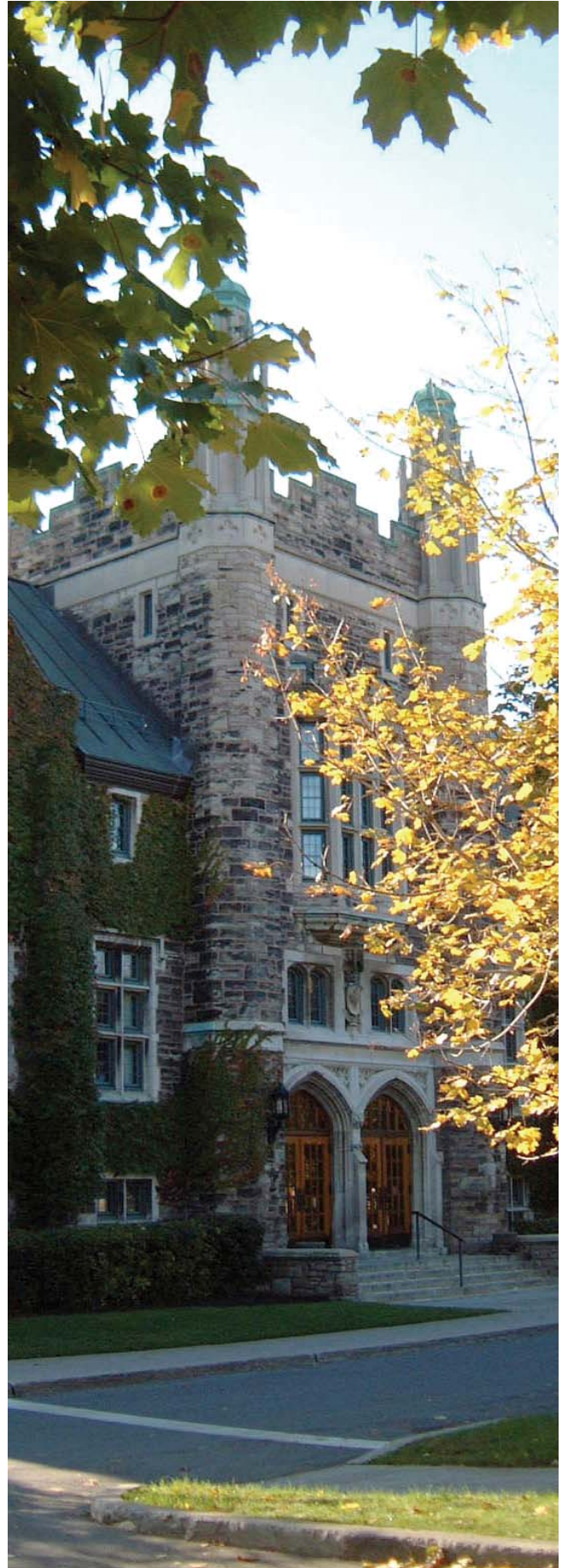




Westmount



Planning Programme  
September 2, 2014  
(Amended February 1, 2016)

## **Introduction**

*The Westmount Planning Programme sets the directions for the planning and the development of the municipality. The Plan, and the implementation tools that flow from it (such as the zoning, site planning and architectural integration programmes and other bylaws), set the framework for the conservation, and in a few cases, the redevelopment, of neighbourhoods, streets, buildings and open spaces. The Planning Programme sets objectives to resolve the planning issues presently before our city. It was drafted according to the requirements of the Act Respecting Land Use Planning and Development with regard to its content, and submitted to the citizens of Westmount for public consultation according to the rules outlined in the said Act. Adjustments were made to take into account as much as possible the comments made by the citizens who attended the consultation meeting.*

*The document is divided into five sections. The first section provides a brief picture of the territory's current state, and of its population. The second section presents the planning approach, while the third section details the planning goals and the different urban planning issues. Finally, the fourth and fifth sections describe the proposed directions for the areas to be revitalized and the parameters of the urban planning by-laws with regard to land use and densities for the whole territory.*

*The Planning Programme will provide the citizens, the members of Council and the administration with a clear reference for any further action affecting the territory of Westmount. It will also guide the process for updating and applying the local planning tools, namely, the planning by-laws and their amendments, as well as any projects requiring municipal investments.*

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# 1 THE TERRITORY AND THE PEOPLE OF WESTMOUNT

## 1.1 Geography

Westmount is a jurisdiction of approximately 3.96 square kilometres, almost completely urbanised, with a population of a little more than 20,000 inhabitants.

The original farm lots, the limits of which present administrative borders most likely correspond to, have long since faded away, except for the border with Notre-Dame-de-Grâce to the west. On the other sides, Westmount's limits are approximately the north limit of Summit Woods, behind Saint Joseph's Oratory, the vale of Côte-des-Neiges, the western extremity of Downtown Montreal (Atwater metro station) and finally, to the south, the corridor used by the railways and the Ville-Marie Expressway, and Saint-Antoine Street.

The community of Westmount established itself on the southern slope of Mount Royal. The lowest point on the territory is on Saint-Antoine Street, approximately 20 metres above sea level. The highest point is in Summit Woods with 200 metres of altitude. From south to north, the topography can be described as follows:

- a slope with a 25-metre gradient on which the train tracks and highway are entrenched;
- a plateau that extends from the train tracks to Sherbrooke Street at around 45 metres above sea level;
- the south flank of the mountain that follows an average slope of 12.5% but rises more abruptly when approaching the summit.

The section of Sherbrooke Street connecting Notre-Dame-de-Grâce to downtown and the eastern side of Montreal crosses Westmount from east to west. It is a busy thoroughfare, used by both local and through traffic.

## 1.2 Westmount's Evolution

Westmount's urban shape was greatly conditioned by the topography of its natural landscape, in land use as well as in the organization of the street network. The streets and train tracks, which are the main components of the transportation grid, evolved horizontally and were built parallel to the contour lines. It is due to the shape of the residential lots, which were cut out following the orthogonal form of the original farmlands, that streets were constructed perpendicularly to the mountain.

Industrial and commercial establishments, as well as workers' houses, developed on the flat part of the territory, next to the railways. Opulent houses were built on the hillside, with a view of the city, the river and the Monteregian hills.

The multitude of streams and the steep slopes of Westmount prevented intensive settlement until the early part of the 20<sup>th</sup> Century. Côte-Saint-Antoine Road led from the core of Montreal to the west where the Sulpicians granted fiefs laid out in long strips perpendicular to the road. In the 19<sup>th</sup> Century, Montreal fur traders and businessmen first built country homes and then attempted to subdivide land and create a more urban type of development.

Following incorporation of the municipality in 1874, development accelerated with the arrival of streetcar service in 1890 and train service in 1896. The southern part of the City, made up of row houses, small apartments and small shops, was almost completely developed between 1890 and 1914.

After the First World War, settlement of the hillside took place. Detached houses and many luxurious mansions were built on the wooded slopes. After the Second World War, several remaining parcels of land in the southern part of the City were developed with high buildings. Some redevelopment also occurred with several rows of 19<sup>th</sup> century homes being demolished to make way for new, somewhat higher, buildings. It started at first with 4 to 5 story apartment houses along Sherbrooke and Sainte-Catherine streets, and then followed the high-rises. The construction of the subway (metro) in the mid '60s caused a steep densification around the Atwater station, with Westmount Square and Place Alexis-Nihon.

Over the past 25 years, a series of by-law changes have focussed increasingly on conservation. These include zoning revisions in 1975 and in the 80's limiting the height of new construction, the adoption of a Subdivision By-law to prevent inappropriate subdivision of large properties, and the adoption of a Demolition By-law to control the demolition of existing buildings.

Following the adoption of the first Westmount Planning Programme (Conservation and Redevelopment Plan) in 1991, the City proceeded with various changes to the Zoning By-Law, within the parameters of the Official Land Use Plan, in order to achieve the objectives of the Plan. In 1995, a By-law on Site Planning and Architectural Integration Programmes was adopted, in order to reinforce the Plan's main objective of maintaining Westmount's distinct character. It divided the City into character areas, rated the architectural value of buildings and included architectural building and restoration guidelines.



### 1.3 Transport

Westmount is situated just east of the Decarie Expressway and is accessible by the Sherbrooke Interchange and the Côte-Saint-Luc/ The Boulevard Interchange. The Ville-Marie Expressway only indirectly serves Westmount through the Atwater and Guy exits, which can only be taken going east. The Ville-Marie Expressway eastbound can be accessed from Greene Avenue.

Sherbrooke Street is the main entrance that is most used. It is equally used coming from Decarie and Notre-Dame-de-Grâce as it is coming from Downtown Montreal. The second most important connection is Dorchester Boulevard, which brings traffic from René-Lévesque to Sainte-Catherine Street in the south part of Westmount. With regards to north-south connections, Westmount is linked to the South-West Borough through Glen Road, and Atwater and Greene Avenues. It is also connected to Côte-des-Neiges/Notre-Dame-de-Grâce Borough by Victoria and Grosvenor Avenues.



The Boulevard, Westmount avenue, Cedar avenue and Sherbrooke street receive rush hour traffic transiting between Côte Saint-Luc and Notre-Dame-de-Grâce and Downtown Montreal.

The main components of the public transportation network that provide service to Westmount are the following :

- Atwater metro station on the green line (Downtown Montreal), located at the heart of the Westmount Square/Place Alexis-Nihon Complex;
- Villa Maria metro station and Vendôme metro station on the orange line, located to the west of the City, the latter also being a commuter train station providing service to the entire south west of the Island of Montreal;
- Lionel-Groulx metro station, a few steps away from the southern border of Westmount, right on Atwater Street, where a junction between the green and the orange lines is located.

According to data from the 2001 census, 20% of Westmount residents use public transportation to commute to and from work.



### Réseaux de transport Transportation Networks



#### Légende / Legend

-  Réseau routier principal  
Principal Thoroughfares
-  Réseau artériel  
Arterial Thoroughfares
-  Train de banlieue  
Commuter Train
-  Piste cyclable  
Bicycle Path

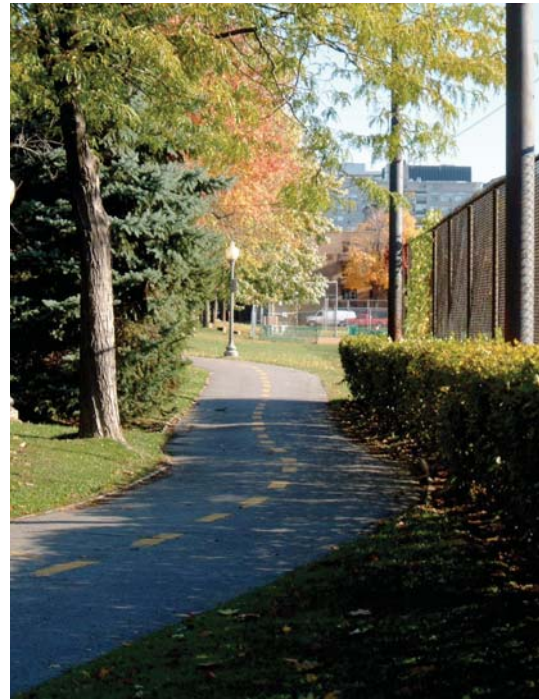
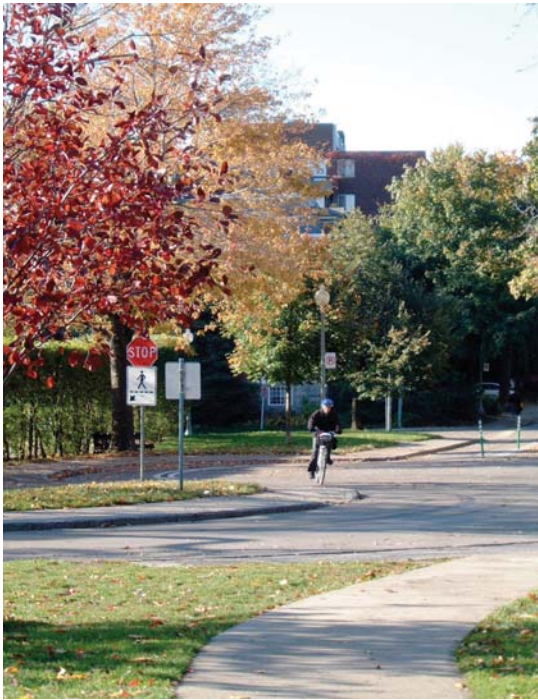
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Date: Août 2015





A bicycle path crosses the City of Westmount from west to east within the right-of-way of De Maisonneuve Street.



#### 1.4 Westmount's People

According to Statistics Canada, the population in Westmount is 20,494, with 8,677 households, for an average of 2.4 people per household, as compared to 2.2 for Montreal<sup>1</sup>. 42% of Westmount households (families) have only one child, for an average of 1.1 children per family. 46% of the people living in Westmount are homeowners, as compared to 34% in Montreal.

English is the main language spoken at home for 73% of the residents. Among those who only declared one mother tongue, 61% cited English as their mother tongue.

Westmount attracts a highly educated generally affluent population: with 68% of its population having undertaken university studies, Westmount has the highest rate of university-educated people across the Island of Montreal.

Westmount's population is aging. The percentage of people 65 years old and over for Westmount as a whole has increased from 17.4% in 1981 to 20.2% in 1996 and 21.4% in 2006, in line with the general trend for the Montreal region. The percentage of children 4 years of age or under has decreased slightly be-

<sup>1</sup> The only data available from the 2006 Census are the ones pertaining to population, number of households and age groups. All the other data referred to are from the 2001 Census.

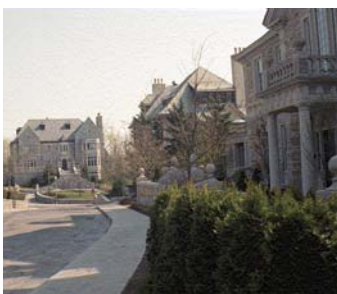


tween 1996 and 2006 (from 4.2 to 4.0%), but the percentage of children between ages 5 and 14 has increased from 10.0 to 11.2% during the same period. There has also been a significant reduction in the number of people most likely to have children, i.e. people in the 25 to 54 age-group, that went from 41.3% in 1996 to 35.7% in 2006, a reduction of 13.7%. In the Census Metropolitan Area of Montreal, the reduction was 4.2% for the same period.

The areas north of Sherbrooke are relatively homogenous, whether in their present composition or in their evolution. The number of households has remained stable (there has been no significant increase in the number of dwellings) but the population (the average number of persons per household) has decreased, as it has throughout the province of Quebec. This is where most children and teenagers are found.

In the area between Sherbrooke and Sainte-Catherine streets, the number of persons per household has slightly increased. This has been more noticeable in the area east of Westmount Park. The percentage of people 65 years old and over is particularly higher there, at a stable 31.1%. The percentage of children between 5 and 14 is not as high as in the rest of Westmount, but is following a constant progression (6.7% in 1981, 8.9% in 1991 and 10.0% in 2001), and the percentage of 15 to 24 year olds is stable at around 10.0%. This particular percentage is lower than Westmount's overall average (12%). This area also shows the highest population density, 10,936 per square kilometre, which is twice the average for Westmount as a whole.

The above-mentioned data only demonstrates that Westmount is completely urbanised and that there is practically no new housing being developed for young families. On the other hand, some apartment buildings have been built allowing some elderly people to move out of houses that can later be taken over by families, which in turn could ensure a continuous regeneration of Westmount's population in order to maintain a balanced age pyramid.



## 1.5 Westmount Today

From the outside, Westmount is seen as a unique and unified whole due to its reputation for the richness of its architecture and the quality of life it represents. In actual fact, Westmount's built environment can be divided into three large entities that offer very different urban lifestyles.

The area North of The Boulevard, at the summit of the mountain, is characterized by its unique landscapes and its large properties, some of which are established on very steep slopes.

The whole sector from Sherbrooke Street to The Boulevard is a residential area that has reached full maturity a long time ago. Its architectural character has been preserved and it offers an exceptional living environment, especially to families who can enjoy a quiet and safe neighbourhood, with high quality community services in pleasant landscaped surroundings. Like the summit of the mountain, this area is strictly residential. Only a few private teaching institutions continue to offer services to the clientele from Westmount and surrounding areas.





The municipal administration is responsible for managing the evolution of the summit of the mountain and its southern slope in a spirit of conservation. This has been assured by reinforcing the policies put in place over the last few years.

The part of Westmount that spreads over the plateau south of Sherbrooke, more specifically from the train tracks up to De Maisonneuve, offers an urban lifestyle similar to that offered in many of the great cities of the world where residents live alongside business people. Many factors contribute to the “New York feel” of the area. One of them is the high residential density – 10,936 inhabitants per square kilometre in the Greene Avenue/Westmount Square sector, compared to the average of 4,978 for Westmount as whole and 3,678 for Montreal. Other factors are the mixed activities, the cultural atmosphere attributable to the highly educated population, and the proximity of colleges, universities and large hospitals and research centres. Finally, some elements of its architecture add to the atmosphere, such as the brick apartment houses and the townhouses in the Victoria/Somerville, Blenheim or Staynor Park sectors.

The large number of elderly people add to the city life of southern Westmount, as their day-to-day activities take place at the same time as workers come down from the office buildings in the area. The development of high rise apartment buildings and office towers was detrimental to the architectural heritage and also to the inclusion of working class inhabitants. However, this increased the vitality of the neighbourhood.



Sherbrooke Street is a natural boundary between the neighbourhoods situated on the mountain slope to the north, and the neighbourhoods on the plateau area to the south. It is a main local street in Westmount which continues on through many boroughs of Montreal. Sherbrooke itself is divided into two very distinct sections. Along the eastern part, there is a series of apartment buildings of four or five stories mixed with single-family homes, many of which house professional practices. To the west, starting at the gas station on the corner of Grosvenor all the way to Claremont, it becomes a commercial street serving as a neighbourhood commercial centre.

Finally, the area south of the railway is less homogenous and separated from the rest of

Westmount both by the uneven terrain and by the physical barrier constituted by the train tracks. Part of the area is isolated and can only be reached by travelling a detour through the Sud-Ouest Borough of Montreal.

## 2 THE PLANNING APPROACH

The preparation of the Planning Programme constitutes a unique opportunity for a collective reflection on the future of the City. The key factors that give Westmount its distinctive character are:

- the predominantly residential quality of Westmount, and the presence of public and commercial facilities, primarily oriented to local use;
- the high quality of its buildings and streetscapes, composed, in large part, of buildings erected between 1890 and 1930;
- its setting on the southern slope of Westmount Mountain and the predominant greenery of its parks and luxuriantly landscaped properties;
- its location, just west of downtown Montreal which offers a broad range of amenities to Westmount's residents.

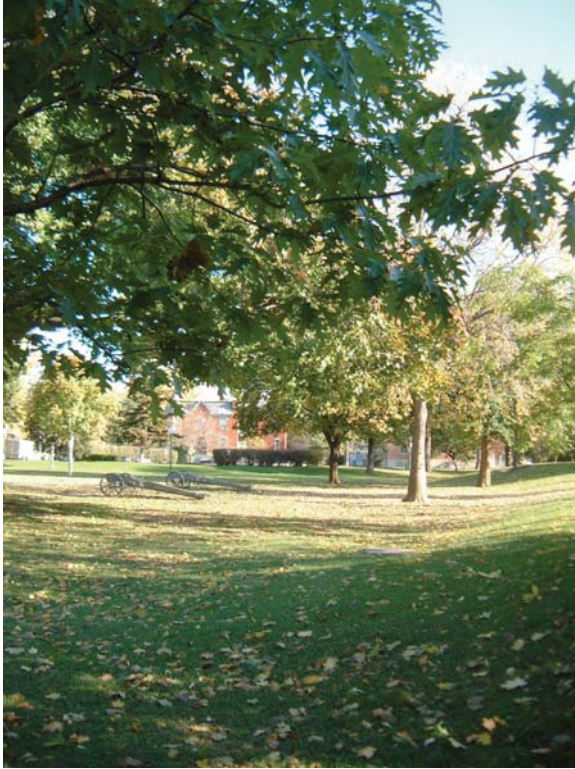
Westmount undertakes the revision of its Planning Programme by first stating that it endorses the principles of sustainable development with regard to the urban planning of its territory. Sustainable development aims at meeting the present needs without compromising the ability of future generations to meet their own needs. The City's objectives are ecological integrity, economic efficiency and social equity among individuals and generations.

In Westmount, the implementation of the sustainable development approach will translate into the following actions: ensuring that the residents' essential needs are met, maintaining the best possible living environment for the residents, and facilitating the residents' participation in the decision process on issues affecting them, while minimizing the impact of human activity on the environment.

This approach is based on a growing awareness of the important role played by urban planning and development in the viability of communities. Westmount must provide a pleasant environment and diverse urban experiences to all of its citizens and visitors.

Also within the sustainable development approach, Westmount will try, as much as possible, to work towards the objectives of the Kyoto protocol, i.e. the stabilization of atmospheric greenhouse gas concentrations of which, in Quebec, 38% come from the transportation sector.





Thus the Planning Programme will carry on the policies developed by Westmount many years ago to make the urban environment more compact, less dependent on individual automobiles. It will reflect the will of the City to provide a healthier urban environment by promoting the use of public transportation and non-motorized travel and it will introduce mitigation measures to limit environmental nuisances in living environments. It will promote a variety of uses and services near the residential neighbourhoods and provide easy access to green spaces and other community facilities, while favouring security, comfort and amenity. The Planning Programme will subscribe to the principle of universal accessibility. It will propose a set of measures regarding the quality of public facilities, nature areas and the environment in

order to preserve and, where possible, improve the quality of life of its citizens.

Most of Westmount's territory is composed of established areas, the character of which the City intends to reinforce both for use and built form. Only the Southeast sector will be subjected to a thorough analysis to determine which revitalization efforts might be made.

Lastly, Westmount has adopted the strictest planning by-laws, be it for the residents, owners or tenants, or the business people. These by-laws were adopted with the participation, the implication and the approval of the population which accounts for the general success in their implementation. This strict approach is one of the key elements in the fact that Westmount is now one of the most sought-after neighbourhoods, both as a residential community and as a business environment. The Planning Programme aims for the City to maintain and, where possible, improve these by-laws, and, among other things, to preserve the village character of its commercial areas.

### 3 DEVELOPMENT POLICIES AND URBAN PLANNING ISSUES

#### 3.1 Development Policies

The global aim of planning and management policies is to maintain and, whenever possible, improve the quality of residential and urban life in Westmount. This intention is operationalized through the following objectives:

- to strictly conserve the quality of the built environment, which is attributable to the exceptional richness, and heritage value of the architecture and to the quality of the natural and built landscapes;
- to maintain the diversity and intensity of community life, the level of public services to which citizens are accustomed and access to commercial facilities and spaces adapted to their needs;
- to consolidate residents' sense of belonging by the clear indication of Westmount's identity in municipal landscapes;
- to maintain the vitality as well as the village character of the commercial and business areas, partly attributable to the richness of Westmount's architectural heritage.

In terms of management, these objectives imply maintaining and whenever possible, improving measures – regulations and such – established by the City of Westmount to ensure the conservation and restoration of the built environment following strict adherence to heritage values.

At the planning level, these objectives imply:

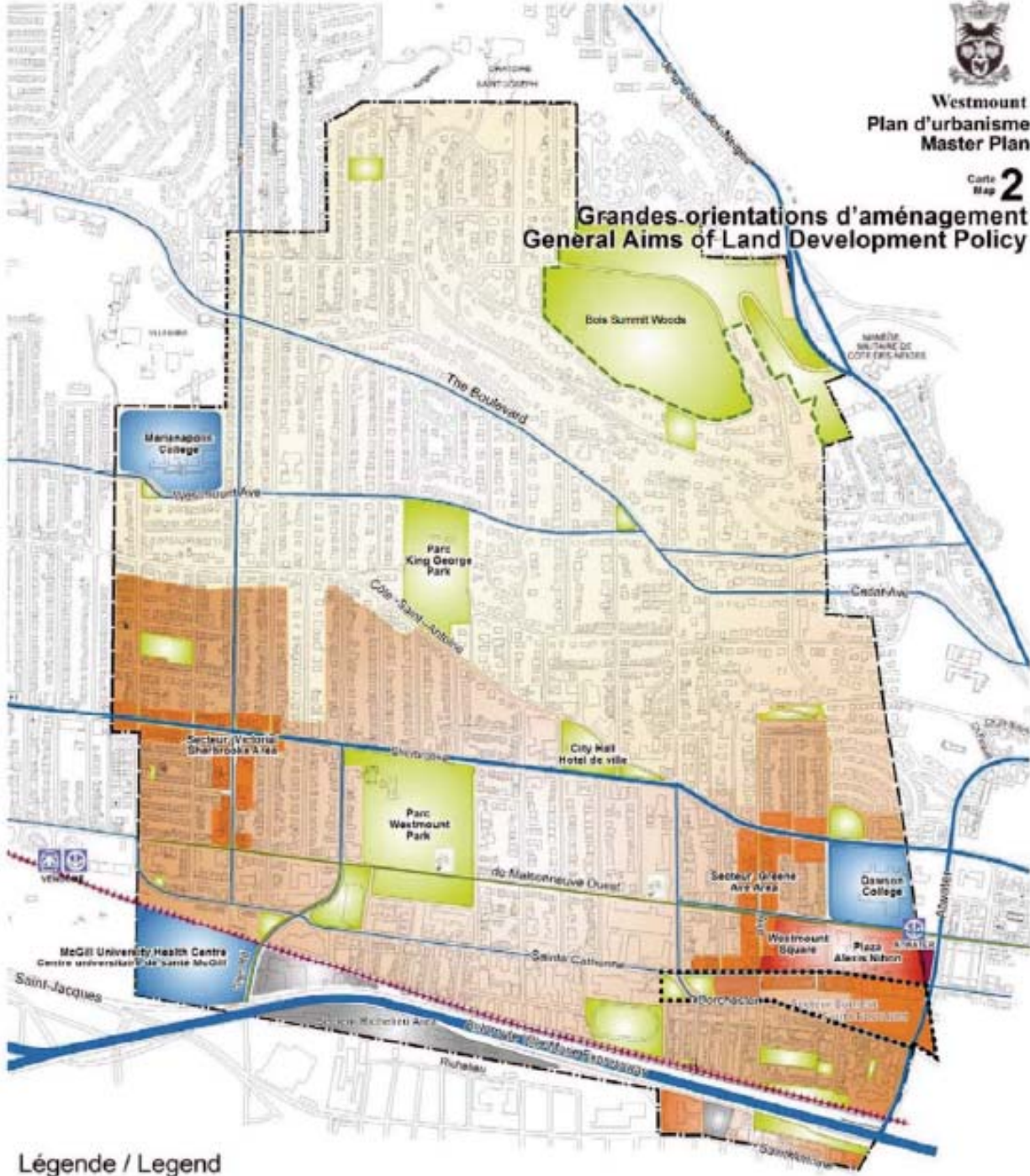
- the adoption of by-laws focussed on developing housing in areas targeted for revitalization with the goal of creating a typology of heights and densities compatible with Westmount's character. This will have to be accomplished taking into account certain environmental concerns such as noise pollution caused by the proximity of the railway tracks and the Ville-Marie Expressway. Limiting negative impacts on adjacent neighbourhoods will also be addressed;
- identification and prioritization of redevelopment projects in the public domain which would improve conditions for pedestrians and would enhance the commercial streets.



**Westmount  
Plan d'urbanisme  
Master Plan**

Carte  
Map **2**

**Grandes orientations d'aménagement  
General Aims of Land Development Policy**



**Légende / Legend**

- |  |  |
|--|--|
| Résidentiel - Unifamilial<br>Residential - Single Family                       | Grandes institutions<br>Large Institutional Facilities |
| Résidentiel - Unifamilial ou autre<br>Residential - Single Family and/or Other | Aire à revitaliser<br>Revitalization Area              |
| Secteur villageois<br>Village Area   | Utilitaires<br>Utility                                 |
| Commercial urbain<br>Urban Commercial  | Parc municipal<br>Municipal Park                       |
| Réseau routier principal<br>Principal Thoroughfares                            | Piste cyclable<br>Bicycle Path                         |
| Site patrimonial du Mont-Royal<br>Mont-Royal Heritage Site                     |  |

Echelle:  
Scale:  
0m 100m 200m 500m

Date: Août 2015



## 3.2 Urban Planning Issues

### 3.2.1 *The quality of the residential neighbourhoods*

#### a) *Issues*

Over 85% of the buildings in Westmount are residential. Although more than half of these buildings are more than fifty years old, virtually all of the housing stock is in excellent condition. About 58% of the dwellings (houses, flats or apartments) are rented. These are concentrated in the part of Westmount south of Sherbrooke street, where zoning regulations permit multiple family buildings. With the exception of two relatively recent residences for seniors, all rental dwellings were built before 1973. Most of the apartment buildings built since then are condominiums.



Westmount is a residential district in high demand with practically no space for building new houses. Demand for existing houses is very strong and is driving up prices, limiting the market to a rather well off clientele, leaving behind young families likely to regenerate the population.



In other respects, although commercial activities offer a variety of services to local residents, their presence in close proximity to residential areas inevitably leads to conflicts with respect to parking, traffic, noise and the threat of expansion.

Lastly, Westmount faces pressures for the demolition of certain residential properties leading the way to replacement by larger and higher density buildings.

#### *b) Courses of action*

In order to regenerate its population, ensure the tranquility of residential neighbourhoods and prevent the demolition of dwellings, Westmount plans to:

- provide opportunities for appropriate low or mid-density residential developments that would be suitable for young families within the few areas identified in the present document as appropriate for revitalization;
- carry-on its objective of protecting residential areas from any expansion of commercial activities by maintaining the Zoning By-law provisions that ensure that areas and buildings presently used for residential purposes cannot be converted to commercial use and that prohibit intrusive commercial activities within an appropriate radius of residential occupancies;
- with regard to the pressures for demolition and redevelopment, maintain its very strict zoning policies that exclude any significant modification of the land use and continue to rigorously apply its demolition by-law.

### *3.2.2 Protection and enhancement of Mount Royal and other parks and green spaces*

#### *a) Issues*

Westmount presently has three large municipal parks – Summit (an urban forest), Westmount and King George Parks – six local parks, and ten designated green spaces totalling over 40 hectares. The parks are well distributed throughout the territory, with the larger ones appropriately located where population density is the highest, and featuring well-used playgrounds and playing fields. Westmount has 10,000 City trees (half on streets and the remainder in parks), and a unique network of public stairs which allow pedestrians to walk from one street to the next, while taking advantage of the City's exceptional views.

With an area of 23.1 hectares, Summit Woods is part of the Mount Royal heritage site and natural district, which was created by a decree of the Government of Quebec in 2005. Of all its parks, Westmount's Summit Woods – one of Mount Royal's three summits – is the park where one can enjoy wildlife

and vegetation in a natural setting. The main issue identified by Westmount for this park is to maintain it in its natural state so that vegetation and wildlife can flourish, with minimal landscaping or activities. The uses and activities permitted in this park were decided over the years by the citizens and the Councils of Westmount. These favor walking (including dogs) and nature and bird watching. The City intends to respect the will of its citizens on this matter.

Westmount signed the *Accord de collaboration pour la conservation et la mise en valeur du mont Royal*, with Montreal, Outremont (which has since become a borough of Montreal) and *Les Amis de la Montagne*. Westmount is also a member of the *Table de concertation du Mont-Royal*, which participates in the development of the Enhancement Plan for Mount Royal.

Although local parks and other public landscaped areas are generally in good condition and well maintained, it might be necessary to improve certain equipment.



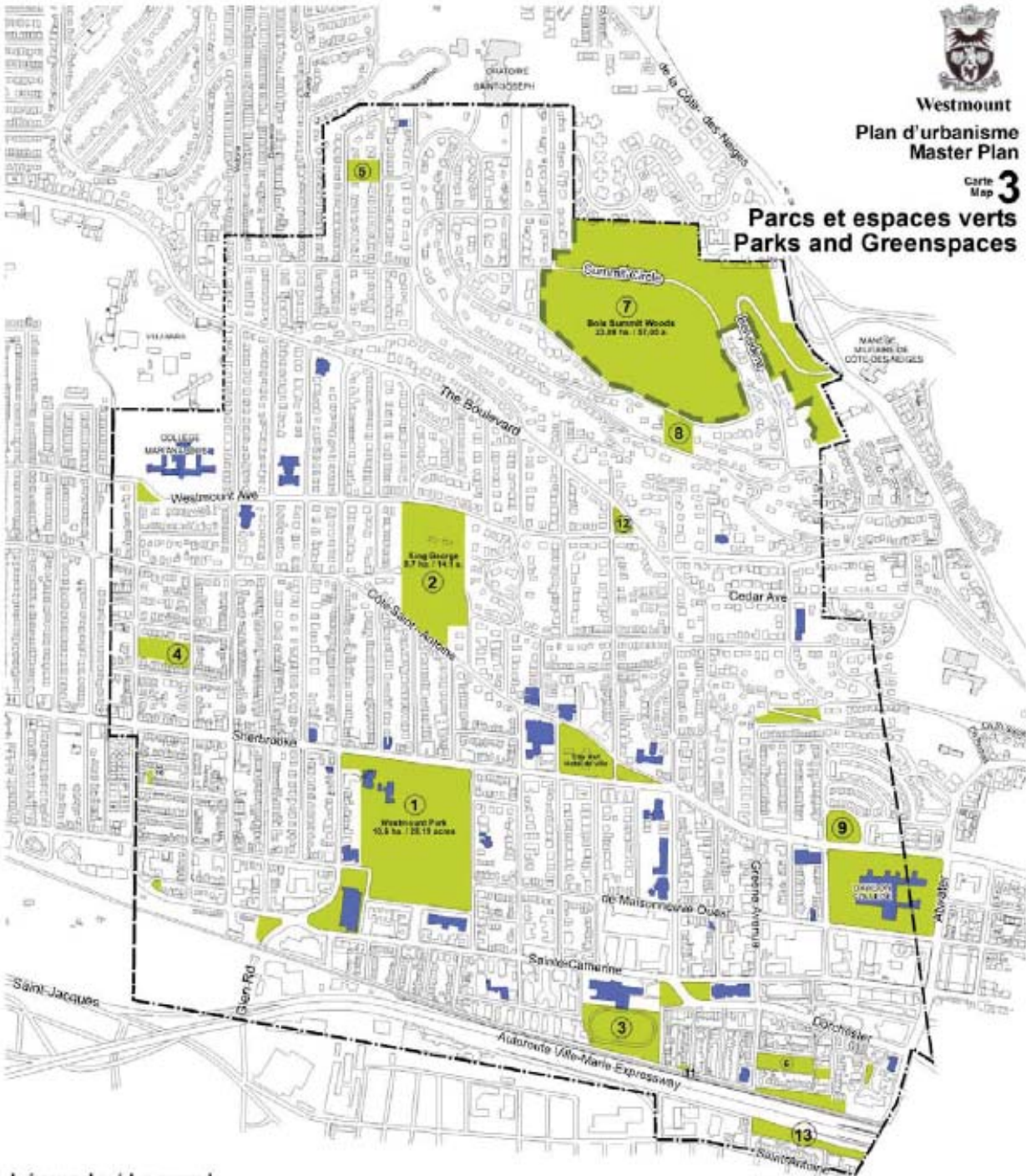




Westmount  
Plan d'urbanisme  
Master Plan

Carte  
Map **3**

**Parcs et espaces verts  
Parks and Greenspaces**



**Légende / Legend**

- ① Westmount Park - 10,6 ha.
- ② King George Park - 5,7 ha.
- ③ Westmount Athletic Grounds - 2,2 ha.
- ④ Prince Albert Playground - 0,62 ha.
- ⑤ Devon Park - 0,40 ha.
- ⑥ Staynor and Clandeboy Playgrounds - 0,53 ha.
- ⑦ Summit Woods - 23,1 ha.
- ⑧ Sunnyside Park - 0,70 ha.
- ⑨ Queen Elizabeth Gardens - 0,49 ha.
- ⑩ Somerville Tot Lot - 534 m<sup>2</sup>
- ⑪ Bruce Ave Tot Lot - 359 m<sup>2</sup>
- ⑫ Argyle Park - 1 393 m<sup>2</sup>
- ⑬ Selby Park - 1,25 ha.

Site patrimonial du Mont-Royal  
Mont-Royal Heritage Site



Echelle:  
Scale:



Date: Août 2015

### *b) Courses of action*

In order to serve its citizens adequately and to protect the exceptional quality of Mount Royal and of its other parks and landscaped public spaces, the City plans to:

- analyze the parks' historical evolution in uses and designs as compared to their current uses and designs and determine the best overall plan for the restoration and improvement of the larger parks and of all of the network of the neighbourhood parks and playgrounds;
- maintain Summit Woods as a natural “urban forest” and local park, in conformity with the Mount Royal Enhancement Plan;
- preserve the integrity of Mount Royal as a mountain, thus well beyond the limits of the Mount Royal heritage site, by limiting excavations for purposes of construction or landsite development;
- preserve the network of public stairs.

### *3.2.3 Community and institutional facilities*

#### *a) Issues*

Public and private institutions contribute substantially to the quality of life in Westmount, including several with national reputations for excellence. Municipal, community, cultural and sports facilities include: the library, Victoria Hall, the municipal greenhouses, the arena with its indoor skating rink and teen centre, the outdoor swimming pool, the lawn bowling grounds and a network of six sports fields and sixteen tennis courts.

There are many private institutions in Westmount that complement the facilities offered by the City, including: the YMCA, the Atwater Library, the Visual Arts Centre, the Greene Avenue Community Centre as well as theatre spaces in Westmount High School and Dawson College. Westmount also





houses eleven public and private schools, fourteen churches and synagogues and eight daycares.



The main issues are to ensure that non-municipal community facilities are available to satisfy the recreational and cultural needs of the citizens of Westmount and to investigate the possibility of providing additional recreational facilities. Furthermore, although schools and religious buildings are important community resources, many of them are located in residential areas and negatively impact their immediate surroundings, notably in terms of traffic and parking. Westmount wishes to protect the existing institutions on its territory. However, as a result of community concern over institutional expansion, the zoning by-law limits the expansion of existing buildings

#### *b) Courses of action*

Westmount wishes to ensure that municipal and non-municipal community facilities are available to satisfy the recreational and cultural needs of citizens while protecting the quietness of its residential neighbourhoods. To that effect, the City plans to:

- maintain and improve municipal community facilities, especially the fields and the arena/swimming pool complex;
- encourage and support non-municipal cultural and recreational organizations, and particularly the shared use by Westmount residents of their facilities and activities;
- encourage walking and public transit to access these facilities;
- investigate the possibility of providing additional recreational facilities;
- maintain the zoning by-laws that limit the expansion of existing institutional or religious buildings in residential zones to ensure that any new

project would require an amendment and thus the approval of nearby residents.

### *3.2.4 Industrial and commercial areas*

Westmount's planning strategies do not include industrial development. The only recognized industrial zoning is for public utilities (public works and the sub-station). The resulting conversion of the few affected industrial zones, south of the Ville-Marie Expressway, may probably be into residential developments.

The Zoning By-law authorizes office buildings in most of the commercial zones. However, the By-law on Site Planning and Architectural Integration Programmes excludes almost any demolition and limits the likelihood of any major architectural alterations. There still is room, to a certain extent, for the creation of a few additional office spaces in existing structures.

Westmount and surrounding neighbourhoods are forced to live in a symbiotic relationship with regard to commercial needs and activities. There are three commercial areas in Westmount, each with their own characteristics.

#### *a) Issues*

Originally, shops in Westmount provided local residents with their food and other services such as cleaners, newsstands, shoe repair and barber shops to meet their daily needs. In the 2001 Planning Programme, concern had been expressed that continued growth of regional retail stores could lead to an increase of rents and property values that would displace local retail stores. Consequently, residents may well find their daily needs inadequately serviced.

For now Westmount's commercial areas are not in danger in terms of their role as the local service core. Although the local specialty shops attract a regional clientele, they do not have a recreational or tourist vocation. However, the Greene Avenue area experiences the overflow from Montreal's downtown, due to its attractiveness attributed by its distinguishing character.

The fact that parking facilities are limited has played a large part in the preservation of the local character of Westmount's commercial cores. The intensity of commercial activities in areas intended for providing day-to-day services does not warrant the construction of an underground or multi-level parking lot. The large parking lots in the Atwater/Dorchester area have their role defined by the concentration of office and institutional buildings. Another determining factor is the lack of bars and limited number of restaurants, and so Westmount should be able to continue the implementation of its by-laws to limit the proliferation of businesses that have a tendency to create excessive pressure on rents, particularly new restaurants.



### *b) Courses of action*

Westmount plans to preserve local retail activities that serve its residents and increase the conviviality of what may be identified as its village areas by, among other things, making their access easier for Westmount's residents. To that effect, the City plans to:

- prohibit any expansion of the commercial zones and maintain the local and diverse character of shops; if necessary, study the possibility of limiting the types of occupancies permitted to specific local service retail within some or all commercial sectors;
- improve the vitality of pedestrian activity on the sidewalks of commercial streets by limiting the presence of financial or office-type activities on the ground floor to the benefit of shops and other retail commercial facilities or services;
- search ways to improve the east end of Sainte-Catherine Street, between Greene Avenue and the eastern limit of Westmount, by reinforcing the link with the Greene Avenue village area;
- when street and sidewalk reconstruction take place, ensure that the design is such that street landscaping is enhanced, pedestrian circulation is improved, barrier-free access to buildings is provided, and that deliveries are better accommodated;
- maintain outdoor parking facilities, either on-street or off-street, at their present level;
- to avoid the development of stores that are out of scale, limit the width of storefronts;

- encourage more pedestrian and public transit access to our commercial sectors.

### 3.2.5 *Quality of the environment*

Among Westmount's residents there is growing concern about various environmental and quality of life issues, as well as increasing interest in encouraging sustainable development.

#### *a) Issues*

There is greater awareness among the community towards the principles of environmentally-sound management. These include the efficient use of water, energy, and materials, particularly local construction and landscaping materials and methods; avoiding the use of toxic materials and pollutants; as well as encouraging reducing, recycling and reusing waste (including household and commercial garbage and demolition materials). Increased noise and air pollution from traffic and mechanical devices is of growing concern.

#### *b) Courses of action*

With regard to the quality of the environment, Westmount expends all possible effort to reduce excessive noise that has an impact on the health and the safety of its residents. The City is concerned about the environmental impacts of any construction project and will not favor development to the detriment of the environment. To that effect, Westmount plans to:

- consider establishing a public education programme to encourage sustainable development and ensure that principles of sustainable development are used in the design or upgrading of municipal facilities;
- study the possibility of introducing additional measures to limit the noise and the pollution emanating from various sources, such as major thoroughfares;
- consider the adoption of regulations, guidelines or incentives requiring environmental considerations to be used in building design such as sit-





ing and designing new buildings or additions to exposure to sun for energy conservation or any other utilisation of passive solar energy, as well as providing protection measures against air and noise pollution on sensitive sites;

- pursue the development of measures to reduce the impact of noise and air pollution generated by the Ville-Marie Expressway and the railway without blocking the view.

### 3.2.6 *Transportation*

#### *a) Issues*

According to the 2003 Origin-Destination Study<sup>2</sup>, 83.3% of all trips originating from Westmount are non-walking, i.e. automobile (64.5%) or public transit (18.8%). Public transit is used mainly for trips downtown (to work, school or shopping). The road system is in a modified grid pattern, particularly on the steeper parts of Westmount Mountain where roads follow the contour of the hillside.

Since Westmount is on the route to downtown Montreal from the neighbourhoods to the west and the Decarie Expressway, a considerable amount of traffic travels through its streets, particularly on Sherbrooke. This automobile traffic also causes problems on some local streets, particularly due to excessive speed considering the number of schools within the City. Westmount will look into enacting measures to control the speed and volume of traffic.

#### *b) Courses of action*

With regard to transportation, Westmount wishes to:

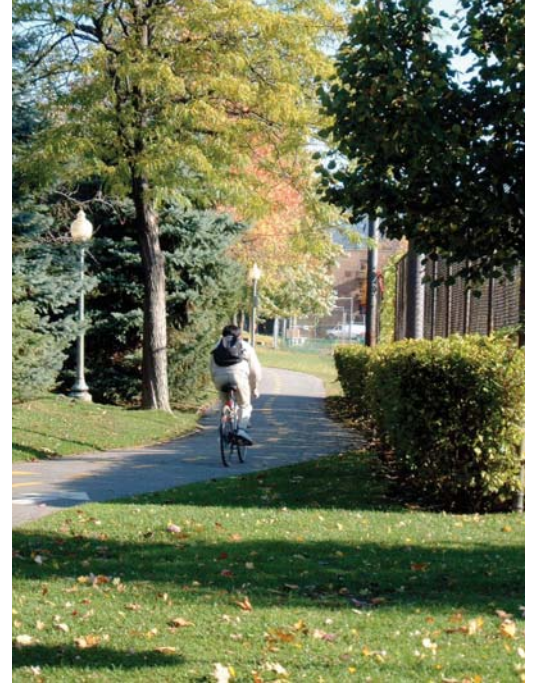
- continue to use various methods to discourage the speed and volume of traffic, particularly on residential streets, and encourage pedestrian traffic;
- address the future McGill University Health Center (MUHC) and mitigate the impacts of the traffic on the adjacent residential streets;
- when streets are rebuilt, incorporate appropriate changes to the streetscape to assist in controlling recognized traffic problems;

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<sup>2</sup> « Mobilité des personnes dans la région de Montreal », Enquête Origine-Destination 2003, Version 0.3a période automne

- consider methods to increase pedestrian and public transit access to local commercial areas;
- consider various methods to encourage cycling on its territory; and investigate the possibility of further extending the local bicycle path network and coordinate its linkage with the Montreal network.

In November 2007, Montreal installed a bicycle path on De Maisonneuve Boulevard, between the limits of Westmount and Bleury, and Westmount extended its path eastward beyond the Greene Avenue intersection in order to connect it to the western limits of Montreal. Moreover, the City will study the possibility of extending the western end of its bicycle path on De Maisonneuve to serve the McGill University Health Center (MUHC).



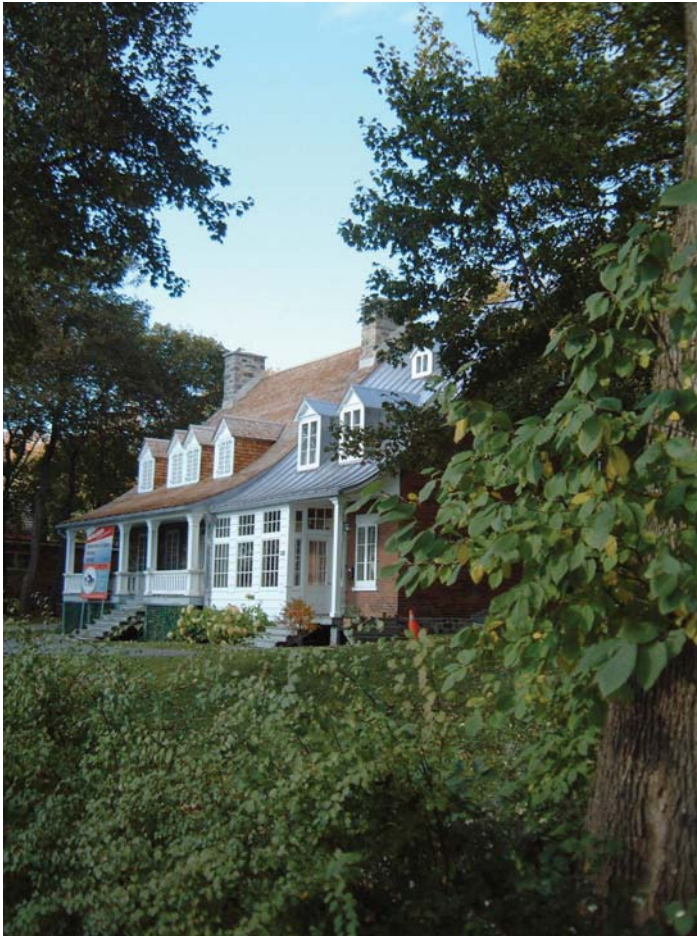
### *3.2.7 Heritage, architecture and urban form*

Westmount has one of Canada's most significant collections of residential and public buildings. This comprises an important architectural and civic heritage. The preservation of this heritage is the key to achieving the aim of conserving Westmount's character. Heritage conservation is seen in its broadest sense as the preservation of buildings, streetscapes, landscapes and other features that have historic, architectural or contextual value. Thus, measures must be adopted to ensure that future construction is of the highest quality and harmonizes with the particular development and built environment of Westmount.

This distinctive heritage is built not only upon a number of exceptional buildings but also on hundreds of quality buildings that combine to form streetscapes and neighbourhoods of high visual unity to make Westmount what it is. The traditional use of masonry adds to the visual unity, most of the buildings being red brick or stone. In this sense, virtually all of Westmount has heritage value.

In the past fifteen years, the City has adopted a whole series of measures to protect this heritage, including renovation guidelines, summarized in the guidelines "Renovating and Building in Westmount" and, in 1989, a Demolition By-law to control the demolition of buildings.

In 1995, the “By-law on Site Planning and Architectural Integration Programs” (SPAIP) was adopted by the municipal Council. It included detailed guidelines for building and renovating in Westmount linked to individual building ratings and 39 character area maps including the results of an analysis and rating of every building in Westmount.



Furthermore, according to the data collected by the “*Service de mise en valeur du territoire et du patrimoine de la ville de Montréal*”, and as shown on map 5, Westmount has two listed archaeological sites (the Hurtubise House and Saint-George’s School) and three areas of strong potential archaeological interest (Westmount Park, King George Park and the Villa Maria / Marianapolis property). All of Westmount north of Côte Saint-Antoine and east of Belmont and Upper Belmont is considered as an area of archaeological interest.

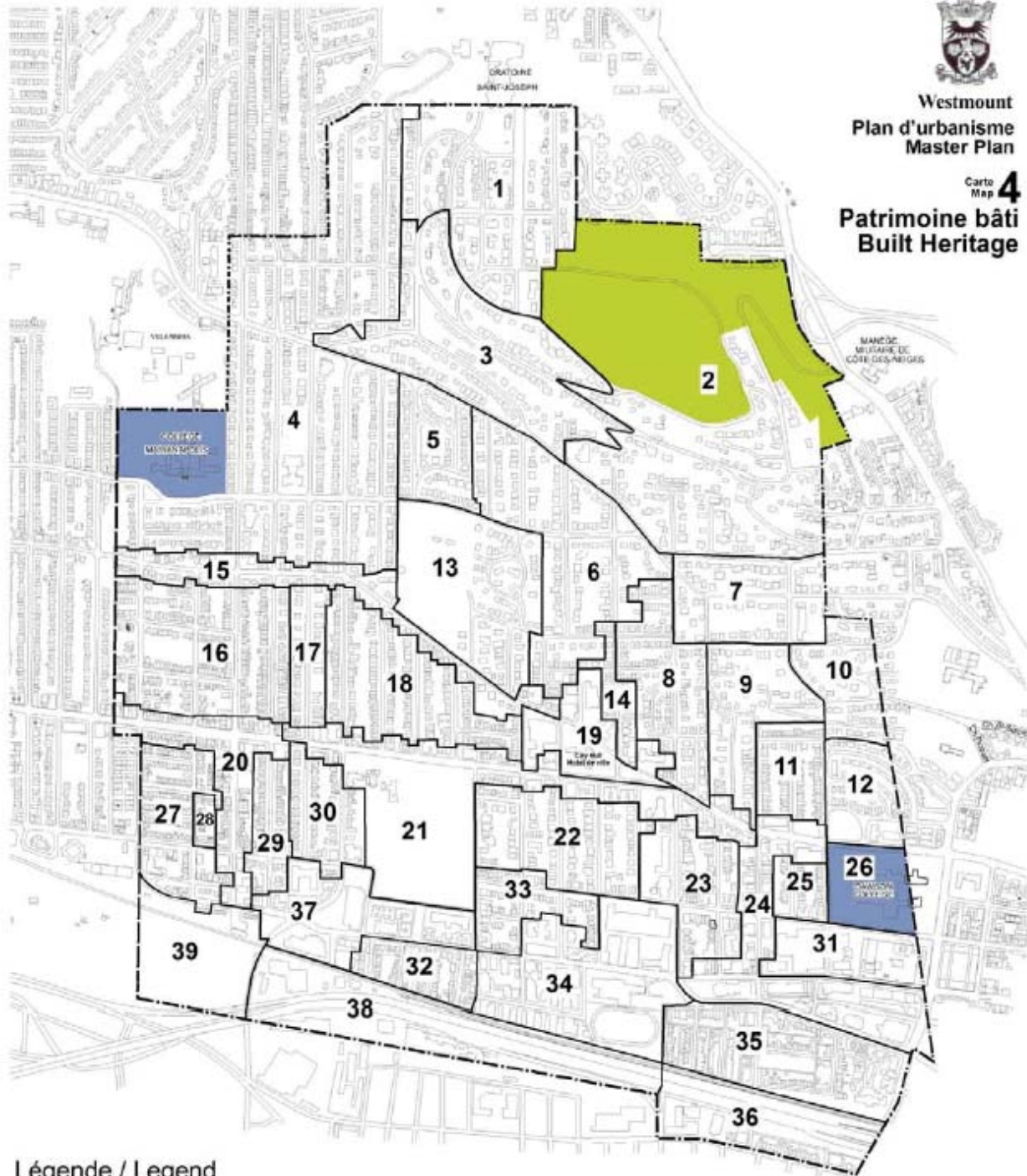




Westmount  
Plan d'urbanisme  
Master Plan

Carte  
Map **4**

**Patrimoine bâti  
Built Heritage**



Légende / Legend

-  Site patrimonial du Mont-Royal  
Mont-Royal Heritage Site
-  Grande propriété à caractère institutionnel  
Large Site of Institutional Character
-  Secteur patrimonial  
Character Area



Echelle:  
Scale:  
0m 100m 200m 500m

Date: Août 2015

a) *Issues*

With growing development pressures, Westmount's heritage buildings are threatened by demolition and inappropriate modifications as well as by new constructions which are not compatible with the architectural character of the surroundings. Alteration and addition projects are numerous. There is also a growing trend for larger and larger homes, although most houses on a given street are often of similar volumes. And, lastly, it would be beneficial if there were a greater understanding and sensitivity to the value of Westmount's heritage on the part of both visitors and residents, in order to sensitize them to the importance of preserving it.

In other respects, some public or commercial buildings are not always accessible to handicapped people and building methods sometimes have not respected the principles of sustainable development. Westmount subscribes to the principles of barrier-free access and sustainable development and insists on designing land development and architecture accordingly.

b) *Courses of action*

Westmount wants to ensure that heritage buildings are preserved from demolition and are not inappropriately modified, prevent incoherent insertions in existing built-up areas and encourage the highest quality design and construction for new buildings. To that effect, the City plans to:

- continue to control modifications to existing buildings and ensure harmonization of new buildings with regard to their siting, their scale and their materials by the process of design review using the Planning Advisory Committee according to the guidelines "Renovating and Building in Westmount" contained in the Site Planning and Architectural Integration Programmes By-law (SPAIP);
- control partial or total demolitions with the Demolition By-law;
- investigate the possibility of implementing a control on the maximum volume or floor area of a building to prevent additions or new buildings that are out of scale with the rest of the street;
- investigate the possibility of enacting a maintenance by-law as well as using incentives such as tax benefits for preservation;
- establish a public education program to foster knowledge and appreciation of Westmount's heritage buildings, understanding of the guidelines and character areas as well as good renovation practice; such a pro-

gram would include the identification and publication of the Heritage character elements of category I and I starred buildings;

- favour the adoption of measures to guarantee barrier-free access to all public buildings;
- make sure that sustainable development principles are applied to the design and improvement of municipal facilities;
- investigate the possibility of creating a by-law or guidelines to ensure that the design of any new building or addition to an existing building is guided by environment-friendly methods, including such things as laying out the building in such a way as to get optimum sun exposure or using geothermal systems;
- in the two listed archaeological sites and the three areas of strong potential archaeological interest, take the required measures to assess the archaeological potential and, if appropriate, to protect archaeological remains during excavation work;
- in the area of archaeological interest, inform those responsible for excavation work of the possible presence of archaeological remains and the measures to take in case of a discovery.

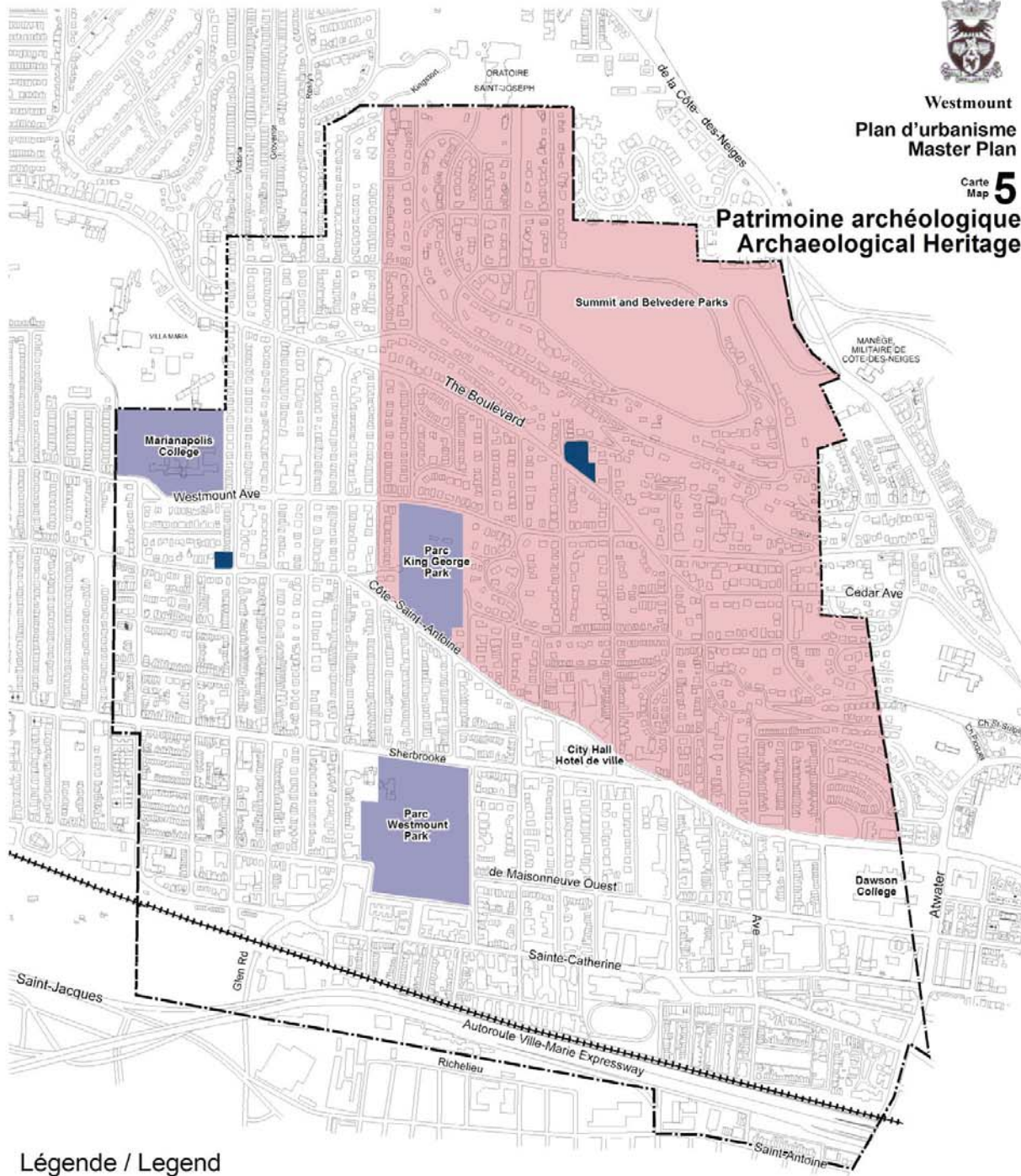




Westmount  
Plan d'urbanisme  
Master Plan

Carte  
Map **5**

**Patrimoine archéologique  
Archaeological Heritage**



**Légende / Legend**

- Site archéologique recensé  
Listed Archaeological Site
- Secteur d'intérêt archéologique à fort potentiel  
Area of Strong Potential Archaeological Interest
- Secteur d'intérêt archéologique  
Area of Archaeological Interest



Echelle:  
Scale:  
0m 100m 200m 500m

Date: 07.11.30

### 3.2.8 Protection of views and landscapes

#### a) Issues

The natural topography of Westmount, on a hillside, offers a variety of beautiful views from public parks and private homes. Conversely, the views from the St-Lawrence River and from the major thoroughfares of the south-west on the Westmount hillside, with its heritage houses, its numerous trees and, in the back ground, the St-Joseph Oratory, are also valuable and must be protected.

These views from and of the mountain could be threatened by inappropriate new construction. The subdivision of certain large properties could also bring about the construction of buildings that could compromise the landscape of the mountain and of other areas of Westmount.

#### b) Courses of action

The City plans to:

- evaluate the possibility of adopting by-laws to protect views of and from the mountain, notably from public spaces such as the belvedere overlooking Sunnyside Park, and possibly from private buildings;



- tighten existing measures to preserve large remaining lots from inappropriate subdivision;
- identify the defining characteristics of the landscape settings within Westmount's 39 character areas and develop guidelines consistent with those applied to buildings;
- refine the by-laws to control landscape developments, especially those involving felling of trees and/or earthmoving, in order to maintain a balance between man-made and natural landscape;
- consider measures to encourage the use of native plants in new landscape developments;
- develop a program to encourage "green" architecture, centred on sustainable development, such as the use of roof gardens;
- promote the by-law concerning the protection of trees.

### 3.2.9 *Quality of public spaces*

Designed for the human scale, the developed public spaces in Westmount generally present a friendly urban environment, suitable for secure, comfortable, efficient and stimulating walking. However, certain particular issues require attention.

Although necessary, the public signage sometimes tends to be cluttered and is not in keeping with the character of Westmount. Visual nuisances such as public signage, traffic lights, and concrete barriers should be reduced by limiting as much as possible their use and by choosing models with an improved design.

The sense of belonging to Westmount as a living space for some and as a workplace for others is a factor that contributes to the quality of the community. Entry points to the City should be identified more clearly, either with discrete signs or through characteristic street landscaping.

The efforts undertaken by Westmount to standardize its street furniture such as its lampposts and its public benches should be continued. It is very important for the sense of belonging brought up in the previous paragraph that the pedestrian, the cyclist or the motorist, whether resident, worker or visitor, perceive that he or she is in Westmount.



The City plans to adopt an overall policy to improve the quality of its streets, lanes and other public spaces. The main actions that should follow such a policy are:

- to encourage the preservation of natural features and carry on Westmount's tree planting program;
- to design and implement a development strategy of public spaces that is characteristic of Westmount;
- to encourage the improvement of public and private parking areas and continue the application of the provisions prohibiting new parking areas in front yards;
- when streets and lanes are rebuilt, to reduce the width of the pavement as much as possible to provide more space for pedestrians, landscaping and, where possible, bicycle paths;
- considering the proximity of the McGill University Health Center, to redevelop the Sainte-Catherine, De Maisonneuve and Claremont intersections in order to improve its conviviality by reducing as much as possible concrete structures and asphalted areas and in order to optimize safety for pedestrians.



#### **4 DETAILED PLANNING SECTOR: SOUTHEAST SECTOR**

Part of the territory marked for detailed planning is the Southeast sector of the City, bordered by Sherbrooke Street West to the North, Atwater Avenue to the East, Dorchester Boulevard to the South and Clarke Avenue to the West. Specific attention should be given to the area in need of revitalization defined by Sainte-Catherine Street, Atwater Avenue, Clarke Avenue and Dorchester Boulevard. This area lies on the western boundary of the borough of Ville-Marie and is thus one of the gateways into the City of Westmount

This part of the territory is characterized by mainly commercial and residential usage mingled in a fragmented urban fabric, principally North of Dorchester Boulevard. This fragmentation of the urban fabric is caused mainly by large blocks dedicated to parking, lacking in function. Large building complexes also dominate the urban fabric of the Southeast sector and its surroundings, including Westmount Square, Alexis Nihon Plaza and Dawson College.

Three major arteries are present in the South-eastern portion of the City of Westmount. Sherbrooke Street West has a concentration of office buildings between Wood and Greene avenues, while commercial use characterizes Sainte-Catherine Street West, and residential use characterizes the South part of Dorchester. These three axes allow easy circulation from East to West within the municipality.

In regard to Dorchester Boulevard, its highway-type geometry and right of way create a divide between the residential sector located to the South and the commercial zone on Sainte-Catherine Street West. Appropriate solutions to restore the peaceful character of this segment of the boulevard must be examined.

The development initiatives will respect the principles of sustainable development aiming to promote a better sharing of public space between pedestrians, cyclists and motor vehicles, as well as formulating better runoff water management and heat island reduction strategies.

Lastly, plans will have to be made for the anticipated appropriation of the Montreal Children's Hospital site following the upcoming sale of the building.

The City's vision regarding planning for this sector as well as its urban environment is based on the following objectives:

- Consolidation the urban fabric between the residential area south of Dorchester Boulevard and Sainte-Catherine Street West;
- Promote development of residential projects in the parking areas North of Dorchester Boulevard on both side of Gladstone Avenue;

- Target areas of mixed development in the Southeast sector according to the formal and functional characteristics of adjacent areas;
- Promote a harmonious, gradual integration of new constructions (height, size) in the Southeast sector while respecting the existing urban context;
- Ensure better sharing of the public space between pedestrians, cyclists and motor vehicles;
- Incorporate sustainable development initiatives to better manage rainwater and reduce heat islands;
- Consolidate the commercial character of Sainte-Catherine Street West;
- Ensure the continuity of office buildings located on Sherbrooke Street West between Wood and Greene Avenues.

## **5 THE IMPLEMENTATION OF THE PLANNING PROGRAMME**

The implementation of the Planning Programme is done mainly through the planning by-laws, in particular the Zoning By-law, the By-law on Site Planning and Architectural Integration Programmes and, if needed, the Subdivision By-law.

No major modifications are planned or required for the By-law on Site Planning and Architectural Integration Programmes. However, the Zoning By-law may need to be updated to meet the objectives of the Planning Programme regarding the areas to be revitalized and the village sectors. Further thought will need to be given to the latter before the City undertakes the revision of the by-laws that currently govern them.

On the scale of the whole territory, the Zoning By-law shall be made to conform to the mandatory elements of the Planning Programme, which are land use, as shown on Map 6, and densities.

### **5.1 Land Use**

Land use establishes what should be shown as "permissible uses" in the Zoning By-law. It does not cover the building types, such as detached, semi-detached or contiguous, nor does it cover building heights or dimensions, which are strictly zoning matters.

There are seven categories of land use. The uses that the Zoning By-law shall or may authorize within each of these categories are outlined in Table 1. The symbol ● means that the use should be the prevailing use in this type of land use designation, although it does not have to be authorized in each of the zones within the area. The other uses that the Zoning By-law may authorize are identi-



fied by the symbol ○. The purpose of optional authorizations in the less homogenous areas is to avoid rendering the uses, which are deeply rooted in Westmount's day-to-day life, non-conforming.

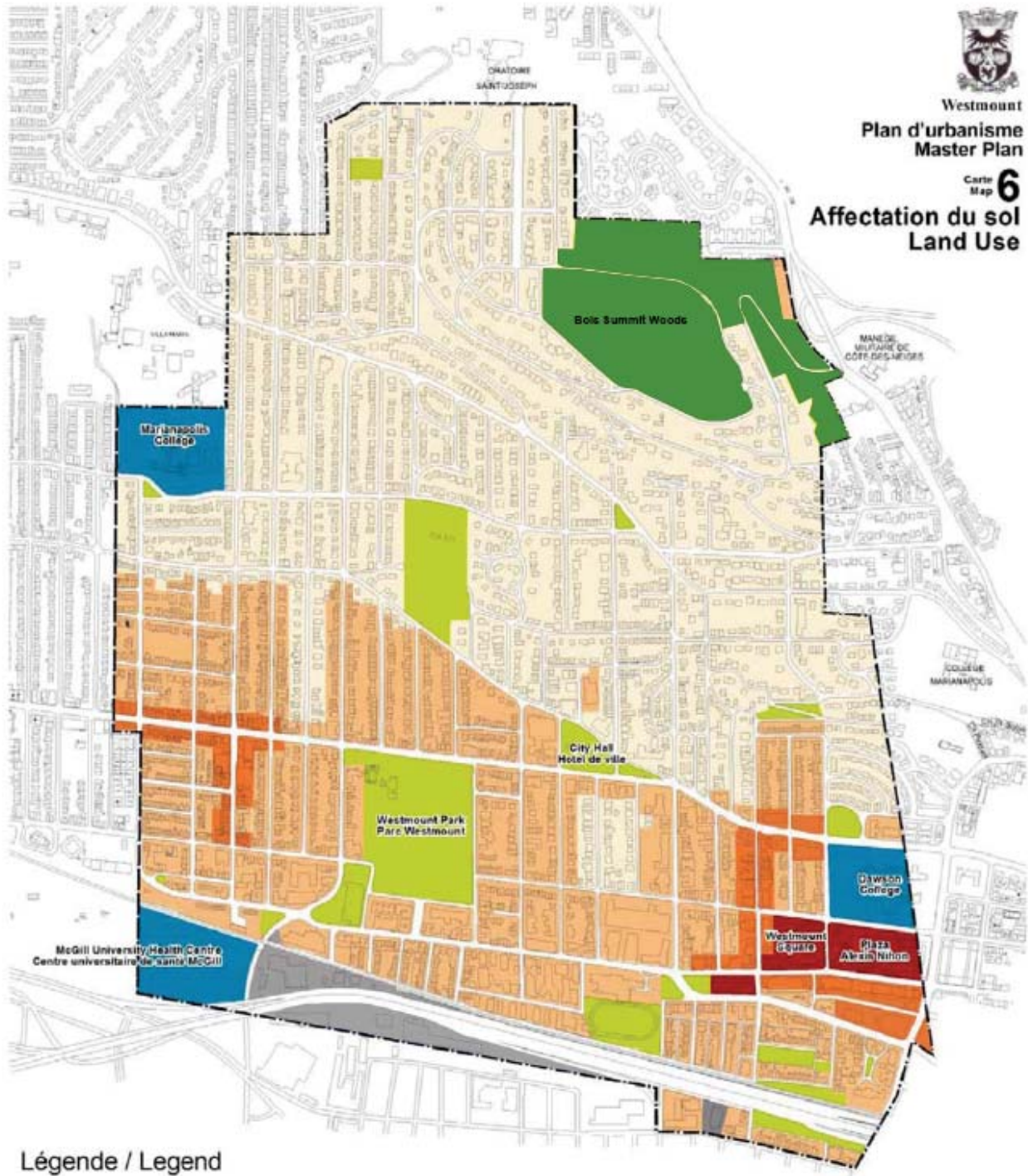
For the interpretation of Table 1,

- business offices are providers of management or specialized services and seldom receive clients on their premises; professional offices that serve mainly the local population are considered as services;
- the “restaurant” category may include hotels and/or bars or similar uses;
- "related services" include transport companies, tool and equipment rental companies, as well as all other services related to industrial activities.




Westmount  
Plan d'urbanisme  
Master Plan

Carte  
Map **6**  
Affectation du sol  
Land Use



Légende / Legend

 Résidentiel - Unifamilial Residential - Single family	 Grandes institutions Large institutional facilities
 Résidentiel - Bi ou multifamilial Residential - Bi-family or multiple family	 Conservation
 Commercial de voisinage Neighbourhood commercial	 Utilitaire Utilitarian
 Commercial urbain Urban commercial	 Parc municipal Municipal park

Echelle:  
Scale:  
0m 100m 200m 500m

Date: Août 2015

Westmount – Planning Program  
 Table 1 : Land Use

Uses		Area Designation on map 6							
		Residential- Single Family	Residential Duplex or multifamily	Neighborhood commercial	Urban commercial	Large institutional facilities	Utilitarian	Municipal park	Conservation
Permitted Uses	<b>Residential</b>								
	Single-family homes	●	○						
	Duplexes		●	○					
	Apartments		○	○	○		○		
	<b>Commercial</b>								
	Business offices		○	○	●				
	Retail and services		○	●	●				
	Restaurants		○	○	●				
	<b>Utilitarian</b>								
	Research and development						●		
	Manufacturing						●		
	Warehousing and distribution						●		
	Related services						●		
<b>Public and Institutional</b>									
Education				○	●				
Health care and social services		○	○	○	●				
Culture				○	●				
Place of Worship	○	○							
Parks and green spaces	○	○	○	○	○	○	●	●	
Public and parapublic buildings	○	○	○	○	○	○	○		
Utilitarian uses						●			

Legend:

- Prevailing uses
- Additional use that could be permitted by the Zoning by-law



## 5.2 Densities

Aside from the areas to be revitalized, all of Westmount is urbanized and should not be subject to major alterations. The authorized densities will more or less be similar to what already exists.

In the single-family areas, the densities will be determined by the minimum lot sizes already established in the Subdivision By-law. In the other areas, the minimum and maximum densities will be established by Floor Area Ratios (FAR). The average minimum and maximum floor area ratios, which must fall within the ranges established by the Land Use Planning and Development Plan of the urban agglomeration of Montreal, should be:

- 1.0 and 4.0 in the bi-family or multiple-family zones as well as in zones for large institutional facilities,
- 1.0 and 3.0 in the neighbourhood commercial zones,
- 1.0 and 5.0 in the urban commercial zones,
- 0.4 and 1.0 in the industrial and utility zones.

Although parks and public or parapublic buildings are not controlled with regard to densities by the Land Use Planning and Development Plan of the urban agglomeration of Montreal, maximum densities are set in Westmount's Zoning By-law.