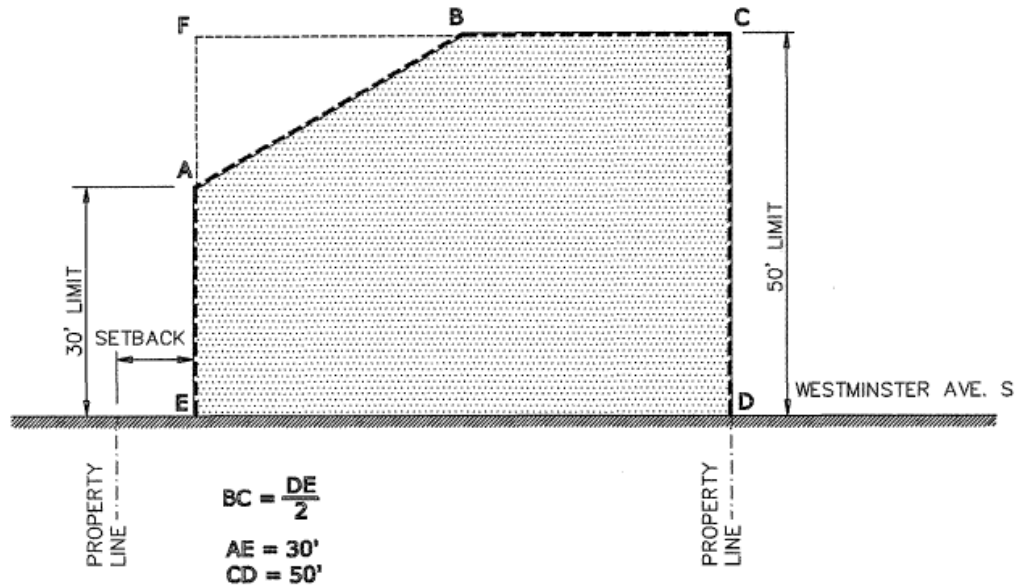


Fig 7. Concept sketch of zoning changes on Westminster South

ACTIONS

- 3.2.1 Revise the permitted floor-area ratio to minimum 1.5 and maximum 3.0, and building height to 3 stories plus mezzanines/attics, on the east side of Westminster South.
- 3.2.2 Adopt mitigating provisions to improve zoning for privacy and sunlight for properties to the rear of Westminster South, as illustrated in Figure 7.
- 3.2.3 Revise the permitted side setbacks on Westminster between Curzon and Avon from 4.0 feet to zero.
- 3.2.4 Revise the permitted front setbacks on Westminster South from 15 feet to minimum 0 feet, maximum 8.0 feet.



3.3 IMPLEMENTATION

See section 1.4 for interpreting time frames and cost levels in the following table. Note that time frames are only approximations.

Objective 3.1—Attract desirable uses			
Action	Priority Level	Cost	Time Frame
3.1.1 Redefine permitted uses in the downtown core	High	Low	2009-2010
3.1.2 Redefine permitted uses in light-industrial zones	Medium	Low	2009-2010

Objective 3.2— Harmonize building height, setbacks, density in the Town Center			
Action	Priority Level	Cost	Time Frame
3.3.1 Revise density provisions on Westminster South	High	Low	2009
3.3.2 Adopt mitigating provisions on Westminster South	High	Low	2009
3.3.3 Revise side setbacks on Westminster between Avon and Curzon	High	Low	2009
3.3.4 Revise front setbacks on Westminster South.	High	Low	2009

Note: When housing is allowed, notwithstanding the content of this plan, considering the presence of the Montreal West train station and the TOD area presented in the Land Use and Development Plan of the Urban Agglomeration of Montreal, within a radius of about one kilometer around the station, any special planning program or any planning exercise covering an area of the territory of the municipality located in the TOD area mentioned above, must respect the average threshold for minimum residential density of 80 housing units per hectare. Outside the TOD area, this residential density threshold is 60 housing units per hectare.

(B. 2016-012, a. 2)

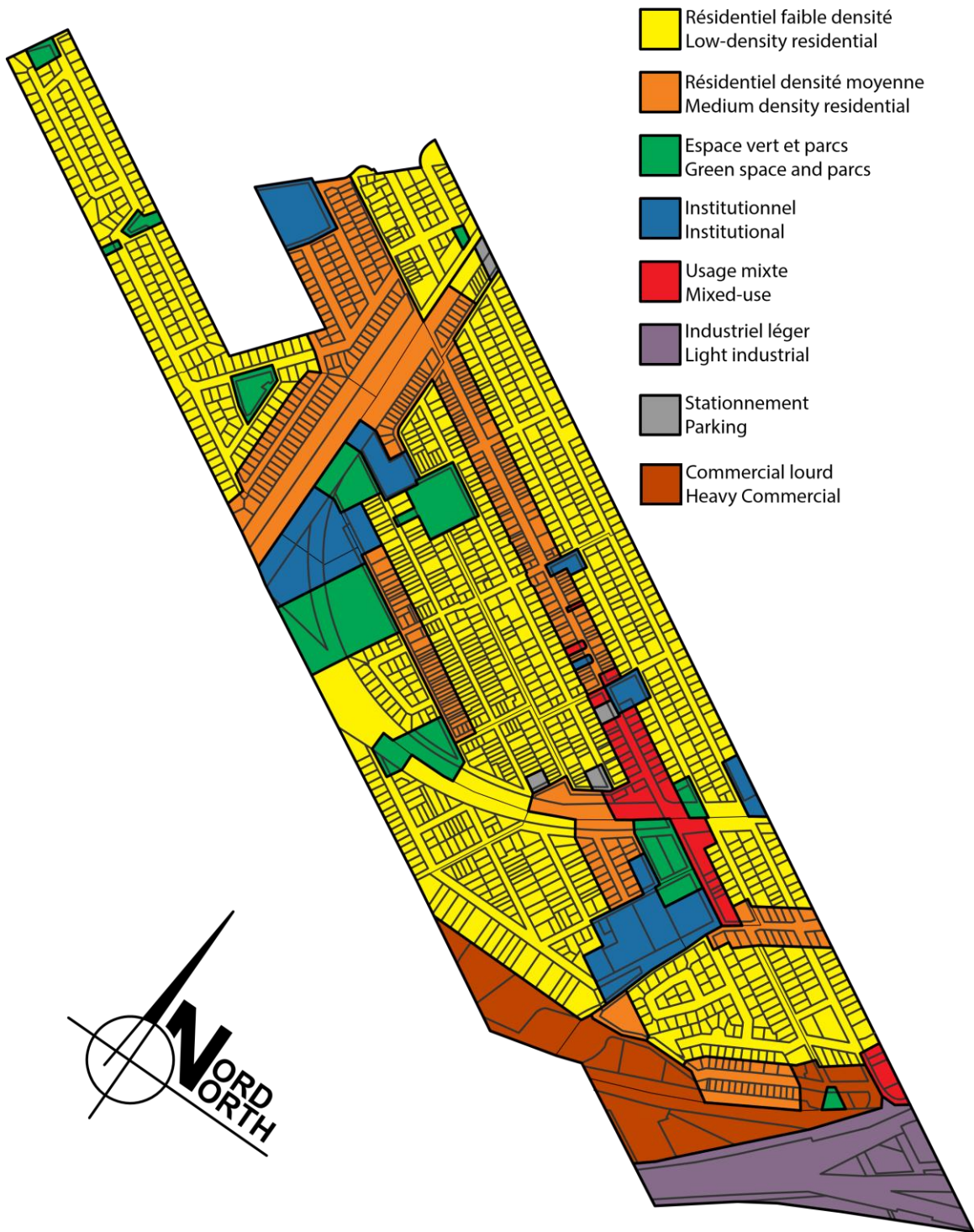


Fig 8. New land-use designation map.

(B. 2016-012, a. 8; 2016-024, a. 1-4; 2017-006, a. 1)

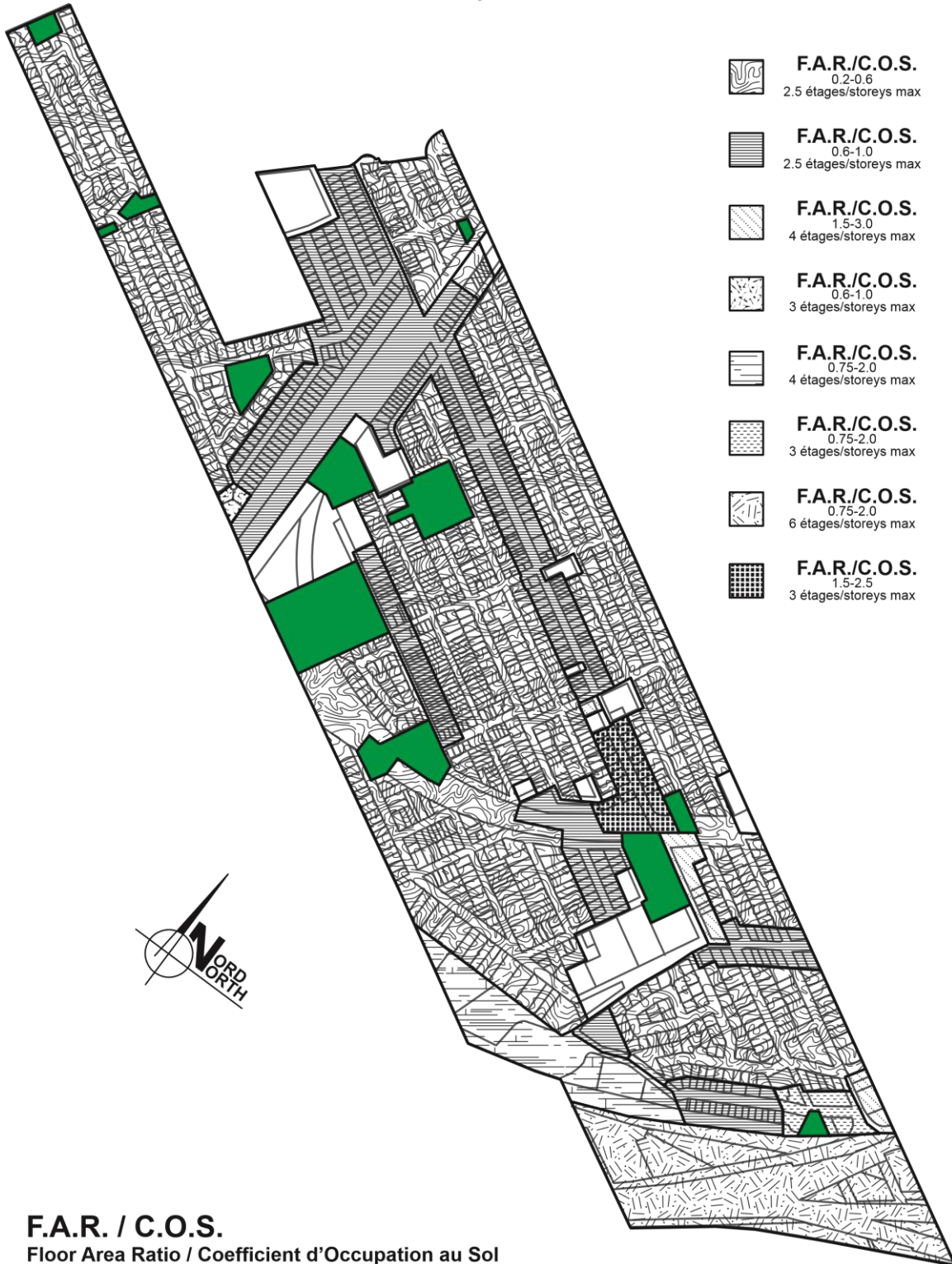


Fig 9. New density map – Floor-area ratio and building height.

(B. 2016-024, a. 5; 2017-006, a. 2)



Chapter 4

INFRASTRUCTURE RENEWAL

4.1 BACKGROUND

Infrastructure in older parts of Montreal West date from the turn of the 20th century and newer parts were mostly laid out before 1960. Not surprisingly, the town's infrastructure is generally outdated and in poor condition. In the 2007 community-wide survey¹² conducted by the TPC, residents overwhelmingly placed improved streets and sidewalks at the top of the list of issues requiring municipal attention. Like many communities across Canada, Montreal West is burdened with crumbling streets and sidewalks, endless water main breaks, faulty valves and exfiltrating sewers. Deteriorating road and subsurface conditions add up to ever increasing maintenance and repair costs, danger for vehicular and pedestrian movement, and water and sewer headaches for homeowners. Accordingly, infrastructure renewal will remain the top priority until the problems are corrected.

4.2 PLANNING OBJECTIVE

Improve the town's physical infrastructure

Since January 2006, the municipality has undertaken a number of actions to address this issue. The town has repaired the northern bridge, relined water mains, installed new valves and hydrants and made major repairs to streets, sidewalks and subsurface services. This long-term infrastructure repair plan is based on priorities established in engineering studies prepared by the consulting firm Genivar.¹³ The studies and the town's three-year repair plan were presented to the public at information meetings in July 2007 and May 2008.

ACTIONS

4.1.1 Complete the detailed plans for years 2 and 3 of the infrastructure renewal plan.

4.1.2 Obtain provincial and other funding and complete the reconstruction of outdated sewers, aqueducts, streets and sidewalks under the plan.

¹² See footnote 7.

¹³ These studies are available at Town Hall for consultation.



4.3 IMPLEMENTATION

See section 1.4 for interpreting time frames and cost levels in the following table. Note that time frames are only approximations.

Objective - Improve the town's municipal infrastructure			
Action	Priority Level	Cost	Time Frame
4.1.1 Continue replacement of aged infrastructure	High	High	Ongoing
4.1.2 Obtain funding from province and other sources	High	Low	Ongoing



Chapter 5

TRANSPORTATION AND TRAFFIC MANAGEMENT

5.1 BACKGROUND

Since the Grand Trunk Railway tracks were laid in 1855 and the CPR tracks in 1886, railways have played an important role in the growth and development of the town, providing quick and direct access to Montreal's downtown core. The Agence métropolitaine de transport (AMT) station, located just east of Montreal West's town limits, was built in 1905 by the CPR. Today, three commuter rail lines provide train service between downtown and suburbs in the northern, western and southern parts of the Greater Montreal Area.

Montreal West is well served by public transit. Most homes are located within a ten-minute walk of public transportation. Residents have direct access to two bus routes (90 and 162) and four additional routes on the town's borders (51, 103, 105 and 123). Three commuter train lines pass through Montreal West: Dorion-Rigaud, Blainville-Saint-Jerome, and Delson-Candiac. A total of 43 trains stop at the Montreal West Station on weekdays. Train volumes will increase considerably if the proposed airport shuttle uses this corridor although the effect on the town will be minimized once the tracks are buried.¹⁴

Furthermore, a proposed new train system (LRT or tram-train) between downtown and the West Island could run across the southern section of the Town of Montreal West. Once in place, this transport infrastructure will ease trips in both directions. Preferential measures for buses on Avon Road (Saint-Jacques Street) in the southern section of the Town are also currently being studied by the STM.

The reconfiguration of the Turcot and Saint-Pierre interchange by the provincial government should help improve vehicular traffic.

These public transport and main highway infrastructure projects are shown in figure 11.

¹⁴ It is not known at this time whether this or the CN right of way just south of the Town will be chosen for the shuttle.



Several features of the transportation configuration are hazardous, especially for pedestrians. First, the town's main north-south route experiences major traffic hold-ups at the level crossing at Westminster and Sherbrooke Streets (Figure 10) during rush hours due to passing trains and ineffective traffic management. Traffic management at the level crossing is complicated for both vehicles and pedestrians by significant east-west vehicular volumes converging onto Westminster from Sherbrooke just north of the tracks and from Broughton just to the south. Traffic is currently managed with stop signs (and a policeman during morning rush hour) because the frequent but irregular train activity makes the use of traffic lights very difficult and expensive. This is not optimal, as the signs at Broughton and Sherbrooke are located far apart and on either side of the tracks, effectively enclosing them in a four-way stop. As a result, crossing is quite difficult for pedestrians and a nightmare for drivers, especially those trying to turn left from Sherbrooke onto Westminster and left from Westminster onto Sherbrooke. According to a study prepared for the City of Montreal,¹⁵ this stretch of Westminster between Sherbrooke and Avon is the part of the circulation network requiring the most attention.

The second hazardous situation is the series of four-way stops along Westminster from Parkside to Curzon, which are not sufficiently safe for pedestrians because drivers often don't stop at the signs and travel over the speed limit.

Third, Montreal West's central location results in a significant amount of vehicular traffic passing north and south through the municipality, often generating unacceptable traffic speeds and volumes on local streets (see Figure 11 for a street hierarchy map). Streets that were designed to be local have become, in some cases, major collectors as drivers use them to avoid congestion on Westminster, and in other cases as a short cut to Highway 20.

(B. 2016-012, a. 3)

¹⁵ CIMA, Traffic Impact Study—Westminster Avenue between Sherbrooke and Avon, 2003.



Fig. 10. Level crossing at Westminster and Sherbrooke, looking north over the tracks.

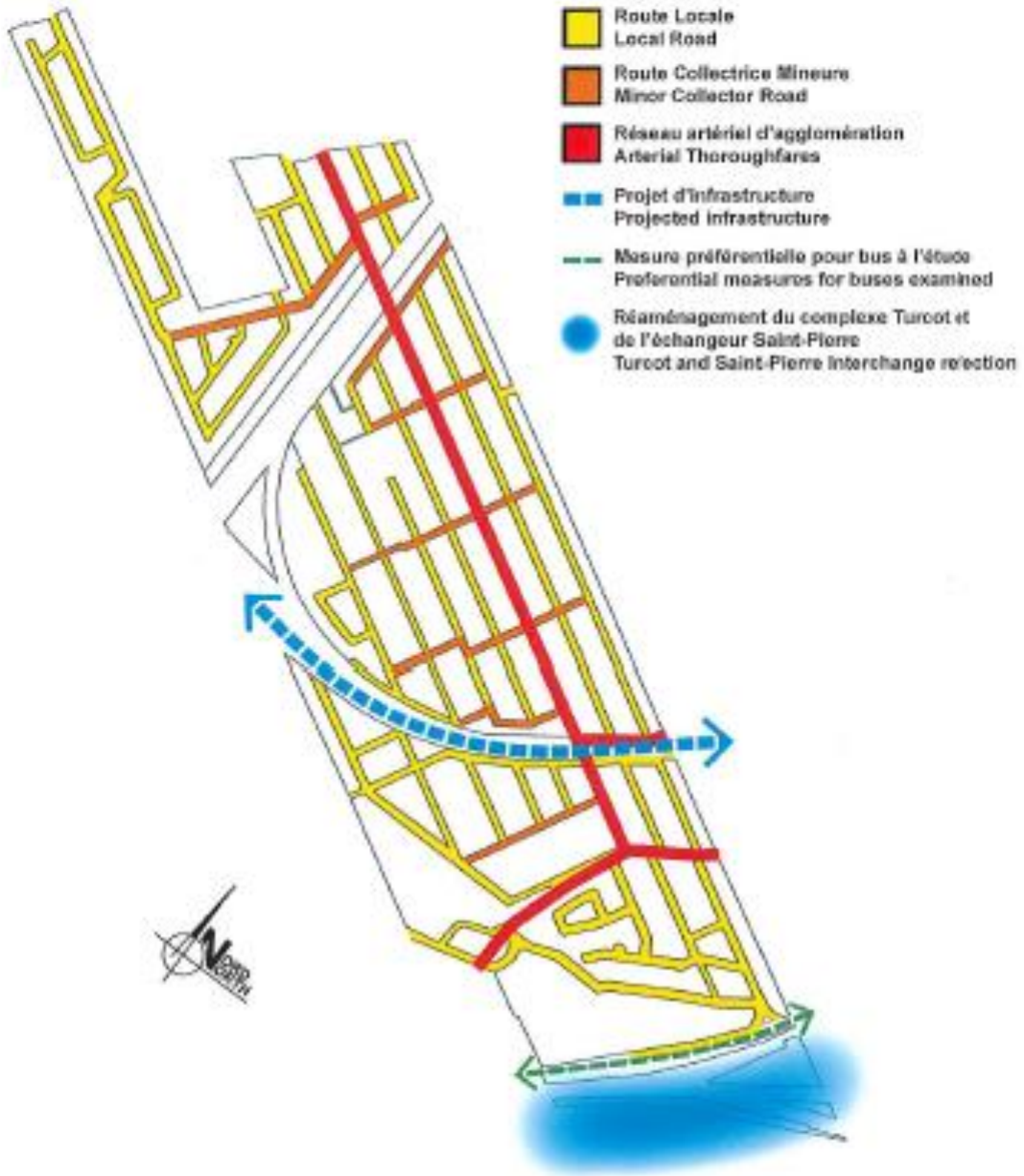


Fig. 11. Mobility
(B. 2016-012, a. 4)



5.2 PLANNING OBJECTIVES

OBJECTIVE 1 – Improve the management of vehicular traffic

The town has identified five priority areas for improved traffic management: 1) the intersection at the level train crossing, 2) the five-way stop at Westminster and Avon; 3) the unacceptably high volume and speed of through traffic on some local streets; 4) traffic safety in school drop-off zones; and 5) the configuration of the intersection of Ronald Drive and Brock South as the rebuilding of Highway 20 proceeds.

The best solution to the dangerous and congested vehicular and pedestrian traffic conditions at the level crossing would be to bury all the tracks. In the event that the airport shuttle comes through town, this is exactly what has been announced. This would improve pedestrian connectivity between Westminster North and South thereby unifying the town centre.

Pedestrian safety at the five-way intersection of Avon and Westminster must be improved. One solution to be investigated in detail is a traffic circle, in light of traffic patterns as they currently exist and as they may evolve in response to the other changes proposed for Westminster South.

ACTIONS

- 5.1.1 a) **Continue to work with the AMT, CPR, Transport Quebec and Transport Canada to provide a pedestrian subway from Broughton to Sherbrooke, to improve traffic management at the level crossing through increased police presence, and to eliminate the northernmost track; and**
- b) **Ensure that if the airport shuttle comes through town, all of the tracks are buried as promised, and that the right-of-way is developed as mixed green space and light commercial.**
- 5.1.2 **Improve pedestrian safety and traffic circulation at Westminster and Avon.**
- 5.1.3 **Prepare and implement a traffic calming plan for local north-south streets (see Chapter 6 for details).**
- 5.1.4 **Ensure that Brock South does not become an access route to and from Highway 20, and reconfigure the corner with Ronald Drive to improve visuals and liveability.**



OBJECTIVE 2 – Create pleasant, safe and efficient pedestrian links between the various points of interest in town

The safe movement of pedestrians, especially children, and cyclists is vital to the quality of life in a community. Accordingly, this Urban Planning Programme gives priority to pedestrians and resident safety over vehicular convenience. Almost all of the town's institutional and recreational facilities such as schools, libraries, parks, the arena, playing fields and the Town Hall are located west of Westminster, which is the town's main north-south artery as well as its commercial street, while much of the population lives to the east of it. The street network's current design and traffic management system have produced an array of traffic problems including congestion at peak hours, unsafe intersections and crosswalks, and speeding. Furthermore, existing paths between the train station and Royal West Academy and the north side of the tracks could be further improved in terms of safety and visual integration, such as by installing a pedestrian subway.

ACTIONS

- 5.2.1 Prepare and implement a pedestrian and bicycle movement plan.**
- 5.2.2 Install clearly demarcated and raised crosswalks along Westminster at Parkside, Nelson, Curzon, Milner, Sherbrooke, Broughton and Avon.**
- 5.2.3 Clearly mark and enforce parking prohibitions within three meters of intersections in order to improve visibility.**
- 5.2.4 Create safe bicycle corridors and connect local bicycle routes to the wider Montreal Island bicycle network.**
- 5.2.5 Improve snow and ice removal from all sidewalks as a safety and senior-friendly initiative.**

OBJECTIVE 3 – Improve and expand parking in the town centre

In the town's main commercial area along Westminster between Sherbrooke and Curzon there are approximately 65 parking spaces which are available at no charge both on the street and in municipal parking lots. An expanded and revitalized town centre (see Chapter 3) would require additional parking accessible to businesses and residents. Doubling parking spaces in the immediate vicinity of the town centre, to a total number of 130 spaces, would greatly improve the viability and vitality of businesses on Westminster Avenue.



ACTIONS

- 5.3.1 Modify zoning by-laws to ensure adequate parking requirements for new construction, including underground parking spaces where necessary.
- 5.3.2 Maximize capacity in existing parking lots.
- 5.3.3 Create new parking lots where possible, including possible arrangements with the CPR.
- 5.3.4 Incorporate underground parking in new Community Recreation Complex, if feasible.
- 5.3.5 Improve parking turnover in commercial zones by controlling parking times during business hours.

5.3 IMPLEMENTATION

See section 1.4 for interpreting time frames and cost levels in the following table. Note that time frames are only approximations.

Objective 5.1 - Improve Management of Vehicular Traffic			
Action	Priority Level	Cost	Time Frame
5.1.1 Improve traffic management at level crossing	High	various	Ongoing
5.1.2 Improve traffic management at Westminster and Avon	Medium	High	Ongoing
5.1.3 Implement Traffic Calming Plan	High	Medium	2009-2011
5.1.4 Ensure that no additional access is provided via Brock Avenue	High	Low	Ongoing

Objective 5.2 – Create Pleasant, Safe and Efficient Pedestrian Links			
Action	Priority Level	Cost	Time Frame
5.2.1 Prepare and implement plan	High	Medium	2010-2013
5.2.2 Install raised crosswalks	High	Medium	2010
5.2.3 Mark and enforce no parking distances from corners	High	Low	Ongoing
5.2.4 Create safe bicycle routes and connect to Montreal network	High	Medium	2009-2010
5.2.5 Improve sidewalk snow and ice removal	High	Low	Ongoing



Objective 5.3 - Improve and Expand Parking

Action	Priority Level	Cost	Time Frame
5.3.1 Modify parking requirements for new construction	Medium	Low	2009
5.3.2 Improve existing lots	High	Medium	2010-2013
5.3.3 Create new parking spaces	Medium	High	2010-2013
5.3.4 Include underground parking in Recreation Complex	Medium	High	On construction
5.3.5 Improve parking turnover on Westminster	Medium	Low	2010-2012



Chapter 6

NEIGHBOURHOOD LIFE

6.1 BACKGROUND

Montreal West is prized for its beautiful, quiet residential areas and its neighbourly quality of life. When surveyed, residents rated heritage architecture and greenery, along with neighbourliness and community spirit, among the features they value most about their town. The grid layout of older neighbourhoods recalls the Town's early history as a streetcar suburb when most people walked or used public transportation to get around. The street pattern in these areas is designed using Westminster as the major north-south axis. This street is also part of the arterial network of the Montreal agglomeration. It is fed by minor east-west collector streets (Nelson, Curzon, Parkside, Ainslie, Broughton) giving onto local streets that are intended for residents' use (see Figure 11). Newer neighbourhoods make use of loops and dead-ends in order to limit through-traffic and keep streets quiet and safe.

(B. 2016-012, a. 5)

6.2 PLANNING OBJECTIVES

OBJECTIVE 1 – Make residential areas safer and quieter

Long north-south avenues such as Brock North, Ballantyne North and Strathearn North have come to serve as thoroughfares for motorists wanting to bypass traffic on Westminster Avenue, and traffic safety has therefore become a major concern for residents on these streets. The Town's standing Traffic and Safety Committee (TSC) has long addressed general traffic issues, and in early 2008 a subcommittee of the TSC and the TPC, the "Streets Committee", was formed to address mounting concerns about increasing traffic volume and dangerous driving on some local streets, especially on the three streets noted above. Unacceptably high traffic volumes and speeds on these streets undermine their residential nature and threaten the safety of pedestrians, children and cyclists. High traffic volumes and speeds also create noise pollution, undermining municipal efforts to reduce ambient noise in residential areas.



Following public consultation with residents, the Streets Committee prepared a traffic calming plan which was endorsed by traffic engineers at Genivar, whose objectives are to:

- Make residential streets safe for pedestrians, cyclists and children;
- Improve neighbourhood environments;
- Ensure residents' accessibility to their homes;
- Ensure pedestrian and cyclist connectivity to Westminster, public transportation, schools, parks and recreational facilities, especially on the east-west axis; and
- Implement these initiatives while improving safety on Westminster as set out in Chapter 5, in order to preserve the quality of life of residents on Westminster.

The traffic calming plan is designed to prevent the use of Brock North, Ballantyne North and Strathearn North as bypass roads, and to ensure that residents on these streets will continue to have good accessibility. To discourage speeding and through traffic on local roads, the Town is considering the implementation of a number of measures, including the reintroduction of two-way streets and the introduction of physical interventions such as neck-downs, speed humps, signage, and chicanes, allowing residents to reclaim their streets and create a safer and more tranquil environment. These measures will be combined with more effective vehicular traffic control on Westminster through improved intersection and crosswalk design, the introduction of chicanes at intersections to improve access to homes, and the realization of lower traffic volumes through better access eastward off Westminster.

ACTIONS

- 6.1.1 Conduct before and after studies of traffic volumes and speeds on affected streets.**
- 6.1.2 Carry out traffic calming pilot projects.**
- 6.1.3 Install traffic calming devices where appropriate.**

OBJECTIVE 2 – Encourage property maintenance and renovation

The Town adopted a Site Planning and Architectural Integration Programme (SPAIP) By-law in 1995, covering the totality of its territory. The SPAIP By-law will be reviewed by both the



TPC and the Planning Advisory Committee from time to time in order to refine its objectives and to ensure that the neighbourhoods in question preserve their historical character. Given the architectural quality of Montreal West’s older neighbourhoods, measures will be taken to encourage property owners to beautify and improve their properties while restricting the construction of oversized or “monster” homes. For example, the Ministry of Culture has put into place a Restoration Support Programme for renovation projects aiming to restore the original character of buildings. The actions below will be taken in connection with the related environmental initiatives identified in Chapter 8.

ACTIONS

- 6.2.1 Review SPAIP By-law to ensure the preservation of architectural heritage and neighbourhood streetscape.**
- 6.2.2 Disseminate information on various public and para-public grants for renovation, restoration and heritage protection.**
- 6.2.3 Prepare renovation guides to sensitize residents to the value of quality renovation.**

6.3 IMPLEMENTATION

See section 1.4 for interpreting time frames and cost levels in the following table. Note that time frames are only approximations.

Objective 6.1 – Make residential areas safer and quieter			
Action	Priority Level	Cost	Time Frame
6.1.1 Conduct traffic studies	High	Low	2009-2011
6.1.2 Conduct pilot project	High	Medium	2009-2010
6.1.3 Install traffic devices	High	Medium	2010-2011

Objective 6.2– Encourage property maintenance and renovation			
Action	Priority Level	Cost	Time Frame
6.2.1 Review SPAIP By-law	Low	Low	2010-2012



6.2.2 Promote renovation and restoration	Low	Low	Ongoing
6.2.3 Prepare renovation guides	Low	Medium	2011-2014



Chapter 7

IMPROVED FACILITIES AND SERVICES

7.1 BACKGROUND

Despite its small size, the Town of Montreal West provides its citizens with a wide variety of recreational and community services and events as well as a good number of municipal and recreational facilities, such as parks, libraries, the Community Centre, and the arena. Some of these are in need of repair and certain others are poorly designed for the functions they serve. Handicapped accessibility has to be improved.

7.2 PLANNING OBJECTIVES

OBJECTIVE 1 – Consolidate municipal services

Some of the existing municipal buildings which provide valuable services to the community, such as the public library and the community centre involve expensive upkeep and maintenance, are not well adapted to the services they are intended to provide, and are in need of considerable renovation and improvement. This Urban Planning Programme proposes to combine the adult library and community centre into a Community Recreation Complex annexed to Town Hall, using revenues from the sale of the existing library property and the John A. Simms Park, as well as potential government grants, to defray the cost. This will result in a multifunctional space which will create economies of scale in land and energy consumption, more accessible parking, lower long-term maintenance costs and, importantly, create a focal point in the town centre.

ACTIONS

- 7.1.1 Pursue government grants for the creation of updated, better-adapted and greener municipal facilities.**
- 7.1.2 Plan and undertake the amalgamation of facilities in a new Community Recreation Complex annexed to Town Hall.**



OBJECTIVE 2 – Promote the construction of a seniors’ residence

The Town has long been aware of the need for a seniors’ residence, but the project has not yet materialised, possibly due to a lack of interest by private developers and the lack of quality land sites. A survey conducted in 2007¹⁶ concluded that 86% of residents agreed that the Town needs a seniors’ residence, 77% considered that living in Montreal West was important to them, and 76% anticipated moving into a seniors’ residence at some point in their lives. It is essential that any facility favour the needs of Montreal West residents, and that it offer relatively affordable rent and cost of care. As the Town is not in a position to finance the development and operation of a residence, its aim is to encourage construction by private interests. A committee will work to identify the type of residence which best addresses the needs of Montreal West seniors and to find a suitable site accessible to shopping, community services, public transportation and green space.

ACTIONS

- 7.2.1 Identify a suitable site for a seniors’ residence and create a package of incentives to attract a developer.**
- 7.2.2 Ensure accessibility and affordability of the seniors’ residence for the citizens of Montreal West by agreement with a third party operator of the facility.**

OBJECTIVE 3 – Improve existing green spaces and parks

The Town will undertake the improvement of green spaces such as parks and tree plantings along streets, as both an environmental initiative and to preserve the garden suburb nature of the Montreal West. To this end, the Town plans to prepare an inventory of its existing stock of plants and trees, while assessing their health. Native species will be given preference over nuisance trees such as Norway Maples. In addition, the Town will negotiate with the CPR to create usable public green spaces next to the level crossing.

¹⁶ Senior Residence Research – Montreal West, conducted by McGill students in the Faculty of Management for Marketing Research 451, April 2007



The Town will also undertake an inventory of playground equipment in order to determine which structures require repair or replacement to improve safety and better meet the needs of Montreal West's children.

A high proportion of Montreal West residents own dogs, and while they are very considerate of their neighbours when walking them, a dedicated dog run is considered to be in everyone's interest. The Town will establish a dog run at a location well separated from residential areas. Access will be restricted to residents holding dog licenses from the Town, and the sale of these licences will cover the full cost of the establishment and maintenance of the facility.

ACTIONS

- 7.3.1 Invest in the beautification of existing municipal green spaces.**
- 7.3.2 Prepare an inventory of plant species.**
- 7.3.3 Implement a spring tree distribution to encourage the planting of suitable tree species.**
- 7.3.4 Prepare an inventory of playground equipment and facilities.**
- 7.3.5 Negotiate with the CPR to create green spaces.**
- 7.3.6 Establish a community dog run.**

OBJECTIVE 4 – Upgrade or replace the arena

The Town recognizes that the Legion Rink is outdated and in need of improvement or replacement. However, it has been found that even with all available government grants, an energy-efficient design, and optimal usage and fee structures, a new rink would cost the Town too much for the foreseeable future. As such, while still a priority, a new rink ranks after the completion of essential infrastructure work, a cost-neutral library/community centre project and a privately-developed seniors' residence. The Town will nonetheless continue to explore financing options for the construction of a new arena, with the goal of improving its cost status from high to low.



ACTIONS

7.4.1 Seek public and private funding for the renovation or replacement of the municipal arena.

7.3 IMPLEMENTATION

See section 1.4 for interpreting time frames and cost levels in the following table. Note that time frames are only approximations.

Objective 7.1 – Consolidate municipal services			
Action	Priority Level	Cost	Time Frame
7.1.1 Pursue government grants	High	Low	2009-2012
7.1.2 Undertake Community Recreation Complex Project	High	Medium	2011-2014

Objective 7.2 –Develop seniors’ residence			
Action	Priority Level	Cost	Time Frame
7.2.1 Put in place regulatory and incentive measures to facilitate construction of seniors’ residence	High	Low	2010-2014
7.2.2 Sign agreement with residence operator	High	Low	2011-2012

Objective 7.3 – Improve existing green spaces and parks			
Action	Priority Level	Cost	Time Frame
7.3.1 Invest in existing green spaces	Low	Medium	Ongoing
7.3.2 Prepare a plant inventory	Low	Medium	Ongoing
7.3.3 Implement tree distribution of suitable species	Medium	Medium	2011-2014
7.3.4 Prepare inventory of playground equipment	Low	Low	2011-2012
7.3.5 Negotiate rights to use vacant land	High	Low	Ongoing
7.3.6 Establish dog run	Medium	Medium	2011-2012

Objective 7.4 – Upgrade the arena			
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Action	Priority Level	Cost	Time Frame
7.4.1 Seek funding for arena	Medium	Low	2010-2015



Chapter 8

GREEN PLANNING

8.1 BACKGROUND

A key component of a healthy and vibrant community is sustainable planning and development. The Town is conscious of the need to reduce our negative impact on the environment and improve the quality of life for residents through noise, waste and pollution reduction, energy and resource efficiency, and environmental protection. The Town is committed to the principles of sustainable planning, and has for several years been taking measures to make municipal operations greener. The progressive adoption of green policies and regulations will allow a transition into cost-efficient public and private practices, particularly to those that have the highest impact on the quality of our local, regional and global environment.

8.2 PLANNING OBJECTIVES

OBJECTIVE 1 – Improve energy efficiency and waste management

The Town is committed to reducing its environmental footprint. We will continue to reduce water consumption, promote waste reduction methods and technologies, and reduce emissions by moving towards energy efficiency in our building and vehicle fleet and reviewing our work protocols to the same end. The Town will also introduce new requirements in its building by-law aimed at increasing energy efficiency in the building stock. The Town will also continue to encourage the installation of energy-efficient equipment, such as solar panels and geo-thermal heating equipment. The revised Building By-law will require any new construction, extension or major renovation to meet acceptable environmental standards such as energy efficient design and materials, improved insulation, and the reduction and reuse of resources.

In addition, Montreal West's Environmental Action Committee (EAC) has encouraged Town Council to adopt ongoing policies and programs which reduce consumption, encourage reuse and recycling of resources and composting of garden and kitchen waste.



ACTIONS

- 8.1.1 **Revise building by-law to promote green construction.**
- 8.1.2 **Disseminate information on public grants for green renovation and restoration.**
- 8.1.3 **Take advantage of federal and provincial funding for green projects.**
- 8.1.4 **Continue to promote and disseminate environmental measures brought forth by the EAC and residents.**
- 8.1.5 **Continue to improve energy efficiency in municipal buildings and vehicular fleet.**

OBJECTIVE 2 – Promote alternative modes of transportation

New pedestrian and bike routes (see chapters 5 and 6) will increase accessibility and safety for users, but they can only marginally reduce a reliance on the private automobile without improvements to public transportation service. Lobbying the Société de transport de Montréal (STM) to provide better service for the bus lines passing through Montreal West will help achieve this goal. If it runs through Montreal West, the proposed airport shuttle would also serve as a commuter train, increasing accessibility to downtown Montreal and the West Island.

ACTIONS

- 8.2.1 **Disseminate information on the availability and advantages of alternative transportation.**
- 8.2.2 **Actively promote the interests of Montreal West residents with public and para-public organisations responsible for the provision of public transit in and around the town.**
- 8.2.3 **Install bicycle paths and racks as well as designated “Communauto” spaces.**

OBJECTIVE 3 – Preserve and improve existing green spaces, natural habitats and archaeological areas present in the Town, and convert Meadowbrook into a public park

(B. 2016-012, a. 6)



The Town of Montreal West has already stated its clear position that Meadowbrook golf course should be converted into a public park and recreational preserve accessible to all residents in the region. The participation of all levels of government will be required to acquire the funds necessary to convert this unique territory into a truly public green space.

The Town will also review its policy with regard to tree-cutting to ensure that Montreal West's streetscapes remain green.

The territory of the Town of Montreal West, in addition to having many parks, holds woodlots comprised of forest stands characteristic of Montreal island, as well as fallow fields used as a critical habitat for various plant and animal species. Additionally, the Town includes an area of archaeological interest. This area is identified in figure 12.

(B. 2016-012, a. 7)

ACTIONS

- 8.3.1 Continue to work with all levels of government to secure the conversion of Meadowbrook golf course into a park accessible to the public.**
- 8.3.2 Review tree-cutting policy to restrict felling, conditional to replanting or contribution to a green fund.**

8.3 IMPLEMENTATION

See section 1.4 for interpreting time frames and cost levels in the following table. Note that time frames are only approximations.

Objective 8.1 – Improve energy efficiency and waste management			
Action	Priority Level	Cost	Time Frame
8.1.1 Revise Building By-law	Medium	Low	2009-2010
8.1.2 Disseminate green renovation information	Medium	Low	2010-2012
8.1.3 Apply for green government grants	Medium	Low	Ongoing
8.1.4 Encourage EAC projects	High	Medium	Ongoing
8.1.5 Ensure municipal energy efficiency	High	Medium	Ongoing



Objective 8.2 – Promote alternative modes of transportation			
Action	Priority Level	Cost	Time Frame
8.2.1 Disseminate transit information	High	Low	Ongoing
8.2.2 Participate in dialogue with transit authorities	High	Low	Ongoing
8.2.3 Install bicycle paths and racks as well as “Communauto” spaces	Medium	Medium	Ongoing

Objective 8.3 – Preserve and enhance green spaces and Meadowbrook			
Action	Priority Level	Cost	Time Frame
8.3.1 Convert Meadowbrook into public park	High	Low	2009-2010
8.3.2 Review tree-cutting policy	Medium	Low	2009-2012

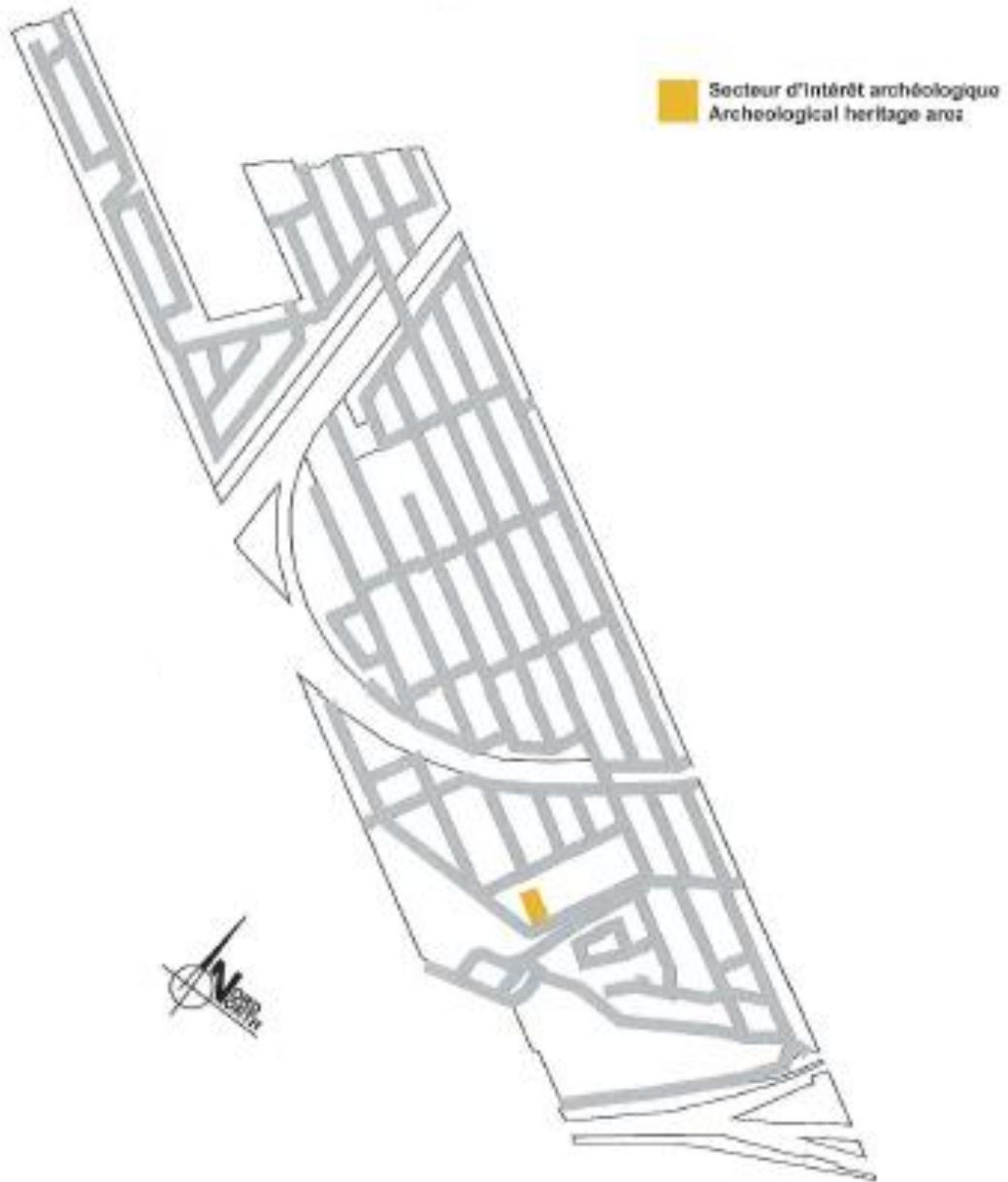


Fig. 12. Area of archaeological interest

(B. 2016-012, a. 9)



CONCLUSION

Since demerging at the beginning of 2006, the Town of Montreal West can once again guide its own planning and development. The town deals with current issues on a daily basis, but for effective and sensible planning we must also set targets and objectives for the long term.

Envisioning the future development of our town over the next 20 years is the task we have set for ourselves. We aspire to further improve the quality of life in Montreal West, to improve our public spaces and to strengthen our already exemplary sense of community, while respecting its past, its values and its history.

Much thought and effort has gone into the preparation of this Urban Planning Programme. Residents, employees, consultants and elected officials have made this vision possible, and their sustained efforts will be needed for its full potential to be realized.

Appendix A

2004 Montreal Master Plan – Land Use Designation Map



L'affectation du sol

Arrondissement de Côte-Saint-Luc–Hampstead–Montréal-Ouest

-  Secteur résidentiel
-  Secteur mixte
-  Secteur d'emplois
-  Secteur rural
-  Grand équipement institutionnel
-  Couvent, monastère ou lieu de culte
-  Grand espace vert ou parc riverain
-  Grande emprise de transport
-  Infrastructure publique
-  Limite d'arrondissement