



2012-2017 ACTION PLAN

FOR THE METROPOLITAN
LAND USE AND DEVELOPMENT PLAN



Communauté métropolitaine
de Montréal

INTRODUCTION

The 2012-2017 Action Plan identifies the primary actions planned for the next five years to follow up and implement the Metropolitan Land Use and Development Plan (PMAD).

This plan proposes 30 actions to support the implementation of the PMAD's policy directions, objectives and criteria.

The execution of these actions will be the political responsibility of CMM commissions. Each commission will be supported by the CMM administration. Technical committees made up of representatives from each of the CMM's five geographical areas (RCMs and agglomerations) will support the commissions' work. Representatives from the relevant government departments and civil society will also be called upon to collaborate. If necessary, public consultations will be organized.

The CMM Executive Committee and Planning Commission will regularly follow up the PMAD.

PMAD POLICY DIRECTIONS, OBJECTIVES AND CRITERIA

Policy Direction 1: A Greater Montréal with Sustainable Living Environments

OBJECTIVES	SUMMARY OF CRITERIA
1.1 Direct 40% of household growth towards structural metropolitan mass-transit network access points	1.1.1 Location of Transit-Oriented Development (TOD) zones 1.1.2 Definition of minimum density thresholds applicable to TOD zones 1.1.3 Development of TOD zones
1.2 Optimize urban development outside of TOD zones	1.2.1 Definition of minimum density thresholds outside of TOD zones 1.2.2 Definition of areas reserved for optimal urbanization 1.2.3 Consolidation of major economic and commercial hubs
1.3 Promote optimal occupancy by increasing the area of cultivated land	1.3.1 Increase of 6% in surface area of cultivated land at the metropolitan level
1.4 Identify existing facilities of metropolitan importance and determine the location of planned metropolitan facilities	1.4.1 Identification of existing and planned metropolitan facilities 1.4.2 Determine the location of planned metropolitan facilities
1.5 Identify the major constraints common to two or more RCMs	1.5.1 Identification of landslide risks common to two or more RCMs 1.5.2 Identification of anthropogenic risks common to two or more RCMs 1.5.3 Identification of the risks related to ambient air quality and related health effects 1.5.4 Identification of the risks associated with weather-related events common to two or more RCMs
1.6 Set boundary for urbanization in keeping with sustainable development principles	1.6.1 Definition of the 2031 metropolitan boundary 1.6.2 Modifications to the metropolitan boundary

Policy Direction 2: A Greater Montréal with Efficient, Structural Transportation Networks and Facilities

OBJECTIVES	SUMMARY OF CRITERIA
2.1 Identify a mass-transit network in order to shape urban development	2.1.1 Identification of a structural metropolitan mass-transit network
2.2 Increase the modal share of mass-transit trips during morning rush hour travel to 30% by 2021	2.2.1 Modernize and develop the metropolitan mass-transit network
2.3 Optimize and complete the road network to ensure the efficient movement of people and goods	2.3.1 Identification of the metropolitan road network
	2.3.2 Definition of the metropolitan arterial road network
	2.3.3 Reduction in waiting times and delays caused by congestion
	2.3.4 Location of logistical hubs
2.4 Promote active transportation at the metropolitan level	2.4.1 Definition of the Metropolitan Bicycle Network

Policy Direction 3: A Greater Montréal with a Protected, Enhanced Environment

OBJECTIVES	SUMMARY OF CRITERIA
3.1 Protect 17% of Greater Montréal's surface area	3.1.1 Identification of protected areas, metropolitan woodlands and forest corridors
	3.1.2 Identification and characterization of wetlands
	3.1.3 Protection of metropolitan woodlands and forest corridors
	3.1.4 Adoption of a wetlands conservation plan
3.2 Protect riverbanks, shorelines and flood plains	3.2.1 Identification of flood plains
	3.2.2 Protection of riverbanks, shorelines and flood plains
3.3 Protect landscapes of metropolitan importance	3.3.1 Identification of landscapes of metropolitan importance
	3.3.2 Protection of landscapes of metropolitan importance
3.4 Protect built heritage of metropolitan importance	3.4.1 Identification of built heritage of metropolitan importance
	3.4.2 Protection of built heritage of metropolitan importance
3.5 Enhance landscapes and the natural and built environments in a comprehensive, integrated manner for recreational and tourism purposes	3.5.1 Enhancement of the components of the Green and Blue Network



ACTIONS FOR POLICY DIRECTION 1

POLICY DIRECTION 1 – SUSTAINABLE LIVING ENVIRONMENTS

ACTIONS

1.1 A real estate strategy for inside and outside TOD zones that includes the following:

- 1.1.1 A TOD incentive program
- 1.1.2 Opportunity analyses for the identification of new TOD zones
- 1.1.3 Innovative residential demonstration projects in cities that show interest
- 1.1.4 A section on affordable and social housing as well as access to homeownership for young households
- 1.1.5 An inventory of lots in need of renewal and a strategy for their enhancement
- 1.1.6 “Land use/transport” studies on mass-transit corridors
- 1.1.7 Increased funding for the ClimatSol program (request to the Québec government)
- 1.1.8 New funding for the Programme de renouveau urbain et villageois (request to the Québec government)

1.2 An enhancement strategy for industrial spaces

1.3 Establish a biofood cluster

1.4 Changes to the *Agricultural Operations Regulation*

RESPONSIBLE ENTITIES

Planning Commission, Economic Development Commission, Agricultural Advisory Committee, Social Housing Commission

RELEVANT GOVERNMENT DEPARTMENTS AND BODIES

SHQ, MAPAQ, MAMROT, MDEIE

POTENTIAL PARTNER ORGANIZATIONS

APCHQ, AARQ, AUAMQ, OUC, OAQ, UPA, Vivre en Ville, OMH, TRG, Mission Design, participating cities, economic representatives from the CMM’s five geographical areas



ACTIONS FOR POLICY DIRECTION 2

POLICY DIRECTION 2 – EFFICIENT, STRUCTURAL TRANSPORTATION NETWORKS

ACTIONS

2.1 A four-part metropolitan transportation strategy:

- 2.1.1 Prioritize mass-transit projects based on planning from the AMT, AOTs and municipalities
- 2.1.2 Identify the metropolitan arterial road network to facilitate the movement of people and goods
- 2.1.3 Define the Metropolitan Bicycle Network to promote active and recreational transportation
- 2.1.4 Finalize mass transit's financial framework in accordance with the position adopted by the CMM Council in February 2010 and identify new revenue sources such as an increased fuel tax, a carbon tax and metropolitan tolls

RESPONSIBLE ENTITY

Transportation Commission

RELEVANT GOVERNMENT DEPARTMENTS AND BODIES

MTQ, AMT, regional public health departments

POTENTIAL PARTNER ORGANIZATIONS

Transit corporations, CITs, Vélo Québec, Transport 2000, AQTIM, TRANSIT

ACTIONS FOR POLICY DIRECTION 3

POLICY DIRECTION 3 – A PROTECTED, ENHANCED ENVIRONMENT

ACTIONS

3.1 An implementation strategy for the “Green and Blue Network”:

- 3.1.1 Identify, in detail, the components to be enhanced
- 3.1.2 Draw up a reforestation strategy to ensure 30% of the CMM is covered by forest
- 3.1.3 Increase the sums allocated to the CMM’s green and blue funds in partnership with the Québec government
- 3.1.4 Increase developer contributions to parks and playgrounds to 15%
- 3.1.5 Collaborate with the MTQ on studies examining approaches to the city, notably the Dorval-downtown corridor
- 3.1.6 Define landscape corridors at Greater Montréal’s points of entry
- 3.1.7 Coordinate the regional round table on the integrated management of the St. Lawrence River

RESPONSIBLE ENTITY

Environment Commission

RELEVANT GOVERNMENT DEPARTMENTS AND BODIES

MAMROT, MDDEP, MAPAQ, MTQ, MRNF, MCCCCF, HYDRO-QUÉBEC, TOURISME QUÉBEC, CRRNT

POTENTIAL PARTNER ORGANIZATIONS

Regional private forest development agencies, SOVERDI, Heritage Montreal, Ruelles vertes, CPEUM, as well as conservation organizations such as The Nature Conservancy, Ducks Unlimited Canada, Partners of the Montréal Archipelago Ecological Park, the David Suzuki Foundation, Réseau des milieux naturels protégés, regional environment councils and others

MONITORING AND PARTICIPATION OF CIVIL SOCIETY

ACTIONS

- 4.1 Monitor the PMAD using the scorecard
- 4.2 Adopt a biennial progress report on the PMAD's implementation
- 4.3 Regularly follow up the PMAD's activities
- 4.4 Hold a general assembly of elected officials to launch the PMAD's implementation
- 4.5 Create a metropolitan Agora for elected officials and citizens

RESPONSIBLE ENTITIES

Executive Committee, Planning Commission (regularly follows up the PMAD's activities), joint committee of elected officials and representatives of civil society to organize the metropolitan Agora by winter 2013

RELEVANT GOVERNMENT DEPARTMENT

MAMROT

POTENTIAL PARTNER ORGANIZATIONS

Civil society organizations that will participate in the metropolitan Agora in winter 2013, many of which took part in the public consultations on the draft Plan

LIST OF ABBREVIATIONS

AARQ	Association des aménagistes régionaux du Québec	MDEIE	Ministère du Développement économique, de l'Innovation et de l'Exportation
AMT	Agence métropolitaine de transport	MRNF	Ministère des Ressources naturelles et de la Faune
AOT	Transit operating authority	MTQ	Ministère des Transports du Québec
APCHQ	Association provinciale des constructeurs d'habitations du Québec inc.	OAQ	Ordre des architectes du Québec
AQTIM	Association québécoise du transport intermunicipal et municipal	OMH	Offices municipaux d'habitation
AUAMQ	Association des urbanistes et aménagistes municipaux du Québec	OUQ	Ordre des urbanistes du Québec
CIT	Conseil intermunicipal de transport	PMAD	Metropolitan Land Use and Development Plan
CMM	Communauté métropolitaine de Montréal	RCM	Regional county municipality
CPEUM	Chaire en paysage et environnement de l'Université de Montréal	SHQ	Société d'habitation du Québec
CRRNT	Commission régionale sur les ressources naturelles et le territoire	SOVERDI	Société de verdissement du Montréal métropolitain
MAMROT	Ministère des Affaires municipales, des Régions et de l'Occupation du territoire	TOD	Transit-Oriented Development
MAPAQ	Ministère de l'Agriculture, des Pêcheries et de l'Alimentation du Québec	TRANSIT	Alliance pour le financement des transports collectifs au Québec
MCCCF	Ministère de la Culture, des Communications et de la Condition féminine	TRG	Technical resources group
MDDEP	Ministère du Développement durable, de l'Environnement et des Parcs	UPA	Union des producteurs agricoles

LOCAL TAXATION AND LAND USE PLANNING

The PMAD emphasizes that the demographic changes projected for the year 2031 will mean insufficient revenue growth to meet the needs of a population that will require more human services rather than traditional municipal services (water, sewer, etc.).

Since property tax revenues will be unable to keep up, municipal revenue sources must be diversified. To this end, it is suggested that a working group be mandated to submit proposals on this topic, and others, to meet the challenges of the coming decades.

Moreover, various studies examining the maintenance and development of Montréal's transportation infrastructure with regard to meeting the needs of Greater Montréal's citizens and businesses in the coming decades have confirmed that it is necessary to take a closer look at ways of funding priorities for action. Projects to improve existing services and meet projected needs as well as the capacity of the current financial framework to support them also raise the issue of how to best reinforce the links between mass-transit planning and land use and development planning with the goal of ensuring the accessibility and optimal use of existing facilities and infrastructure.

THE QUÉBEC-GREATER MONTRÉAL WORKING TABLE

The Québec-Greater Montréal Working Table on Land Use and Development will enable the CMM and Québec government to better coordinate their efforts to implement their shared policy directions to improve the competitiveness and attractiveness of Greater Montréal from a sustainable-development viewpoint.

This Table is recognized in the government's 2011-2016 strategy to ensure the occupancy and vitality of territories. Indeed, this strategy includes a policy direction that directly targets the "challenges specific to the metropolitan region of Montréal." Therefore, the Québec government supports the Communauté métropolitaine de Montréal in the development and implementation of the Metropolitan Land Use and Development Plan to ensure that urban growth is managed consistently. The creation of this Québec-Greater Montréal working table was confirmed in the *Act to ensure the occupancy and vitality of territories* adopted on May 3, 2012:

21.4.1. The mandate of the Table Québec-Montréal métropolitain pour l'aménagement et le développement is to foster a concerted approach with a view to ensuring the efficiency of government action toward the sustainable development of the metropolitan region of Montréal.

21.4.2. The Table Québec-Montréal métropolitain pour l'aménagement et le développement is composed of the Minister, who is the chair, the ministers responsible for the administrative regions situated in whole or in part in the metropolitan region of Montréal, the mayor of Ville de Montréal, the mayor of Ville de Laval, the mayor of Ville de Longueuil and the two mayors designated to sit on the executive committee of the Communauté métropolitaine de Montréal under subparagraphs 5 and 6 of the second paragraph of section 34 of the Act respecting the Communauté métropolitaine de Montréal (chapter C-37.01).

The Minister invites any other minister as well as any officer of a government agency or enterprise to which the Auditor General Act (chapter V-5.01) applies to participate in the proceedings of the Table when the matters dealt with concern them directly.



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