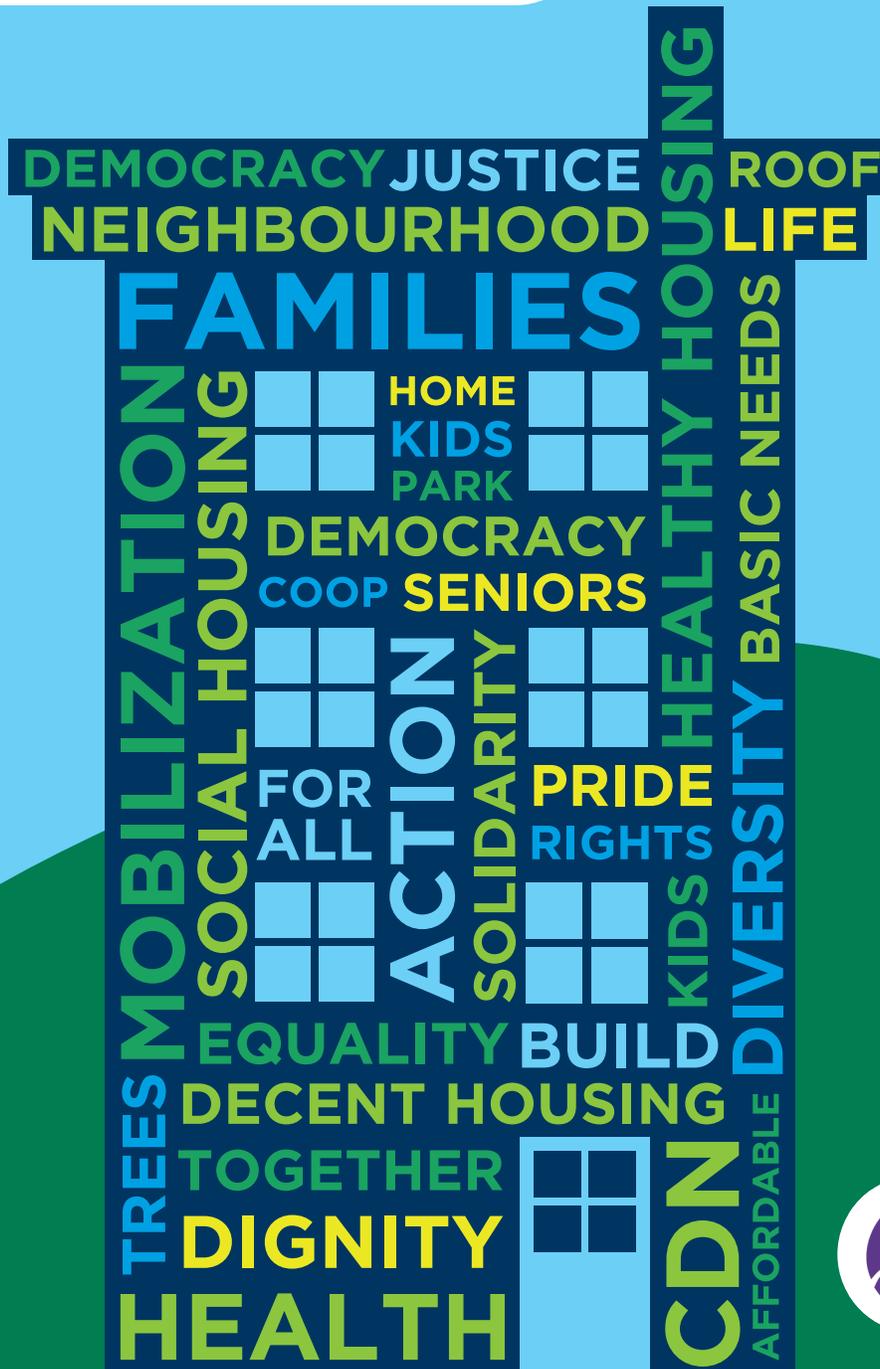


Guidelines for the development of the
Montreal Hippodrome site (Blue Bonnets)



Corporation
de développement
communautaire de
Côte-des-Neiges

CÔTE-DES-NEIGES

TAKING ACTION FOR HOUSING RIGHTS

Guidelines for the development of the Montreal Hippodrome site (Blue Bonnets)

Community organizations in the Côte-des-Neiges neighborhood have been working on the issue of the Blue Bonnets site since 1991. In 2009, the Corporation de développement communautaire de Côte-des-Neiges (CDC-CDN), an umbrella group of more than 40 local grassroots organisations, adopted guidelines to ensure a sustainable and balanced development of the sector. These guidelines were revised in the fall of 2012.

For the CDC-CDN, the development of the Hippodrome site represents an exceptional opportunity for urban design in our neighborhood, a community with high population and building density. Globally, the CDC proposes a development that:

- Responds to the need for improved living conditions among current residents of the neighborhood;
- Proposes a human scale approach to development;
- Is based on a perspective of sustainable development;
- Is in physical and sociological continuity with the existing neighbourhood;
- Advocates a global vision of development including, for example, social and economic dimensions.

RESIDENTIAL DEVELOPMENT

1. **Prioritize a medium to high population density, in order to offer residents a full range of local services.**

The population density must be sufficient to ensure the viability of local small businesses and to justify the presence of all necessary public and community services.

2. **Ensure a social and economic mix on the site, as well as a diversity of household types.**

This guideline aims to ensure the creation of a community that includes people from all income brackets, age groups and households types (senior citizens, families, couples, students, people who live alone, etc). In a context where 15 165 tenant households (43.9%) spend 30% or more of their income on housing, 7 980 households (23,1%) spend at least half, and 4 245 (12.3%) spend 80% or more¹, the following measures give an important place to the needs of low and middle-income households. These measures would also respond to other housing concerns, such as overcrowding and poor quality conditions.

¹ Statistics from the 2006 Census (Statistics Canada), special order obtained by FRAPRU.

2 500 social housing units on Blue Bonnets !

At their 2005 congress, member organizations of the Community Council of Côte-des-Neiges/ Snowdon (now the CDC-CDN) adopted a clear demand: the construction of 2 500 social and community housing units on the Hippodrome site. The inclusion of these housing units remains the key component to the development of the site.

- a) **Integrate a minimum of 2 500 units of social and community housing**, for a variety of populations. (A relevant example: the first phase of the Angus Yards development, which included a proportion of 40% social housing units in a 2 587-unit project).
 - Reserve land for these projects at the beginning of the process.
 - Integrate social and community housing throughout the site, and ensure that buildings are consistent with the architectural style of the sector, to prevent social stigmatization.
- b) Include rental housing.
- c) Ensure the construction of housing units of various sizes. Include a significant number of large units for families with several children.
- d) Explore and integrate alternative models of affordable housing (land trusts, access to affordable home ownership, etc.), among other things to respond to the needs of local families. This will ensure that the development reflects the socio-economic diversity of Côte-des-Neiges.

SUSTAINABLE DEVELOPMENT AND GENERAL PLANNING

- 3. Ensure that the overall development and the individual projects adopt a sustainable development approach.**
 - a) Encourage pilot and innovative projects for sustainable housing, including for social and community housing initiatives.
 - b) Limit the number of parking spaces.
 - c) Ensure the development of a walkable community.
 - d) Prioritize sustainable transportation (bicycle, metro, bus, tramway, car-sharing and train).
 - e) Evaluate the relevance and feasibility of including a new train station on the site.
- 4. Integrate a gender-based analysis into the planning of the project.**

COMMUNITY AND QUALITY OF LIFE

- 5. Encourage collective appropriation of the space by integrating small and medium-sized parks throughout the site, rather than a single large park.**
 - a) To this effect, optimize buffer zones (guideline number 8) by converting them into green spaces.
 - b) Include outdoor stages for public use in some parks (for example, as in Jean-Brillant park).
- 6. Ensure the presence of other measures that contribute to improving quality of life, positive relations among neighbours, and community spirit.**
 - a) Ensure the presence of all necessary services (for example : fire station, police, healthcare services, social services, community centers, sports and recreational facilities, public transportation, schools and daycares).
 - b) Create spaces for community organizations.
 - c) Include community and collective gardens.
 - d) Plan and develop public spaces.
 - e) Develop other amenities : for example: a public marketplace, spaces for artistic use.
 - f) Integrate traffic-calming measures in the design of the street grid.
 - g) Integrate a promenade and several bike paths to facilitate travel within the site.
 - h) Border all residential streets with trees.
 - i) Preserve the view of Mount Royal and St. Joseph's Oratory.

ECONOMIC DEVELOPMENT

- 7. Promote an economic development component that responds to the needs of residents and of the neighbourhood at large.**
 - a) Explore avenues of economic development that can respond to local challenges (for example, professionals of immigrant origin whose qualifications are unrecognized and underused).
 - b) Encourage companies and businesses that will operate on the site to promote local hiring.

- c) Promote the development of businesses and projects that are of a social or cooperative nature.
- d) Ensure that zoning and the location of small businesses promote walking, cycling and the use of public transportation.

8. Create adequate buffer zones to mitigate the impacts (sound, dust, truck traffic) of industrial and railways activity close to residential areas.

- a) Ensure sufficient lighting along the full length of these routes.
- b) Include a bike path along these routes.
- c) Plan zoning and development that creates activity and circulation at different times of the day (businesses, trees, small public spaces, community centers).
- d) Evaluate the relevance and the feasibility of covering the Decarie expressway, so as to bring the adjacent sectors together.

ACCESS TO THE SITE

9. Develop one or several access routes between Namur metro and the heart of the site. These routes should create a sense of safety and security, and should reinforce links with the Namur-Jean-Talon sector on the other side of the Decarie expressway.

10. Create several access points to the site, while ensuring that these do not increase through-traffic and negatively impact residents' quality of life.

- a) Ensure the plan to open up the site is coherent with the sustainable development goals for the development.
- b) Incorporate measures such as stop signs, wide pedestrian sidewalks, bike paths, and a speed limit of 40 km /hour in the sector.



2500
social housing units
at Blue Bonnets



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