

## Action 17

### Enhance land-use planning and regulation tools to favour the development of districts on a human scale and adapted to climate change

In recent years, Montréal has been rethinking the development of its neighbourhoods from a sustainable development perspective. The development of new sectors, such as the former Hippodrome de Montréal site, offers an unparalleled opportunity to plan new neighbourhoods based on today's needs: mixed, diversified and resilient living environments that rely on active and public transit, greening and local services. With this goal in mind, the city submitted the proposal to make the Hippodrome sector Montréal's first carbon-neutral ecodistrict for public consultation.

To favour the development of neighbourhoods on a human scale that are adapted to climate change, the city will work in cooperation with stakeholders to improve land-use planning and regulation.<sup>xi</sup> These tools will specify the orientations, objectives and measures, notably regulatory, that will help the city reach its targets for GHG emission reduction and adaptation to climate change. Because the boroughs will also participate in implementing the planning documents and by-laws, Montréal will be receptive to their needs.

<sup>xi</sup> Including the land use and development plan of the agglomeration of Montréal, the future master plan and mobility and land use regulation.

## Reducing GHG emissions

Reducing GHG emissions. Some of these tools will aim to reduce the community's GHG emissions in line with the Reduce–Transfer–Improve (RTI)<sup>xii</sup> approach. First, the city will review its facilities in order to phase

out motorized travel in favour of active transport (reduce). It will then put in place measures to transfer 25 per cent of solo car trips to public transport, active transport and shared mobility (transfer).<sup>xiii</sup> Lastly, the reduction of emissions linked to necessary road transport will entail reducing the

carbon footprint of vehicles (improve). These measures are intended to reduce GHG emissions by 50 per cent from road transport by 2030. These emissions currently represent about 30 per cent of total emissions in Montréal.

## Adapting to climate change

Climate change already affects the population, the built and natural environment, the economy, services and operations in Montréal. From now on, each private or public facility must meet various criteria to adapt to and combat climate change. To address these climate issues, the city will:

- Improve the vulnerability analysis performed as part of the *Climate Change Adaptation Plan for the Montréal Urban Agglomeration 2015–2020* and integrate it in the next urban planning and mobility plan: it will identify the most vulnerable sectors, for which it will introduce consequential urban planning rules and define priority interventions
- Amend the urban planning regulation to take into account the intensity, frequency and increasing duration of climate disruptions on its territory, including heavy rain, heat waves and floods
- Adopt measures, notably regulatory ones that take into account the topography of sites in order to mitigate the consequences of heavy rain
- Define the criteria for adaptation to climate change, starting from the first steps of a project

## Urban planning and mobility plan adapted to the climate and environmental emergency

In the coming years, the city intends to create or develop resilient districts adapted to the new climate and environmental context, in addition to implementing sustainable mobility modes that are practical and accessible. In many ways, the city is already moving in this direction by

promoting traffic calming measures, the development of bicycle paths and the promotion of new public transport services. In its next urban planning and mobility plan, the city will:

- Consolidate already built areas
- Design, construct, renovate and maintain buildings, public and private sites and infrastructure with climate change in mind;
- Make its territory greener, protect natural areas and increase biodiversity;
- Recover and manage rainwater, a precious resource in an urban setting, and implement natural and green infrastructure that will reduce pressure on existing networks;
- Set up people-friendly streets designed for all users and for all modes of transport<sup>68</sup>
- Advance toward zero emission mobility.

## Heat islands

Montréal, in collaboration with external partners, is working to map the physical properties of surface materials for the territory of the agglomeration, such as their reflectivity or heat storage capacity. It will also develop characterization of

surface materials (mineral and plant surfaces) to graft physical properties on them. This information will be useful for evaluating the vulnerability to heat waves.

<sup>xii</sup> The city favours the “Reduce–Transfer–Improve” (RTI) approach in order to prioritize its initiatives intended to reduce its GHG emissions, consistent with the Sustainable Mobility Policy – 2030 produced by the Québec government.

<sup>xiii</sup> This objective ensues from the goal of reducing solo car trips by 20 per cent, depending on the degree of urbanization of the agglomeration, stated in the Sustainable Mobility Policy – 2030 produced by the Québec government..