Design Proposal

Hochelaga-Maisonneuve

URBS 433 -Urban Laboratory

Professor: Dr. Pierre Gauthier

Team: Irtaza Hussain, Tamara Munoz Macias, Alyssa Dutil, Daniil Belenko, Jessica Winton

Table of Content

Introduction

The Hochelaga-Maisonneuve neighbourhood is located in the eastern part of Montréal, within the Mercier-Hochelaga-Maisonneuve Borough (see Figure 1, 2). The urban landscape of the area is influenced by its industrial heritage and natural environment, which shaped its early development and continues to define the current distribution of its land use. The area is home to two major Montréal landmarks: the Olympic Stadium and the Botanical Garden.

Over recent decades, the area has experienced significant social and economic transformations. These changes particularly concerning population dynamics and gentrification are reshaping the urban form and community identity. The main goal of our plan was to reincorporate this area of Hochelaga-Maisonneuve with the rest of Montréal while alleviating the housing crisis, and addressing the issues of ongoing climate change and sustainability.

Figure 1: Map of island of Montréal showing location of the Mercier-Hochelaga-Maisonneuve borough.

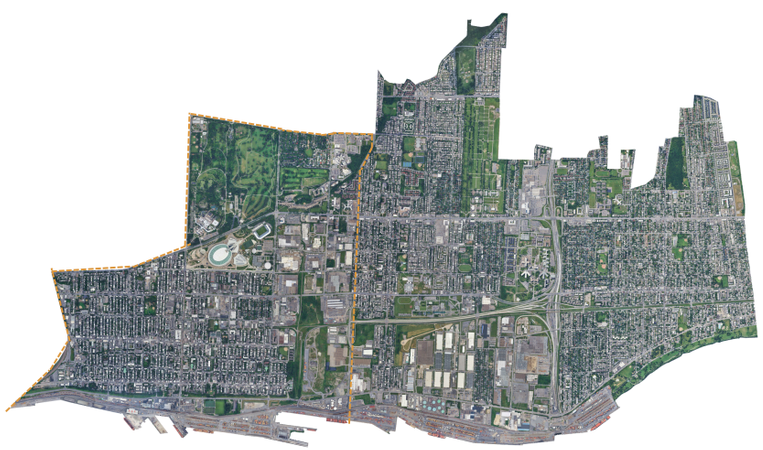


Figure 2: The image is showing location of Hochelaga-Maisonneuve in the borough of Mercier-Hochelaga-Maisonneuve, source: Google earth.

Figure 3: The image displays the urban layout of Hochelaga-Maisonneuve, with key landmarks highlighted.

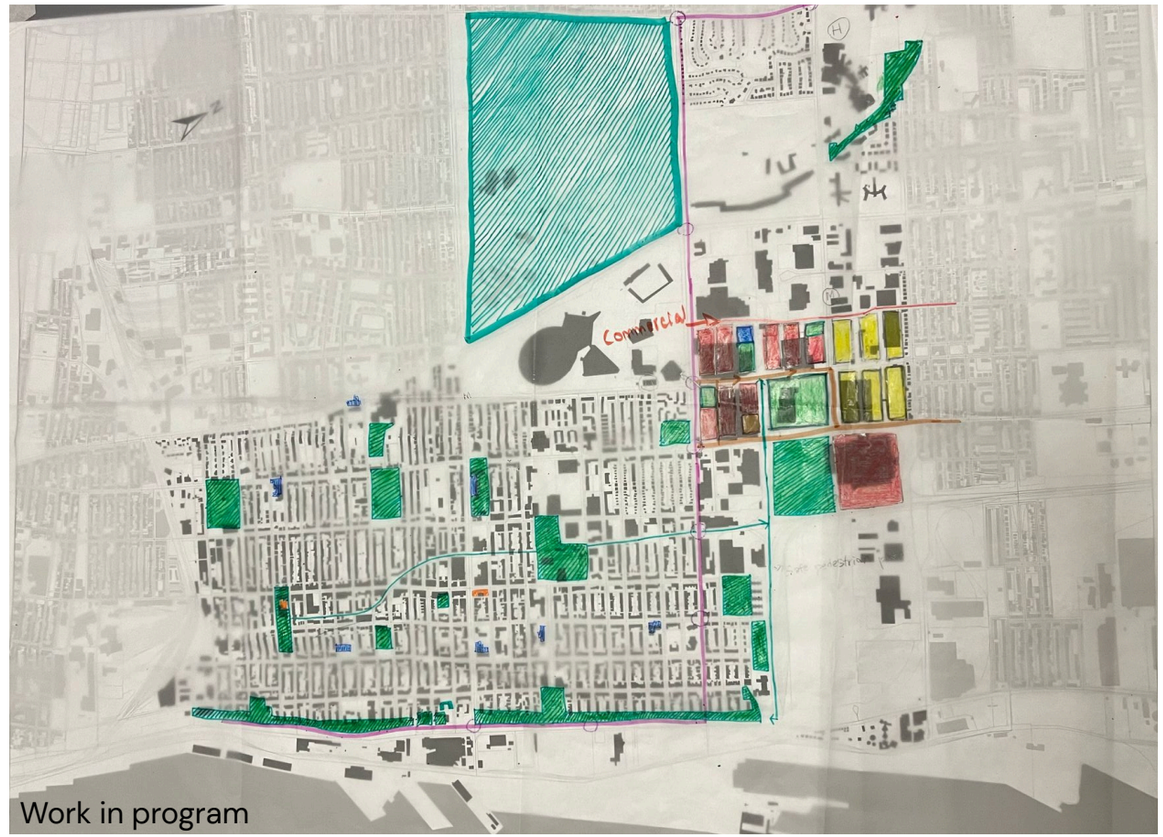
Methodology

This report is organized into two main sections. First, a comprehensive analysis of neighbourhood that lead us to identify opportunity for development. The second section goes in detail in our design proposal for the selected area.

We analyzed the neighbourhood from multiple perspectives. Encompassing social, economic, transportation and environmental, historical factors to identify problems and opportunities that could contribute to its improvement. It included social and demographic data, neighbourhood reports, spatial analysis, historical maps, site visits, and an assessment of the current physical urban landscape in the area.

Our plan went through several iterations, incorporating feedback and refining our approach to better respond to the unique challenges and opportunities identified in the neighbourhood. Over seceral iterations, we also accounted for the city's higher level plans, ex: 2050 Land Use & Mobility Plan.

The backbone of our proposal is built around three core pillars: community, transit, and the environment.



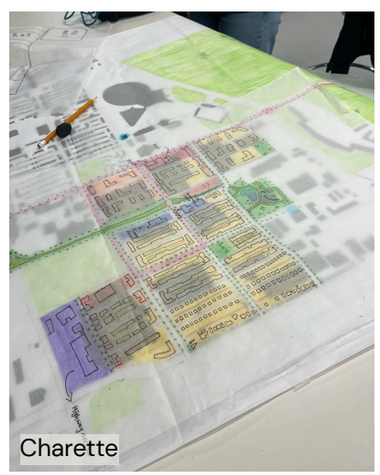


Figure 4: Work-in-progress maps that informed our design proposal.

Historical

The current urban fabric of the neighbourhood is influenced by its inherent natural landscape. For example, its proximity to the St. Lawrence River made it an ideal location for early industrial activity. Followed by railway tracks that were built on water streams/wet land (See figure 5).

Today, large industrial buildings, much larger in scale than typical residential structures, dominate the eastern parts of the neighbourhood. This creates a large physical barrier that disconnect two residential tissues (Hochelaga-Maisonneuve from Mercier as seen in figure 6). Rue Hochelaga is the only one commercial street that follows through to eastern neighbourhood.

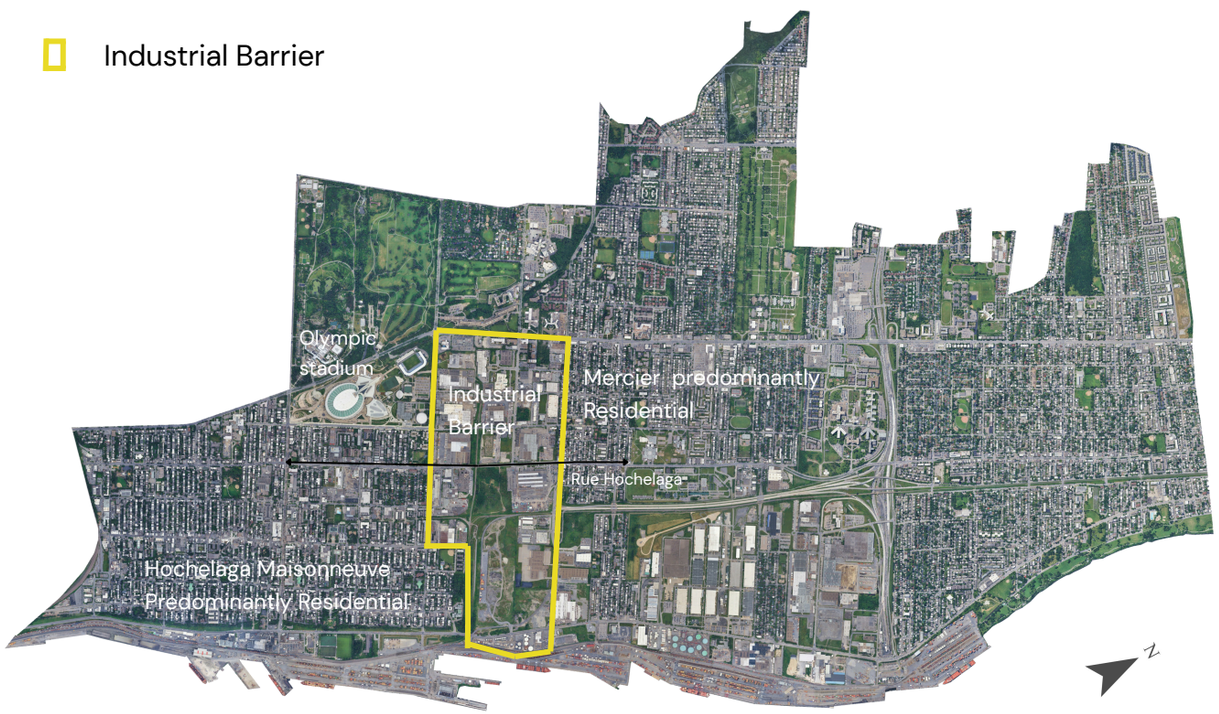


Figure 5: The image is showing large industrial barrier dividing two residential tissues in MHM Borough

Figure 6: Aerial View of Hochelaga Maisonneuve (Portail Constructo, 2024)

Demographic Profile

Hochelaga-Maisonneuve is a working-class neighbourhood with a population of 54,242. In 2021, the median income in the area was $41,800, significantly lower than the city-wide median of $65,500 (Statistics Canada, 2024). With industrialization, Hochelaga experienced significant population growth in the early 20th century, however, this was followed by a gradual decline over time. In recent years, however, the neighbourhood has seen a slight increase in population (see figure 7).

The majority of households (72%) in the neighbourhood are renters, with average rents at $1,481 (Centris, 2025). In the broader context, Montréal is experiencing a housing crisis, characterized by low vacancy rates (2.1%) and increasing pressure on affordable rental options (CMHC, 2024). Which has also increased pressure on housing landscape in the neighbourhood. This has led many residents to be concerned over issues of rising rents, property prices and overall gentrification of the area.

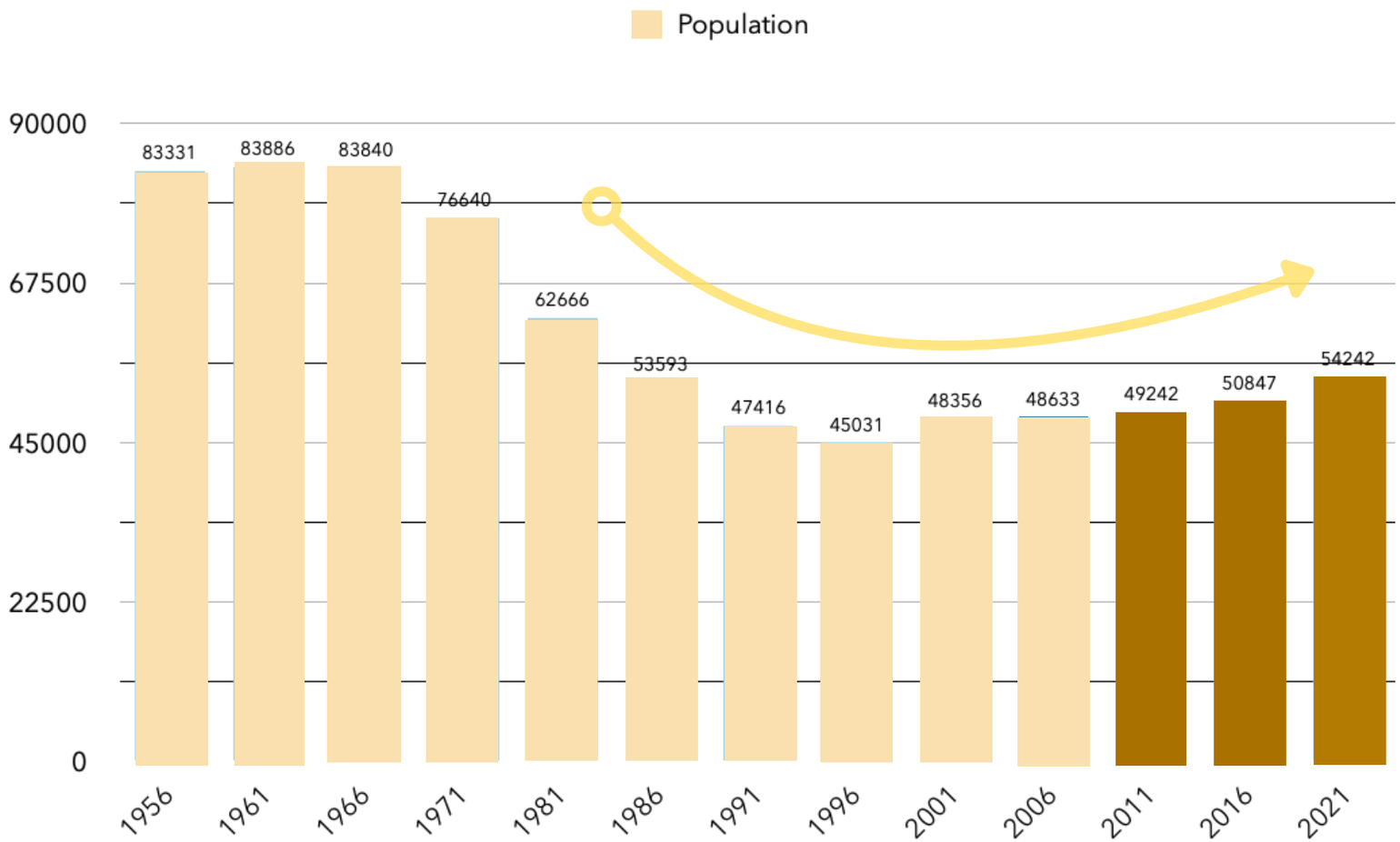


Figure 7: Population change in Hochelaga-Maisonneuve, 1956–2021

Socio-demographic Profile

In terms of resident employment, Hochelaga-Maisonneuve has experienced notable shifts over the years. Traditionally recognized as a working-class neighbourhood with ties to the manufacturing sector, Hochelaga-Maisonneuve population seems to be gradually transitioning toward more specialized, knowledge-based occupations.

Between 2016 and 2021, employment growth of its residents was concentrated in business, finance, natural and applied sciences, and public services, while manufacturing, sales, and senior management roles declined (Figure 8).

This reflects the deindustrialization trend and an increase in the demand for higher education and specialized skills. This change combined with a growing share of high-income earners shows the ongoing reshaping of borough's profile and signs of gentrification.

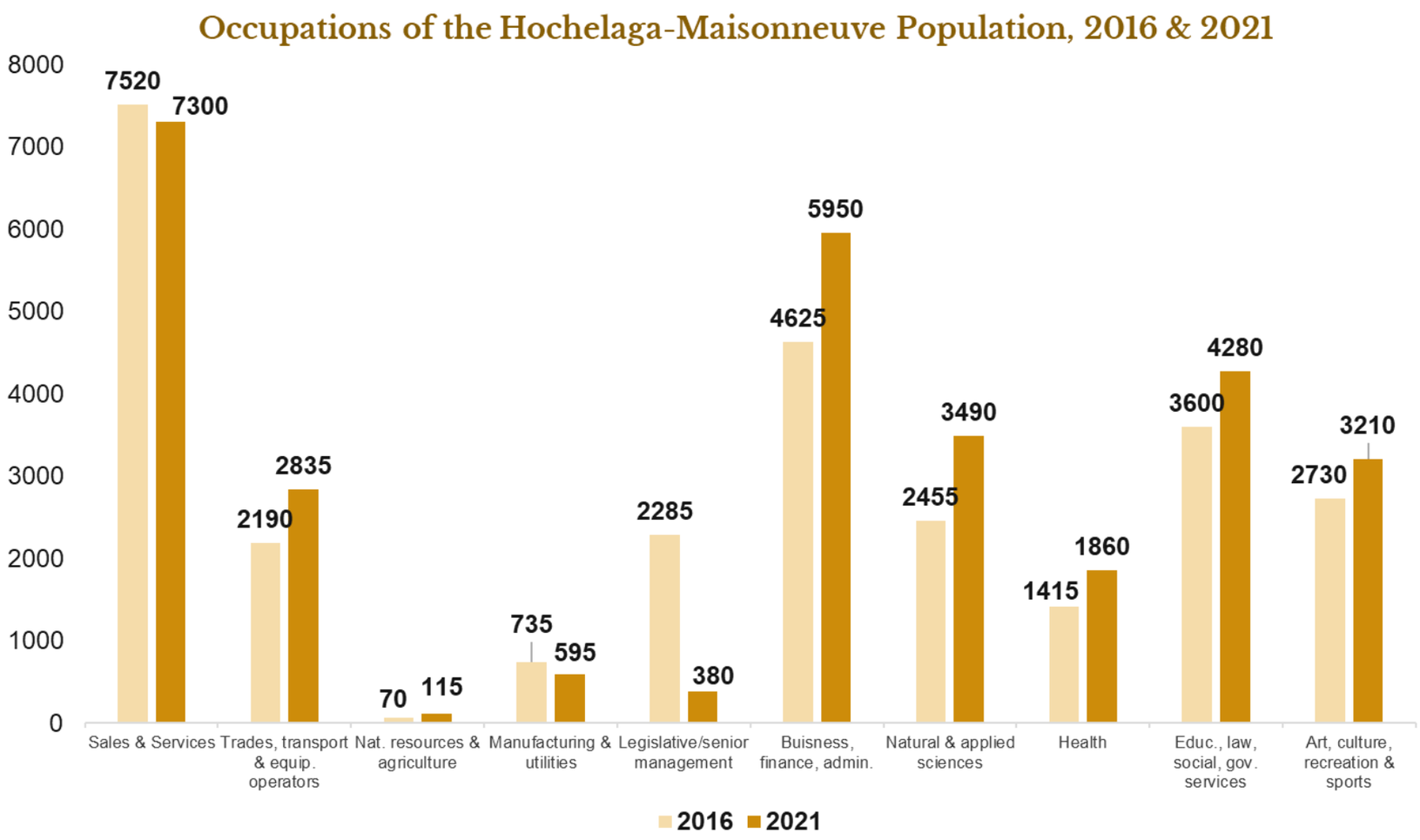


Figure 8: Occupational makeup of residents of Hochelaga-Maisonneuve 2016-2021

Economic Profile

The economic dynamics of the neighbourhood can be understood through two key poles: industrial activity and commercial activity. In the late 19th and early 20th centuries, Hochelaga-Maisonneuve thrived as an industrial hub, with its strategic location near major railways and waterways contributing to its success. The local economy was heavily reliant on manufacturing industries. However, with the onset of global deindustrialization in the mid-20th century, industrial activity in the neighbourhood began to decline. Although some industrial presence remains today, the last decade has seen a continued decrease in manufacturing jobs and a gradual shift toward employment in retail, health care, and social assistance.

This deindustrialization is also reflected in the evolving use of industrial buildings. While industrial activities persist, they are no longer as dominant as they once were. Many of these buildings are now located along commercial corridors and are increasingly being repurposed partially for leisure, retail, or mixed-use functions, highlighting the area's transition toward a more diversified and service-oriented economy.

Commercial activity is primarily concentrated along Sainte-Catherine Street, Ontario Street, and increasingly along Hochelaga Street. Over the past decade, there has been a noticeable rise in demand for personal care services, such as beauty salons, tattoo and piercing studios, as well as professional services including childcare, health clinics, and social assistance centers. This shift reflects the broader transition toward a service-based economy and highlights changing consumer needs as the neighbourhood's demographic and socioeconomic profile continues to evolve.

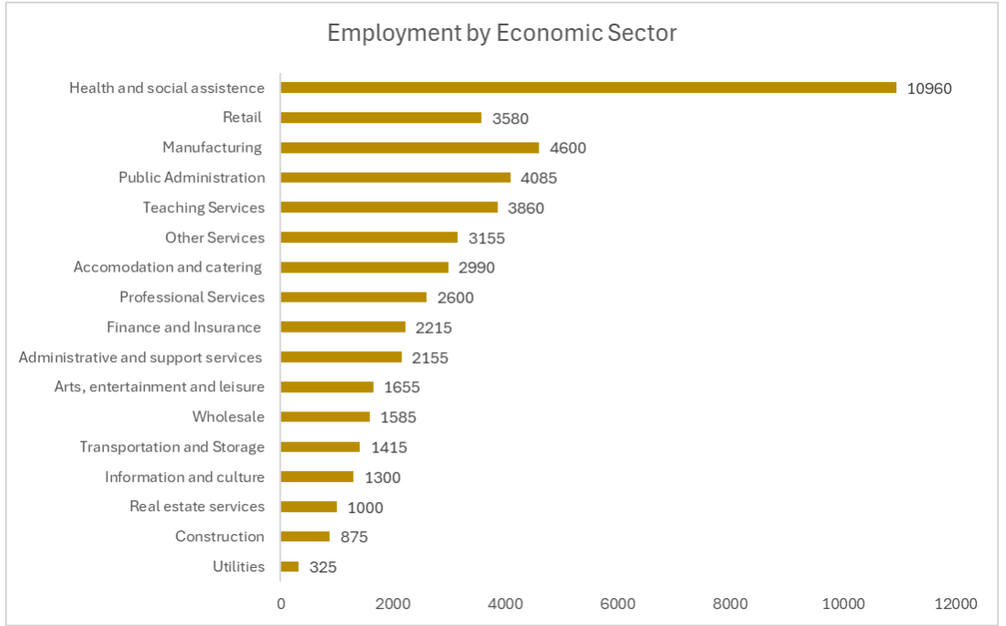


Figure 9: Employment by Economic Sector Hochelaga-Maisonneuve

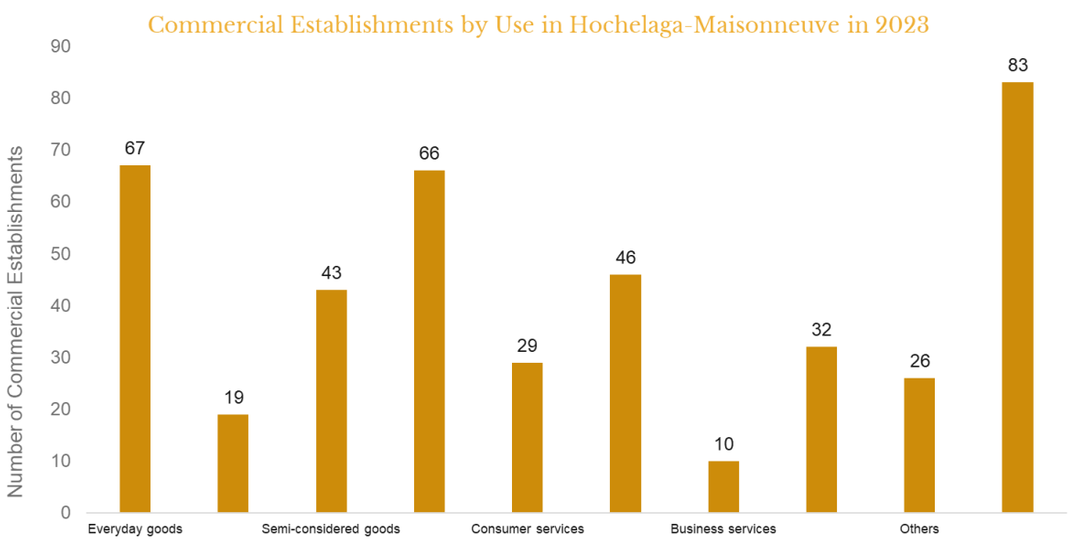


Figure 10: Occupational makeup of residents of Hochelaga-Maisonneuve 2016-2021

Environmental Context

Historically, Hochelaga-Maisonneuve had a rich geography of forest land, streams and marsh land. These shaped the historical and current landuses of the nieghbourhood. In the 19th century Hochelaga was an agricultural settlement and Maisonneuve became an industrial site (Linteau, 1985). Industries located near these rivers and today are still present in the area even though the rivers have been buried over time. In this same location, here the industrial sectors are mainly located, you can see that this area once had a a diverse topography which has been erased with concrete, large buildings and railroads.

Today, as shown in Figure 11, the forested areas, streams, and marsh lands correspond to the locations of several formal and informal green spaces.

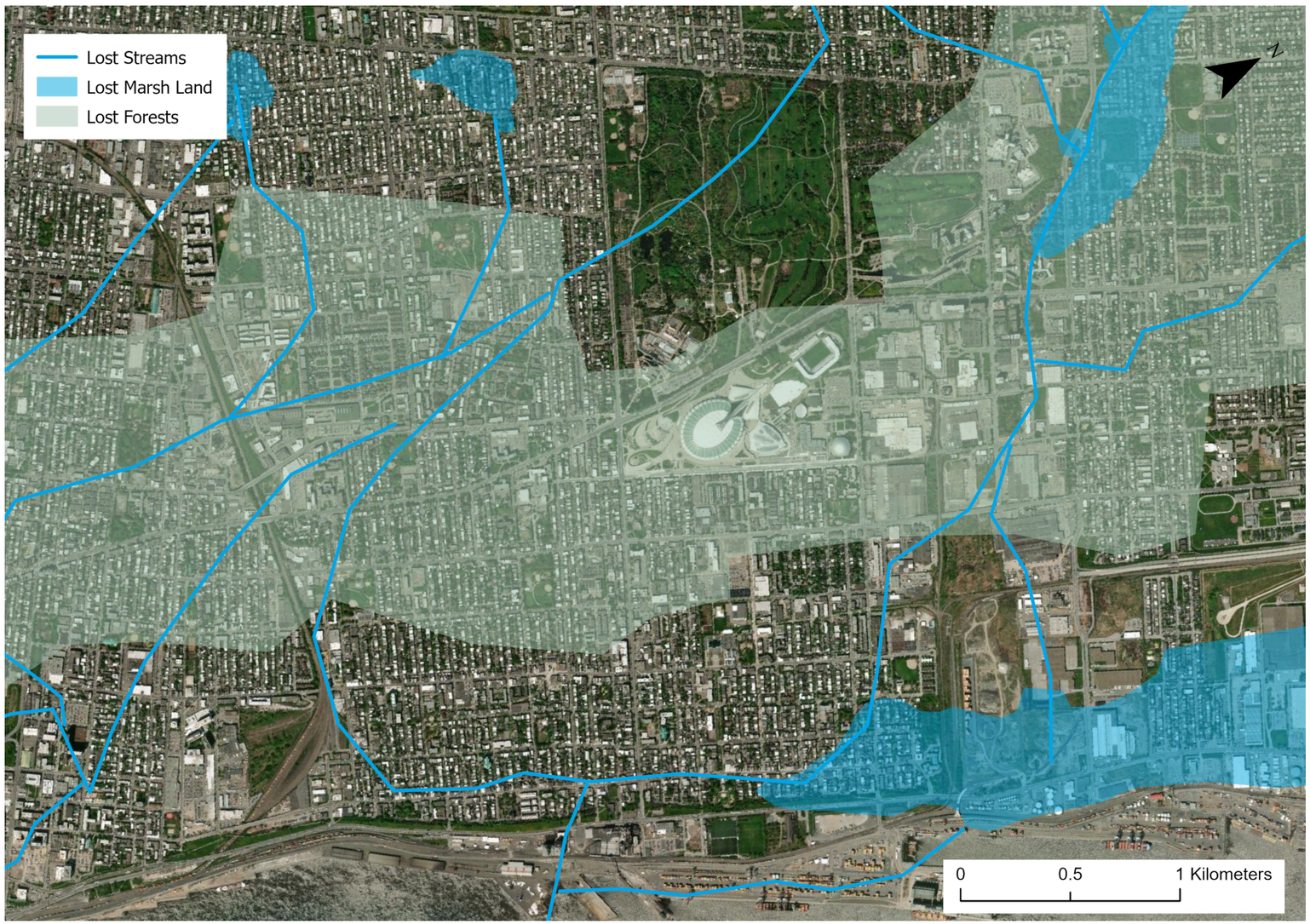


Figure 11: Present-day alignment of forest land, streams, and marshland with formal and informal green spaces. Data Sources: Beaugrand-Champagne 1920s; Jobin & Bourne, 1834

Environmental Concerns

Looking at the current environmental context of Hochelaga-Maisonneuve, we can see that the area struggles with many environmental problems, namely urban heat island effect and flooding concerns. Figure 12 shows how the main heat islands are located in Maisonneuve in the industrial sector. This is also where many retention basins are located, although many are also along the major streets (Figure 13). This indicates that this area is very susceptible to environmental hazards due to its current land uses, meaning these locations would not be enjoyable to live in. These are concerns which need to be addressed and kept in in mind for any future developments of the area.

Figure 12: Urban heat island effect map in Hochelaga-Maisonneuve, highlighting concentrated heat zones in the industrial sector of the borough. (Data source: Ville de Montreal, 2023)

Figure 13: Distribution of retention basins in Hochelaga-Maisonneuve, with concentrations in the industrial sector and along major streets. (Data Source: Ville de Montreal, 2021)

Evolution of Transit

Hochelaga-Maisonneuve has been shaped by the evolution of its public transit infrastructure. After the last horse-drawn trolley ran on Notre-Dame Street in 1892, the neighbourhood saw the rise of an electrified tramway network that expanded throughout the early 20th century. These tramway lines not only supported commercial activity along Ontario and Sainte-Catherine streets but also connected the neighbourhood to downtown Montréal (Figure 14). By the mid-20th century, tramways were gradually decommissioned, reflecting a broader shift toward automobile-centered urban planning (Angus, 1971).

In 1962, construction began on the Green Line of the Montréal Metro, which was extended through Hochelaga-Maisonneuve in 1976 to accommodate the Summer Olympics (Angus, 1971). Today, the Green Line remains a key transit link between the neighbourhood and downtown. More recently, the Pie-IX Bus Rapid Transit (BRT) line was introduced, connecting Hochelaga-Maisonneuve to eastern Laval while crossing four Montréal boroughs. This BRT system also provides strategic connections to the Green Metro Line, commuter trains, and the future Blue Line extension, further enhancing regional mobility.

Another recent project aimed at improving regional mobility is the Projet de tramway de l'Est, proposed by the ARTM. In collaboration with the Quebec Ministry of Transport, the City of Montréal, and the STM, the ARTM confirmed in 2023 the need for a high-capacity transit system in East Montréal. It'll be comprised by a surface tramway with two branches a north-south line from Rivière-des-Prairies to the Green Line via Lacordaire, and an east-west line from Repentigny to the Green Line via Sherbrooke Street.

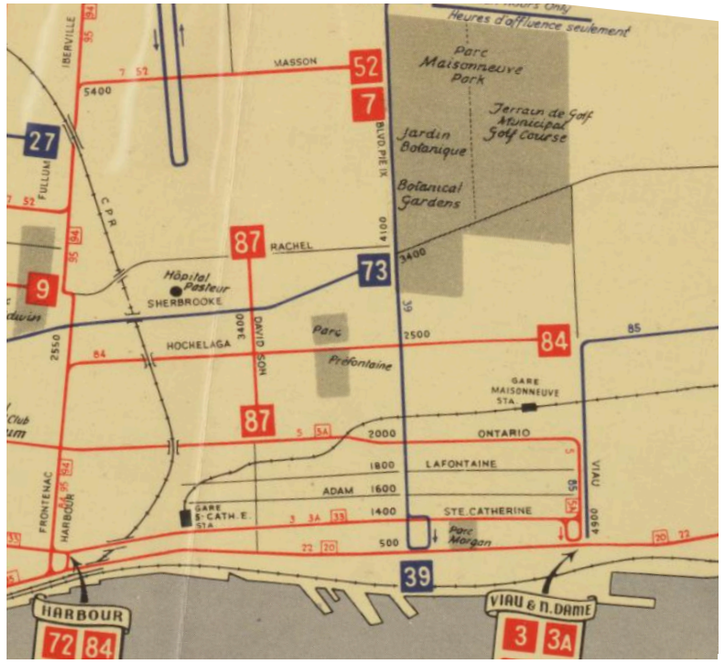
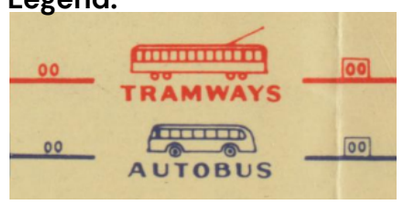


Figure 14. Montreél Tramways Co. Tramway Routes, 1944.

This is a zoomed-in view of Hochelaga from the 1944 route map of bus and tramway lines in Montréal, created by the Compagnie des tramways de Montréal. The orange lines highlight the tramway routes that once ran through the Hochelaga-Maisonneuve neighbourhood.

Legend:



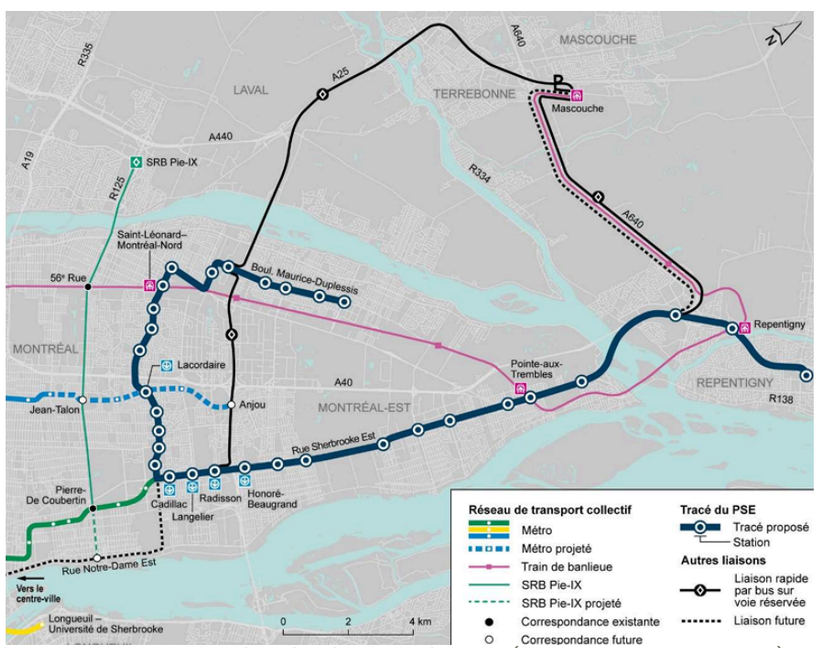


Figure 15: Future ARTM Plans for the Tram de L'Est. (Data Source: ARTM, 2025)

Area of Interest

Looking at the past, present and potential of the neighbourhood, we identified area of interest (figures below). Our plan aims to consider all the existing conditions to create a new development proposal. Figure 16 shows the location of Hochelaga-Maisonneuve in the borough and Figure 17 gives context to the existing land uses of the area. As can be seen in our site (outlined in orange), the industrial sections act as barriers seperating the residental areas of Hochelaga and Mercier. In this report we will propose new developments which will re-intergrate the historical landscape and aliviate the previously mentioned environmental concerns. Additionally, we plan to create greater connection in the nieghbourhood and erase the barriers currently present.

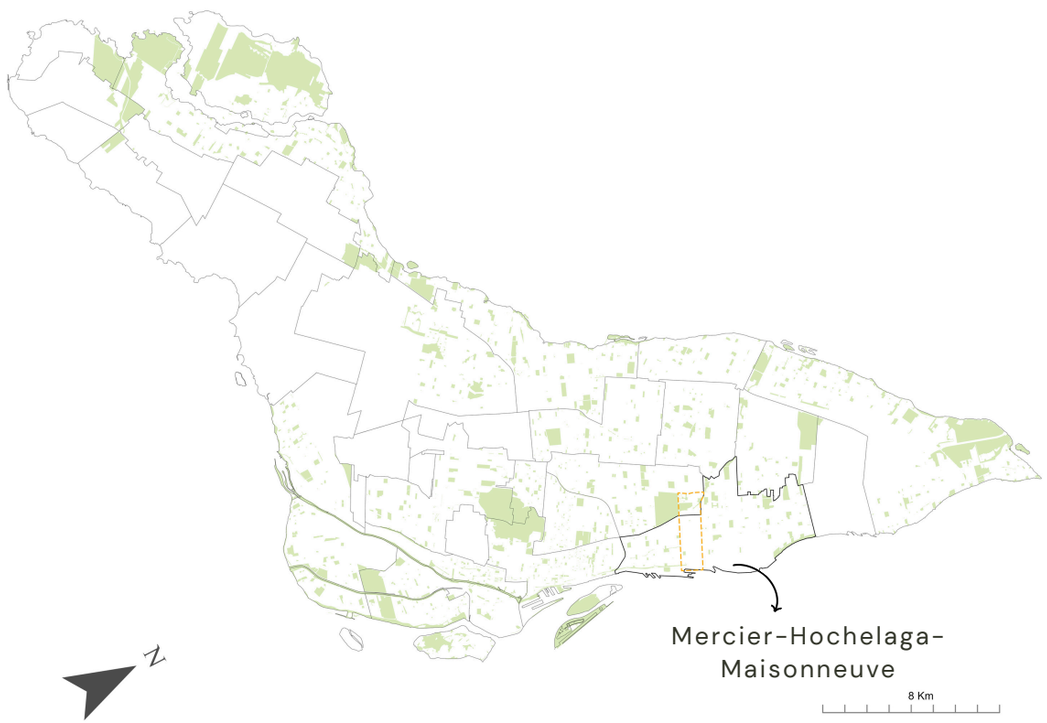


Figure 16: The image is showing location of our area of interest in island of Montréal

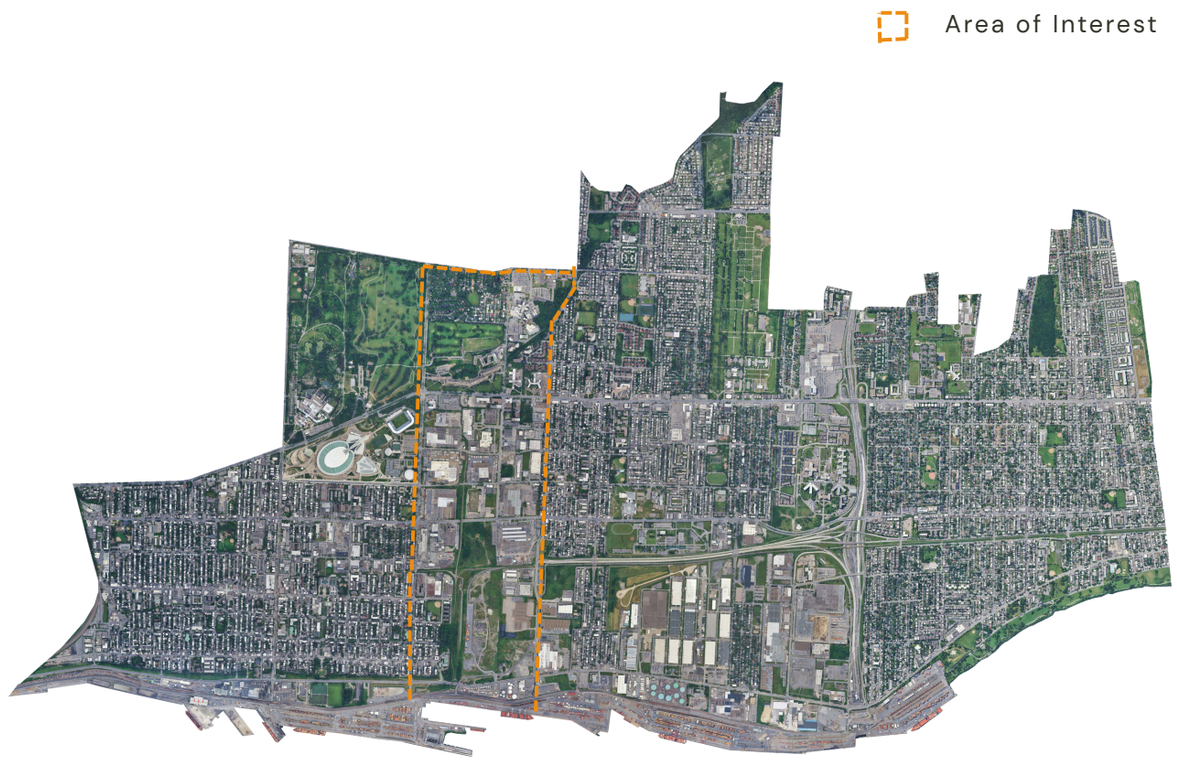


Figure 17: The image is showing location of the area of interest within MHM borough. source: Google earth

Through our SWOC analysis, we identified the following:

Strengths

- Green spaces nearby
- Strategic location
- Access to several metro stations which lead to central areas of the city
- Relatively easy access to off island bridges/tunnels and highways (high connectivity)

Weaknesses

- Fragmentation of green spaces
- Safety issues
- Gentrification
- Air and noise pollution
- Time to to develop entire area is immense
- Public Transit connectivity

Opportunities

- Massive sector of land to develop
- Restore lost green spaces and rivers
- Enforce social benefits with policy changes
- Valuable real estate can prop up funding for the area
- Public Transit Corridor

Constrains

- Planning of the Green Infrastructure
- Providing adequate social services
- Balancing public and private development

With this proposal we have following aims and objectives:

Aims	Improve quality of life and perceived safety of the neighbourhood	Improve pedestrian activity and access to public spaces	Mitigate the effects of Industrial areas and activities	Foster inclusive and equitable economic development
Objectives	Increase the amount of publicly accessible urban amenities	Encourage Active Transportation	Increase the amount and quality of green spaces and tree coverage	Repurpose brownfield sites and vacant buildings
	Promote mixed-use and commercial development	Redesign pedestrian infrastructure to prioritize walkability	Provide permeable paths at the human scale	Encourage access to local businesses in commercial corridors
	Increase the total amount of pedestrian activity	Consolidate the connection between the neighbourhoods of Maisonneuve and Hochelaga	Implement designs to mitigate noise pollution	Provide a dedicated supply of social housing

Proposal Overview

Our guiding principle for the area is to ensure that public transit supports both the new development and the existing urban fabric. To achieve this, our proposal introduces a new land use plan that transforms the previously industrial area, creating a continuous and connected urban fabric between the neighbourhoods of Hochelaga-Maisonneuve and Mercier. This connection will be further supported by the integration of two tramway lines. Our proposal aims to enhance connectivity and promote active transportation, while addressing environmental concerns by expanding green spaces and creating links between new and existing green infrastructure.

The proposed street network introduces four distinct street types, each aimed to support specific mobility and land use objectives(see Figure 18). Major and secondary arterial roads are planned to accommodate high traffic volumes, while providing access to commercial areas. Local streets will primarily serve residential zones, ensuring an accessible environment for residents. In Figure 19, the urban blocks are reconfigured along these new streets to promote better connectivity and accessibility. Figure 20 shows the proposed building footprints, which are designed to take full advantage of the green spaces. Figure 21 maps out the integration of these new green spaces. Finally, Figure 22 shows the complete proposed neighbourhood layout that integrates mobility, residential living, and green infrastructure.

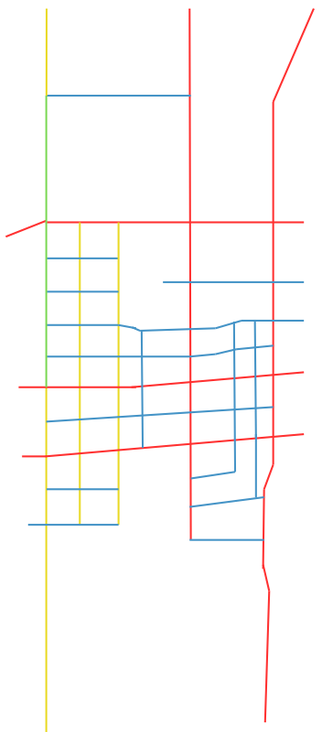


Figure 18: Street Network

Figure 19: Reconfiguration of the Urban Blocks

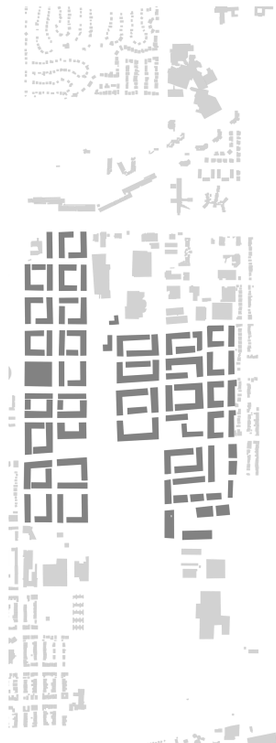
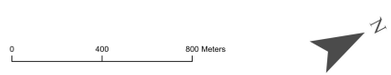


Figure 20: Building Footprints

FIgure 21: Map of New Layout of Green Spaces

FIgure 22: Prosed Neighbourhood Layout



Land use Overview

We aim to address the disconnect between Hochelaga-Maisonneuve and Mercier created by the industrial zone by shifting its use to a primarily residential area. The new residential development will include areas selected for mixed-use development, providing services and activities for both current and new residents. This with the intention of attracting new residents while ensuring strong integration with the existing community.
As the proposed neighbourhood will feature a higher level of density, additional institutional services will be integrated into both dedicated buildings and mixed-use areas to meet the needs of future residents. A new library and school will be strategically located within the Linear Corridor Park, providing central and accessible community amenities while not overloading established institutions.

To maintain existing industrial employment opportunities within the neighbourhood, the plan includes relocating industrial activities adjacent to the Raymont Logistics site, which remains designated as an industrial zone. The plan also introduces commercial land use to serve as a buffer between industrial operations and nearby residential areas, complemented by green spaces to further support the transition and assure the quality of life for residents.

Here is a breakdown of the area allocated to each land use:

Land Use	Residential	Commercial	Industrial	Institutional
Total m	1,594,515m^2	53,219m^2	32,105m^2	87,448m^2

Figure 23: Land use by square meters, with residential being the predominant category

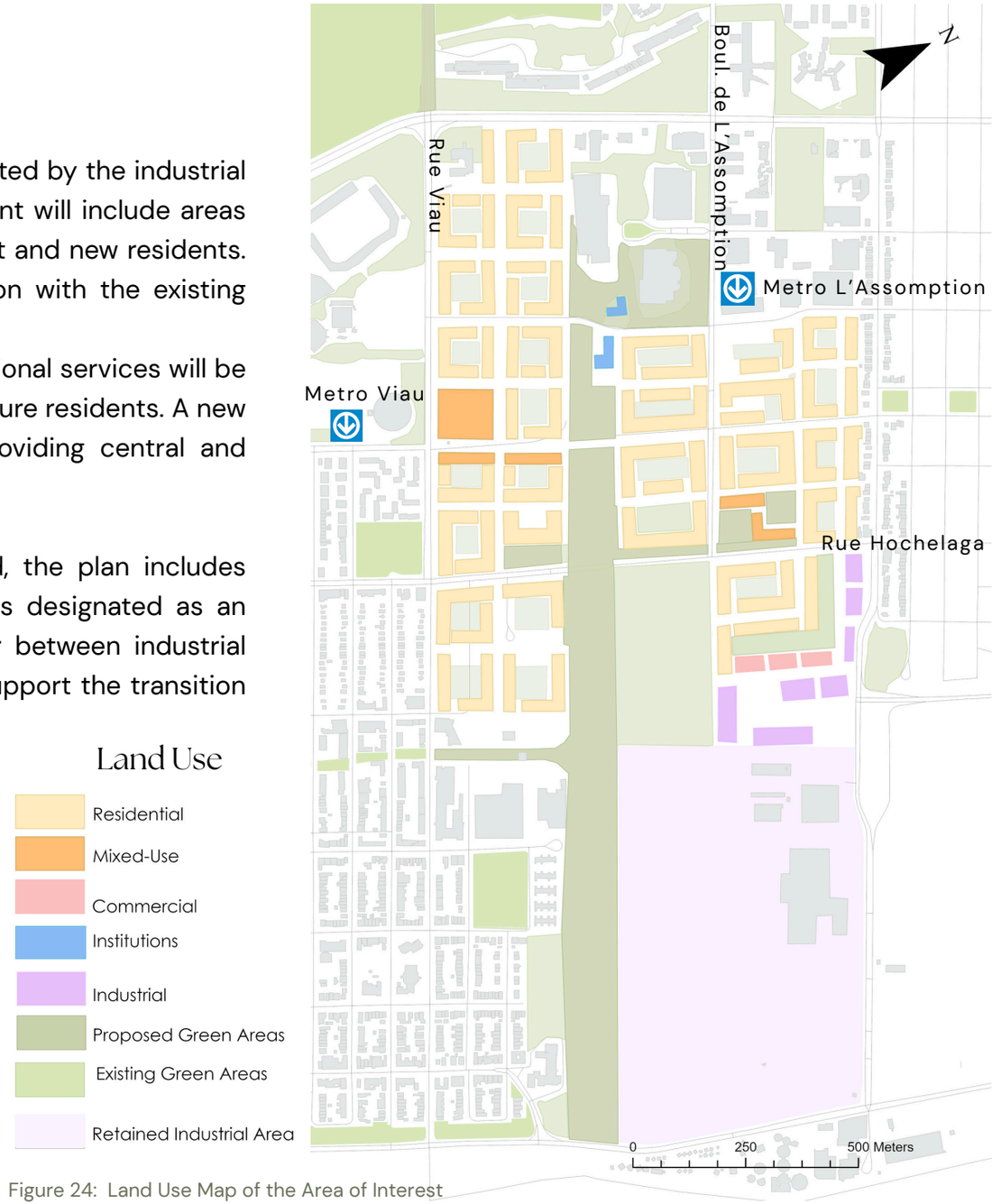


Figure 24: Land Use Map of the Area of Interest

Transit Proposal

With the ARTM's plans to implement a tramway in eastern Montréal, linking suburban areas such as Longue-Pointe and Mercier Est (as seen at page 9) , there is an unique opportunity to expand the network by adding additional tram lines that funnel traffic toward the downtown core. Given our intention to introduce new residential density in this area, it becomes essential to invest in reliable transit infrastructure that can effectively support this growth. As more housing units are introduced and the population increases, the demand for accessible, efficient, and sustainable transportation will rise accordingly.

A well-integrated tramway system will not only alleviate potential traffic congestion but also provide a viable alternative to car dependency, enhancing overall mobility for new residents. Additionally, the system will also support commercial activity along Hochelaga, Ontario, St. Catherine, servicing the whole neighbourhood while connecting to services and activity nodes.

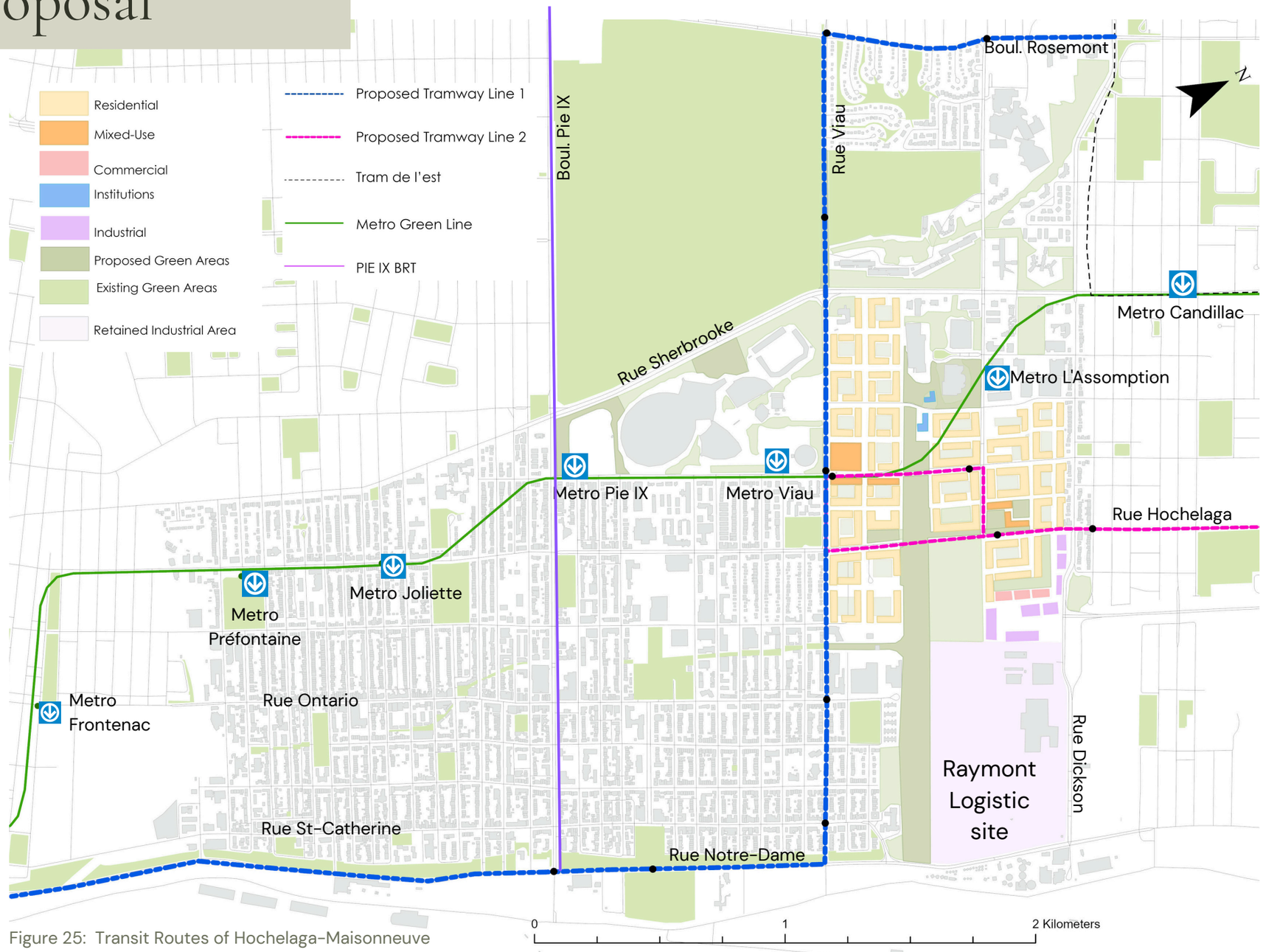


Figure 25: Transit Routes of Hochelaga-Maisonneuve

Transit Proposal

The tramway lines will not only diversify transportation options and improve access to our area of interest, but also extend these benefits to underserved parts of the neighbourhood, particularly the southern sector and Mercier-Ouest which has long lacked efficient public transit connections.

This initiative also creates opportunities to establish stronger connections with adjacent neighbourhoods such as Rosemont, while further supporting the growth and accessibility of the hospital complex nearby. Although the Green Line of the Metro currently runs through the area, with L'Assomption station centrally located, there is a lack of efficient North–South public transit. This gap in connectivity limits the effectiveness of the existing system. Recognizing that the Metro offers greater passenger ridership, our strategy is to position the tramway network as a collector system that feeds into the Metro, allowing for seamless multimodal integration and enhancing overall network performance.

As public transit is prioritized in the neighbourhood less space needs to be dedicated to cars within, reinforcing pedestrian focused urban living. This reduces the need for buildings to have dedicated parking for all residents, lowering the cost of construction and allowing larger dwellings within buildings.

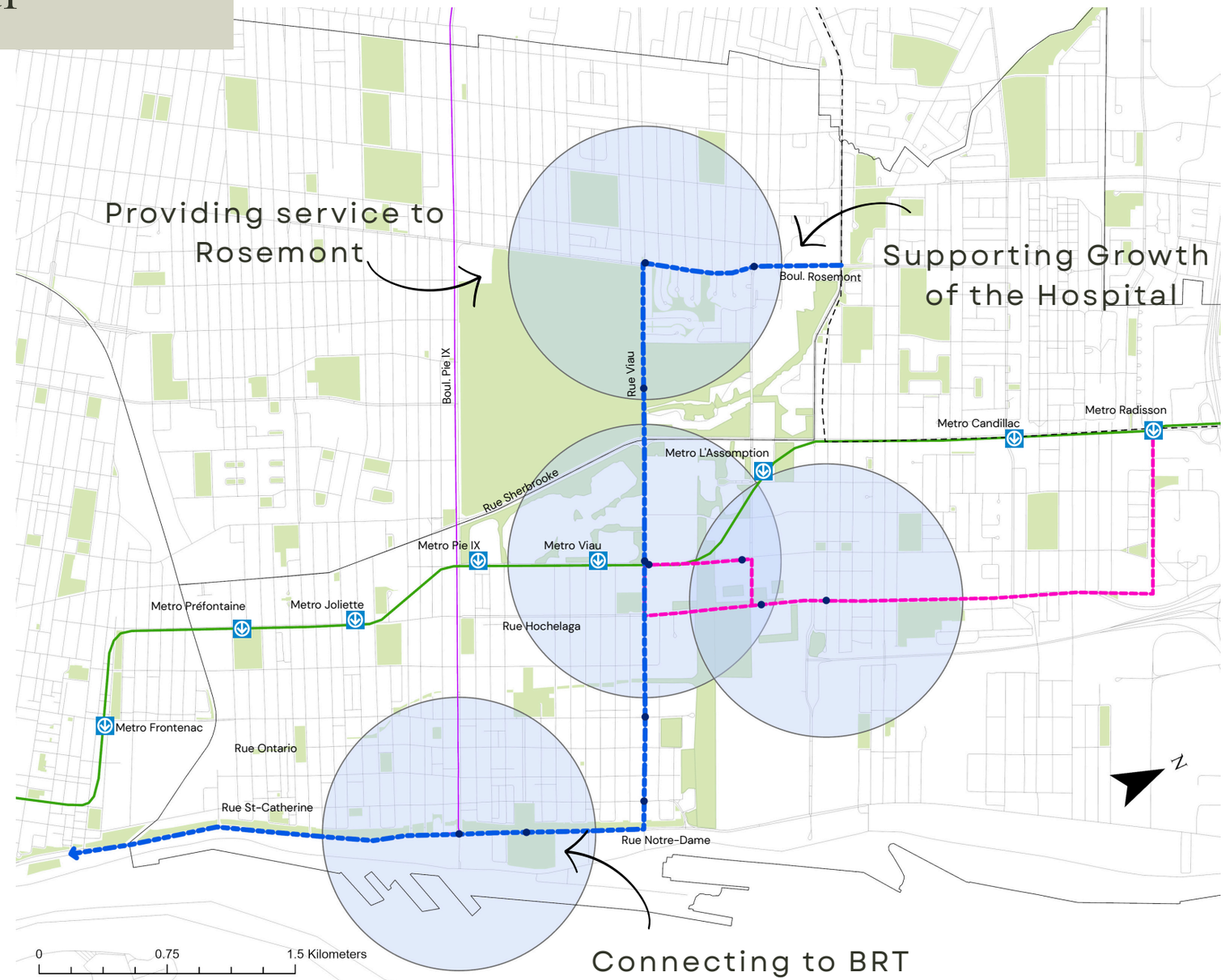


Figure 26: Tram Extention and Stations Within Hochelaga-Maisonneuve

Building Heights and Distribution

This rendering (Figure 27) shows the general orientation and height of the buildings in the area, with the table showing their approximate size and units of the residential buildings. Unit estimates were calculated based on building footprint area, a standard 120 m² unit size, and a 15% deduction for common spaces like lobbies and circulation areas.

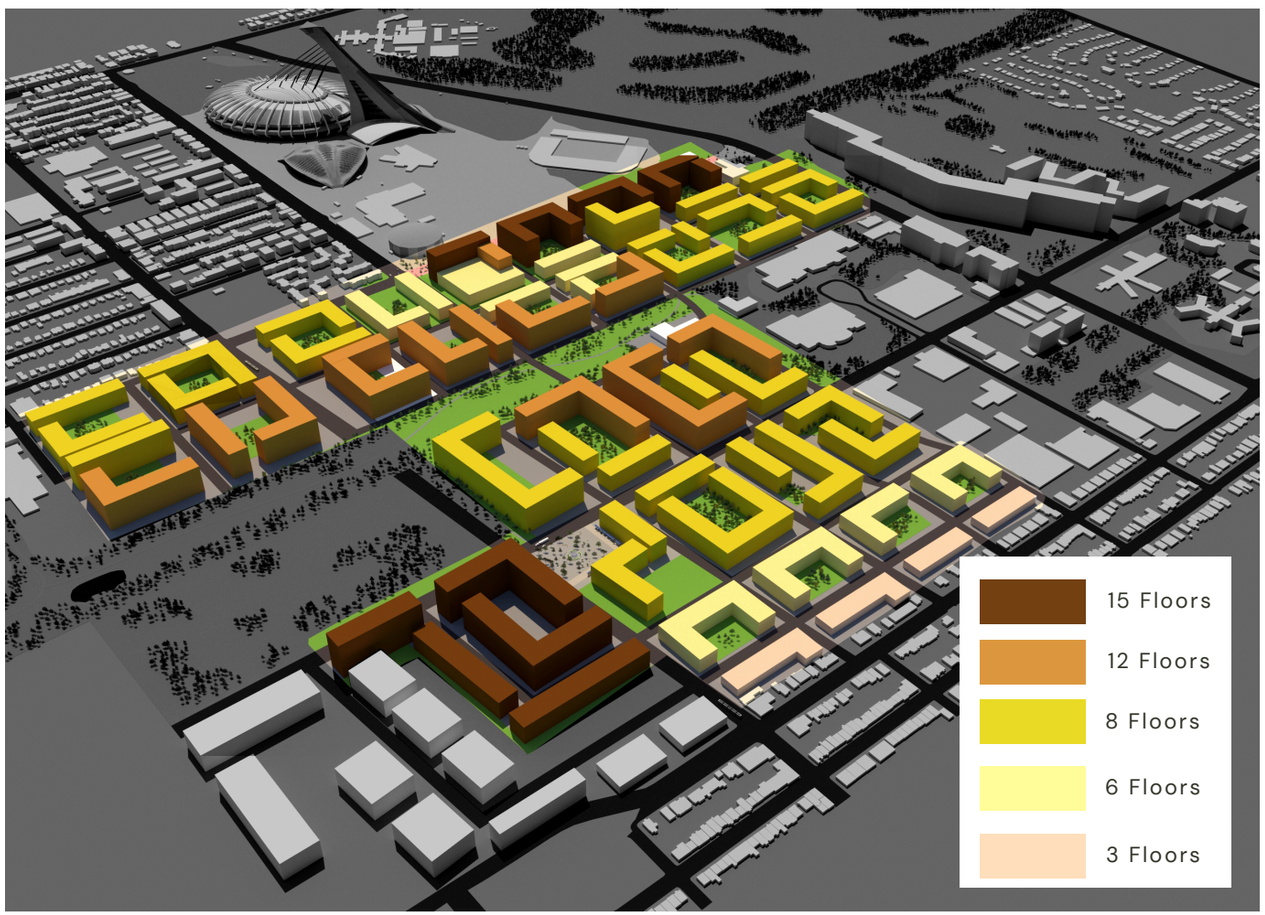


Figure 27: Building Footprints and Hieght of Residential Buildings

Shape	Building Footprint	Building Quantity	Floors	Units Per Building	Total Units
U Shape	6420m²	1	15	682	682
		4	12	546	2183
		1	8	364	364
		3	6	273	819
L Shape	4200m²	4	15	446	1785
		6	12	357	2142
		13	8	238	3094
		2	6	179	357
		2	3	89	179
I Shape long	3120m²	3	15	332	995
		1	12	265	265
		11	8	177	1945
		4	6	133	530
		2	3	66	133
I Shape short	1270m²	3	15	135	405
		1	12	108	108
		1	6	54	54
Average unit size	**120m²**				16,038 Total

Figure 28: Total Units created By Each Residential Building Type

Types of Buildings

The residential buildings we have proposed vary in height, size and utility (strictly residential or mixed-used). The accompanying Figures (29-33) are representatives of the types of buildings which could exist in our proposed area. These examples have been chosen as they are similar heights and architectural styles to what is already existing in Hochelaga-Maisonneuve.

Figure	Description
29	15-storey mixed-use
30	12-storey residential
31	8 storey mixed use
32	6 storey residential
33	4-storey walk-up residential

Figure 29: 16 Storey building - 101 King St. E Toronto, ON (Google Streetview, 2025)

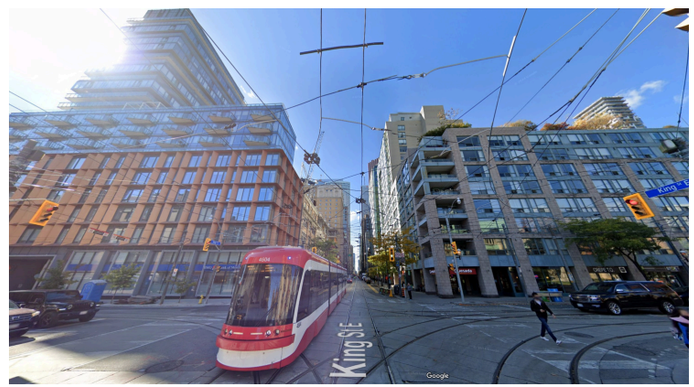


Figure 30: 12 Storey building - 101 King St. E Toronto, ON (Google Streetview, 2025)

Figure 31: 6 Storey building - Montréal, QC (Google Streetview, 2025)

Figure 32: 4 Storey building - Montréal, QC (Google Streetview, 2025)

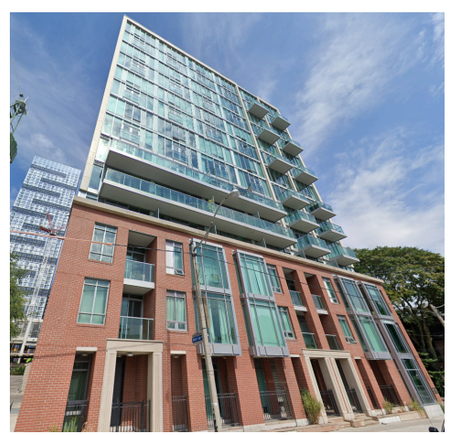


Figure 33: 8 Storey building - 106 Shuter St. Toronto, ON (Google Streetview, 2025)

Site 1: Green Spaces

As this area lacks access to public green spaces, we hope to reintegrate what was lost during the industrialization period to mitigate the effects of climate change. The largest of these parks is our linear park that stretches from Notre Dame to Marseille, just shy of Sherbrooke. This linear park will greatly improve pedestrian connectivity from the north to south boundaries of the neighbourhood.

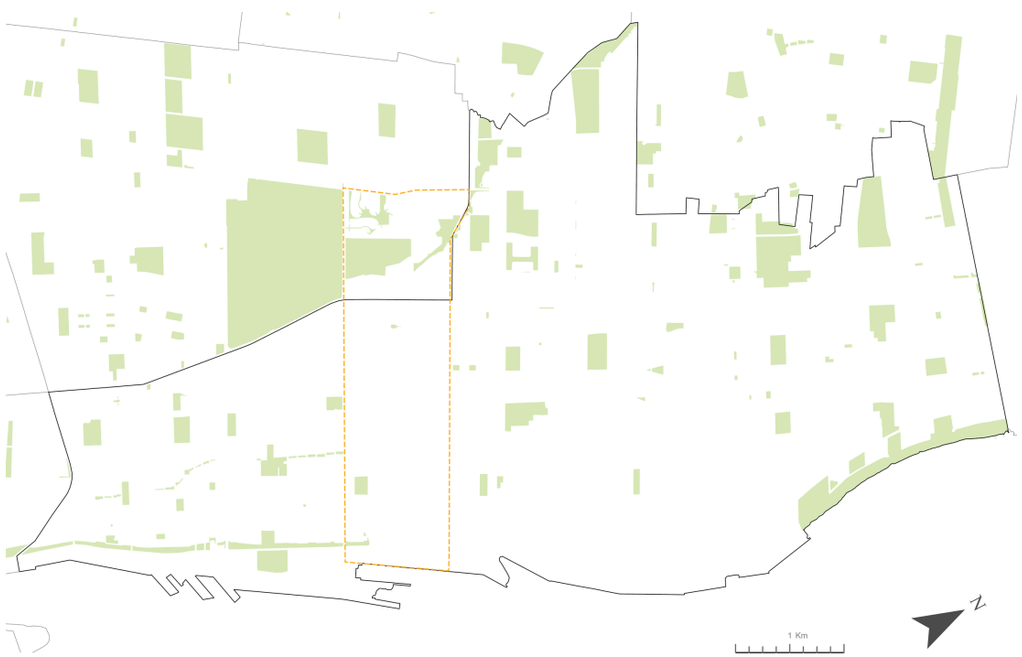


Figure 34: Existing Green Spaces Hochelaga-Maisonneuve

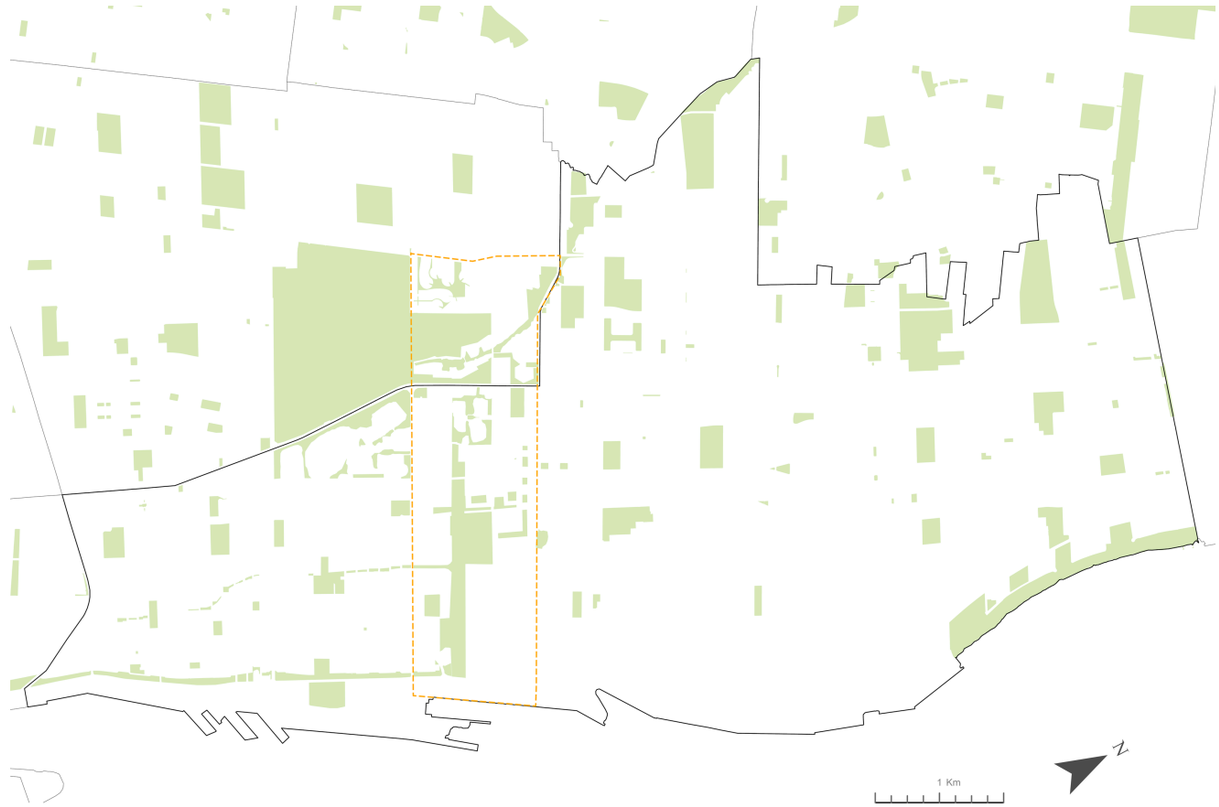


Figure 35: Existing Green Spaces Hochelaga-Maisonneuve

This plan not only allows for plentiful public spaces, but also for dense development as shared green spaces opens the door for larger building footprints.

Many of these parks will also be ‘sponge parks’ that aid with water retention and flood mitigation, in addition to urban heat island effect. Climate change is a growing issue that needs to be planned for ahead of time.

Site 1: Green Spaces

The green spaces created within the neighbourhood are multimodal, serving environmental protection measures and recreation. The Green Linear Corridor is made up of several different types of green spaces, creating an ecological network (See Figure 39). The corridor is also large enough to accommodate a recreational bike path that connects the North and South parts of the neighbourhood for commuters, as shown in Figure 36. By offering Sponge Park (Figure 37) like characteristics, it will also significantly reduce flooding.

Figure 36: Hayward linear park, California (Marion Brenner, 2025)

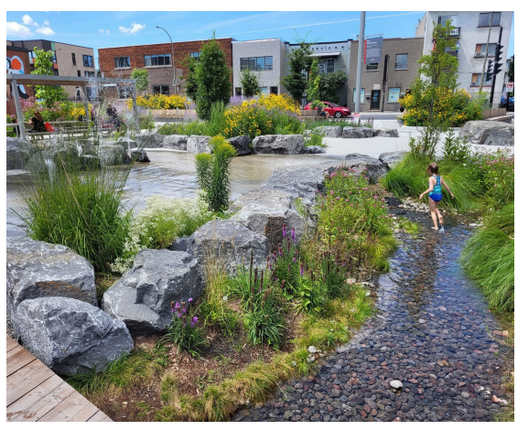


Figure 37: Dickie Moore Park in Park Ex (Parc Dickie Moore, 2025)

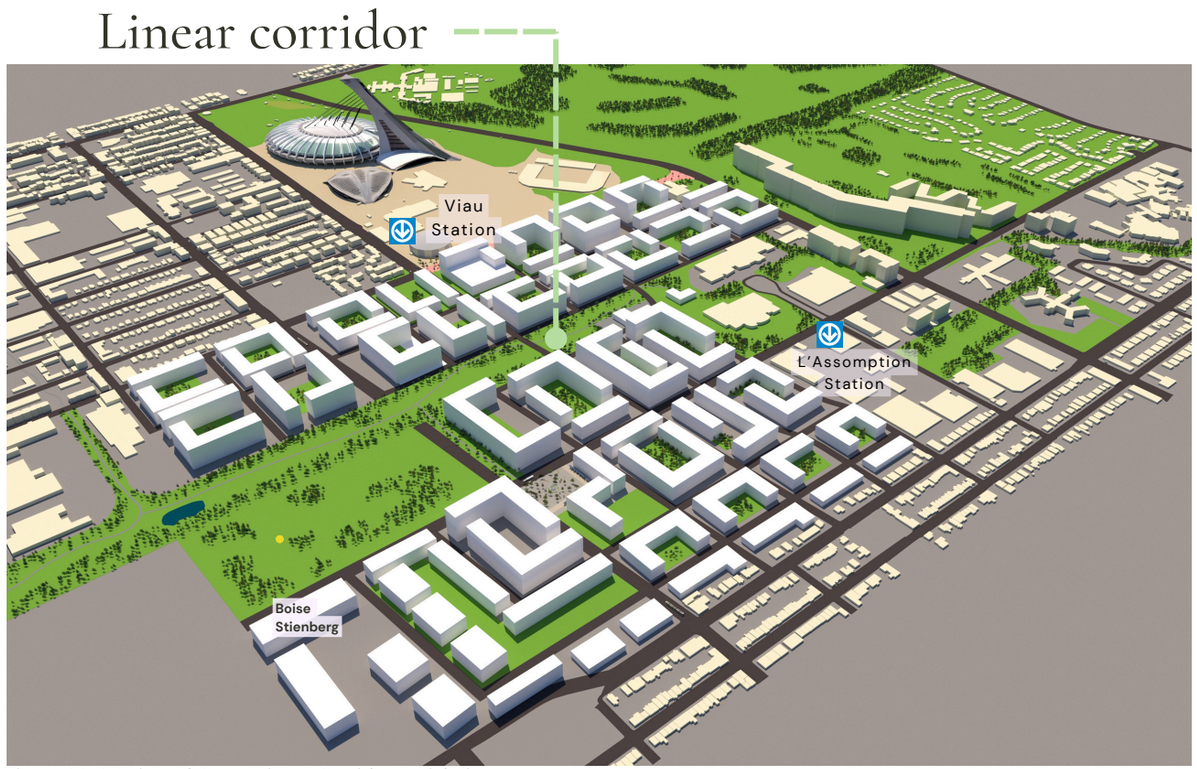


Figure 38: 3D view of Green Linear Corridor Aerial View

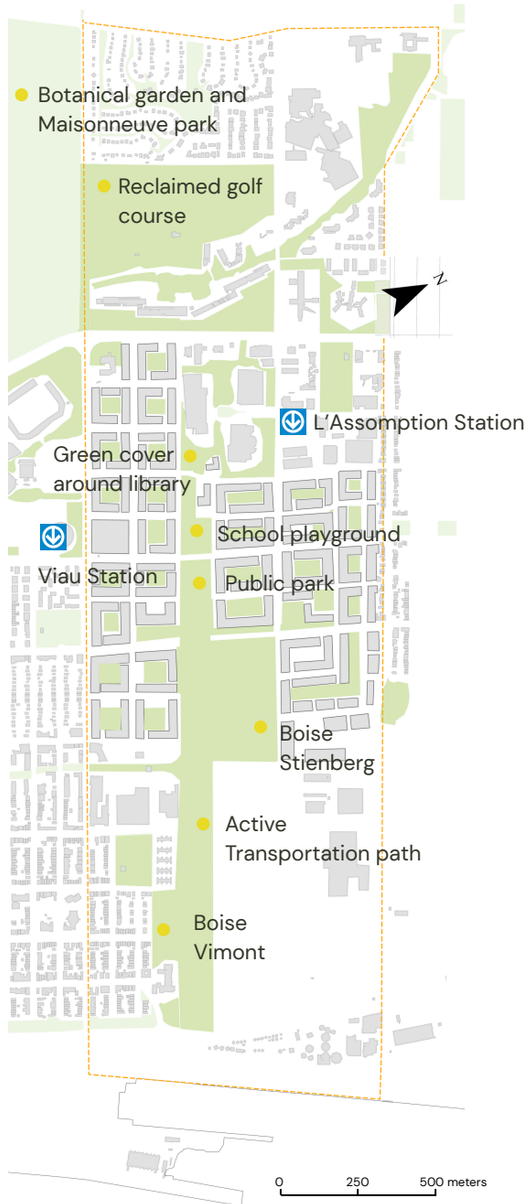


Figure 39: Green Linear Corridor Map

Site 2: Nodes of Activity

Our proposed tramway line creates new opportunities for vibrant nodes of activity that align with planned increases in residential density. These nodes will serve as dynamic urban hubs, strategically located creating key commercial destinations that offer residents convenient access to goods and services. Therefore, with tramway stations acting as anchors, these areas will become true destinations, contributing to a more active and integrated neighbourhood. To make this happen, we propose two main nodes of activity a Commercial & Shopping center, and a community plaza both strategically located at tramway stations.

Figure 40: Aerial View Depicting Location of Commercial Centre and the Community Plaza

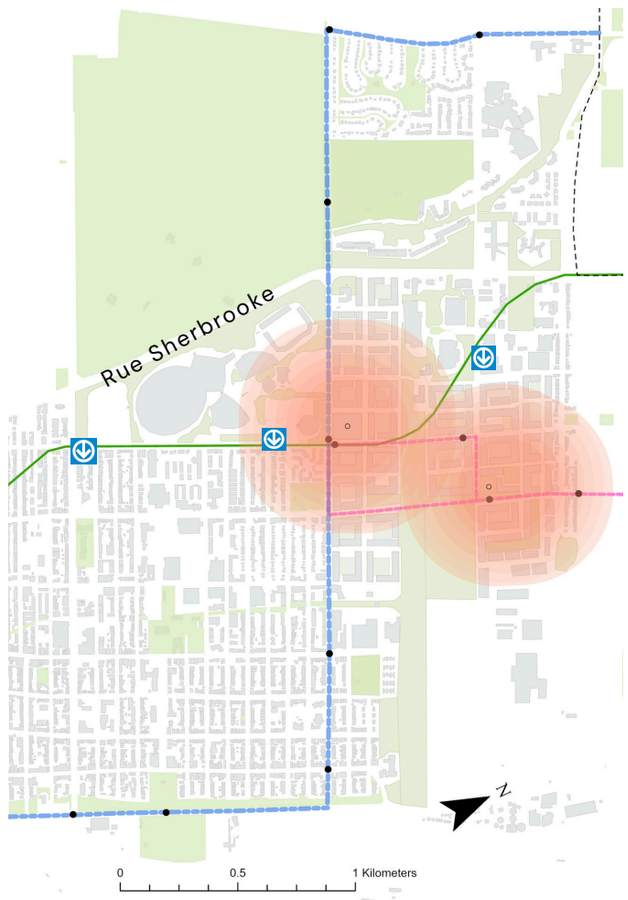


Figure 41: Activity Nodes of Commercial Centre and Community Plaza

Commercial Centre

We have chosen to locate the new commercial centre at the intersection of Pierre-De Coubertin Avenue and Viau Street (Figure 42), placing it adjacent to Viau Metro Station and at the intersection of our two proposed tramway lines. This strategic location ensures consistent foot traffic from both local residents and commuters from across the city.

The center will feature a mix of commercial spaces, residential units, and services such as medical offices. This combination of residential, service, and commercial functions will create a vibrant, self-sustaining hub of activity. The residential units, offering views of the Olympic Park and proximity to amenities, will be highly desirable and can financially support the construction of social or affordable housing through cross-subsidization.

An additional underground pedestrian passage connected to Viau Metro Station will further improve access, drawing visitors from across Montréal.

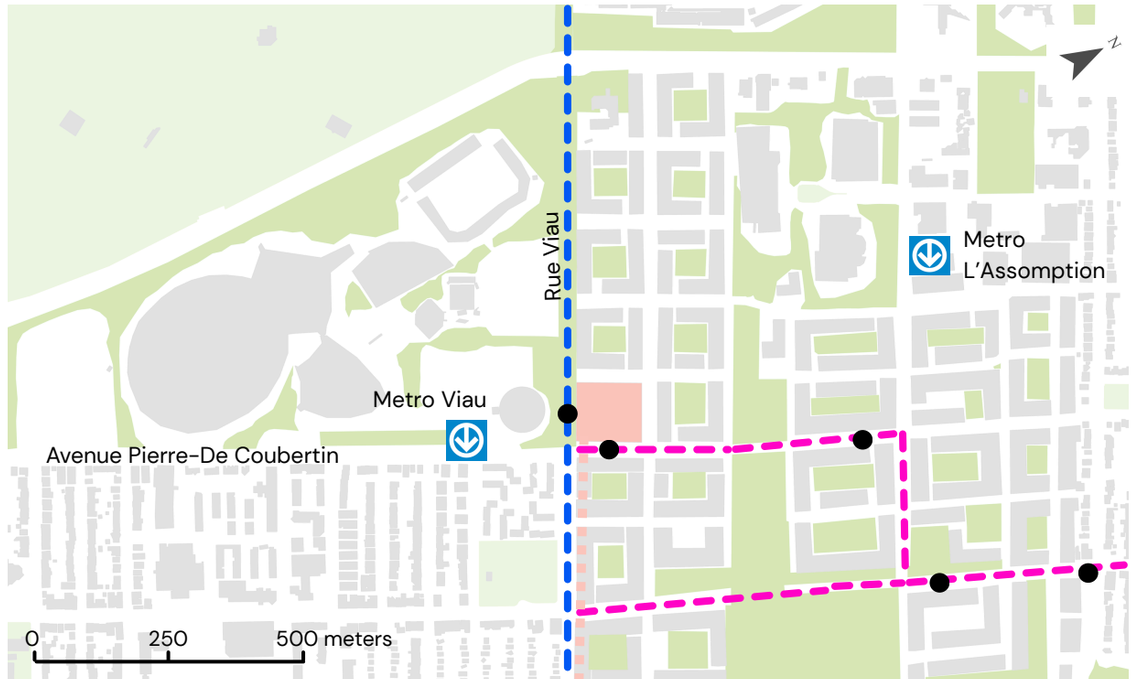


Figure 42: Tram Lines Around the Commercial Centre

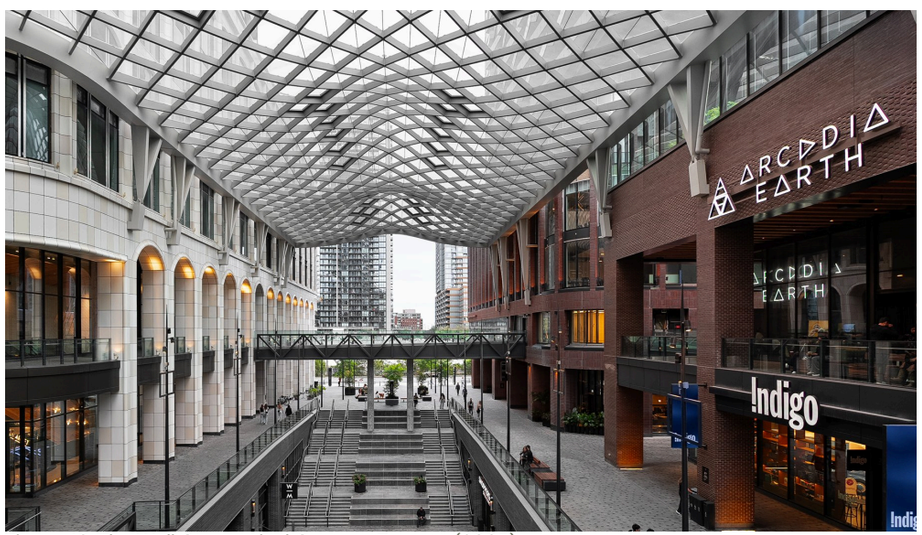


Figure 43: The Well Commerical Centre - Toronto (2025)

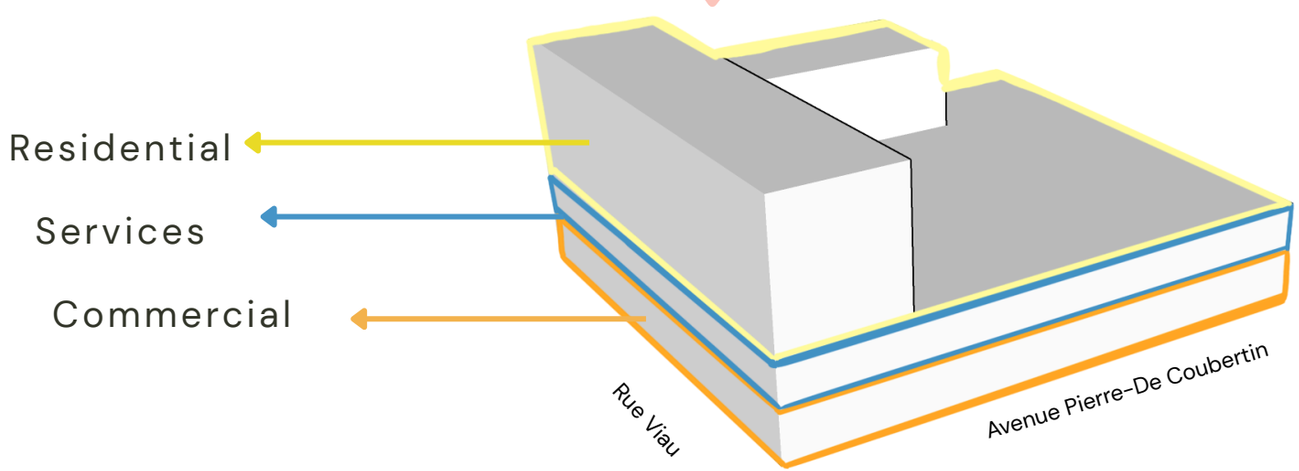


Figure 44: The Multiple Uses of the Commerical Centre

Commercial Centre

The center's proximity to major attractions such as the Botanical Garden and Olympic Stadium will ensure a steady flow of visitors, reinforcing its role as a key urban destination. To further enhance the vibrancy of the area, we propose reclaiming a segment of Viau Street for tramway use only. This will be between Boulevard Rosemont and Pierre-De Coubertin Avenue. With this intervention we aim to create an opportunity for the tramway to run through a green corridor and support the development of a environmental approach for public transit. Between Sherbrooke Street and Pierre-De Coubertin Avenue, the tramway would travel within this landscaped corridor, enhancing the public realm, prioritizing pedestrian activity, and creating a safer, more welcoming environment.

Figure 45: Tramway through green spaces, Italy, T1 line. Source: SDA (n.d.)

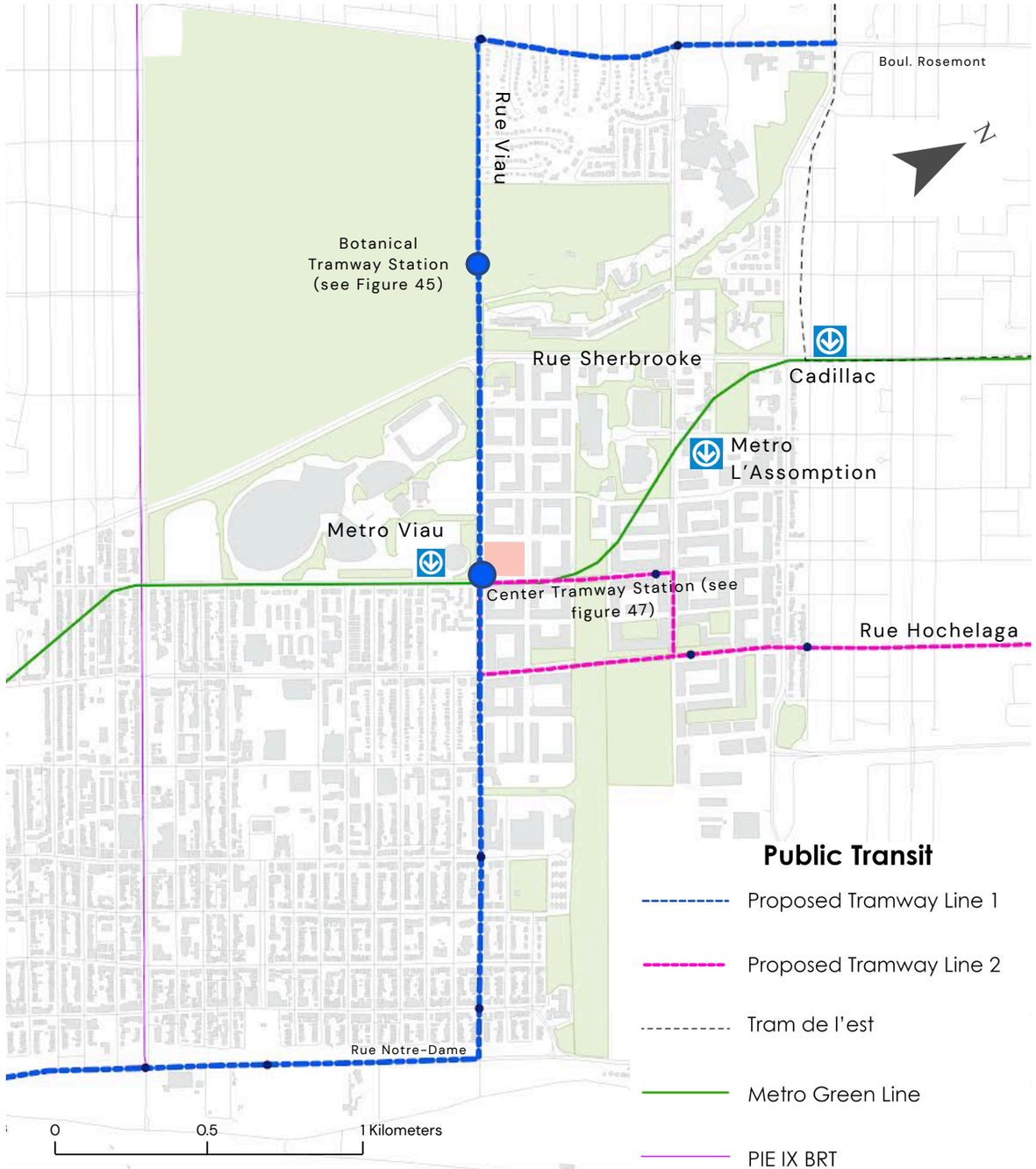


Figure 46: Transit Connections of Commercial Centre

Commercial Centre

To improve pedestrian flow in this segment, we propose enhancing the commercial center and strengthening connections to nearby landmarks, including the Olympic Park. This will be achieved through the design of a tram station that opens onto a public plaza, offering direct access toward the Biodome and an outdoor pedestrian link to Viau Metro station as shown in Figure 47. By focusing on a pedestrian-friendly design, this intervention aims to create a vibrant public space that supports local businesses, encourages social interaction, and enhances the overall urban experience. Figure 48, shows an example of how the tramway can look integrated in a similar environment as the one we are proposing in Strasbourg's Homme de Fer station.

Figure 47: Tramway Example- Pl. de l'Homme de Fer, Strasbourg, France

Figure 48: View of Tramway station at Viau-Pierre-De Coubertin intersection

Community Plaza

The second node of activity is a community plaza, located across from the proposed commercial center within the development area. Its versatility will allow for a range of activities, including local markets, music and art showcases, and everyday social gatherings.

As a new residential community takes root, the plaza will meet the growing need for accessible and welcoming public space. Unlike the proposed commercial center, which is designed to attract visitors from across Montréal, the plaza will primarily serve nearby residents, fostering a strong sense of belonging and local identity; similarly to the existing Plaza Simon-Valois (Figure 49). The plaza will also be connected to the proposed linear park, making it easily accessible to the entire neighbourhood and reinforcing its role as a vital community hub.

Figure 49: Place Simon-Valois, showing public festival. source: UQAM (2021)

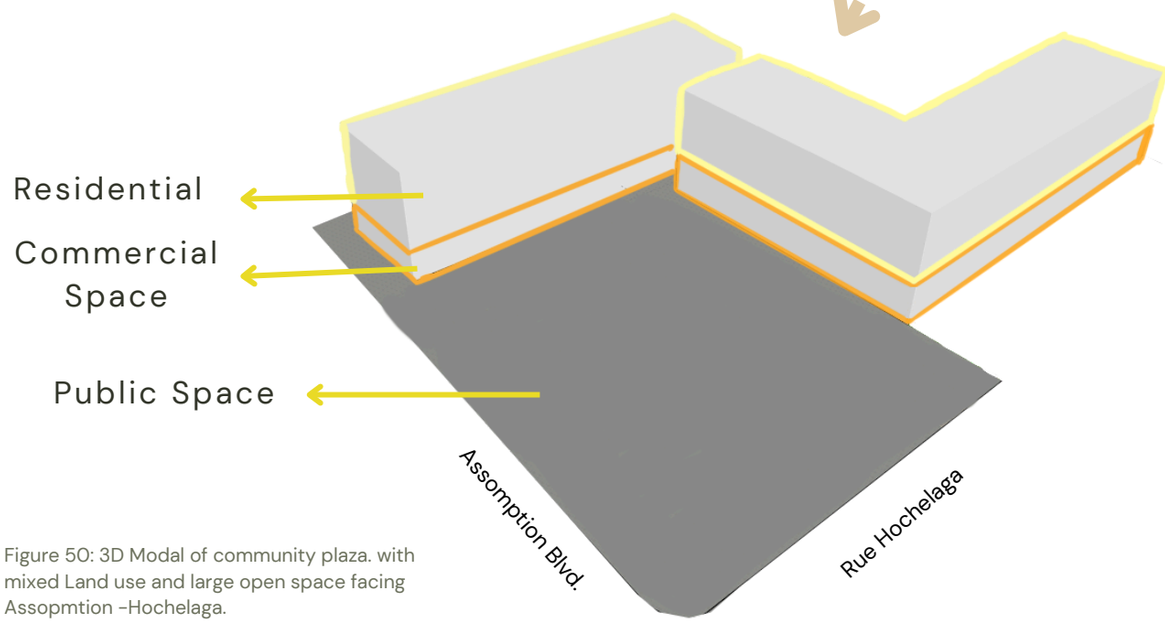


Figure 50: 3D Modal of community plaza. with mixed Land use and large open space facing Assopmtion -Hochelaga.

Site 3: Community Services

In a large development project such as this one , making sure necessary services are included is essential. In the site we have been working on we are proposing that two areas have areas reserved for services. These services would include: Health Services (CLSC, dentist, pharmacy, etc.), bank, grocery stores, child-Care (CPEs), elder Care (CHSLD), and emergency services, such as police and fire stations. These services will be located in the positions described in Figure 51. These are located on either side of our development as to serve both sides of this area. Additionally, these services are located along our proposed tramway lines and near the existing Metro stations. This is to provide greater accessibility to these services as well as connect them to the Maisonneuve-Rosemont Hospital.

Figure 51: 3D rendering of services

Figure 52: Map of Proposed and existing Services, Incuding Transit

Site 3: Community Services

In addition to the proposed essential services, we are also proposing community services, namely an elementary school and community center/library. We have chosen to include these structures as our study site currently lacks these as can be seen in Figure 53.

These will be located along our proposed Green Corridor near one another (Figure 54). This will allow both structures to be surrounded by greenery which will help to create the illusion that they are almost in a forest and not in a dense urban area. These will also be short structures at only three stories.

Due to their central location these will be accessible for all residents either through active transport, or public transportation (tramway or Metro). Pedestrians or cyclist could come through the green corridor, via the commercial street segment or via a short walk from a public transit station. These trasnit stations will also allow visitors from the grander Hochelaga-Maisonneuve area to access these services.

Figure 53: Map of Existing Services and Zones

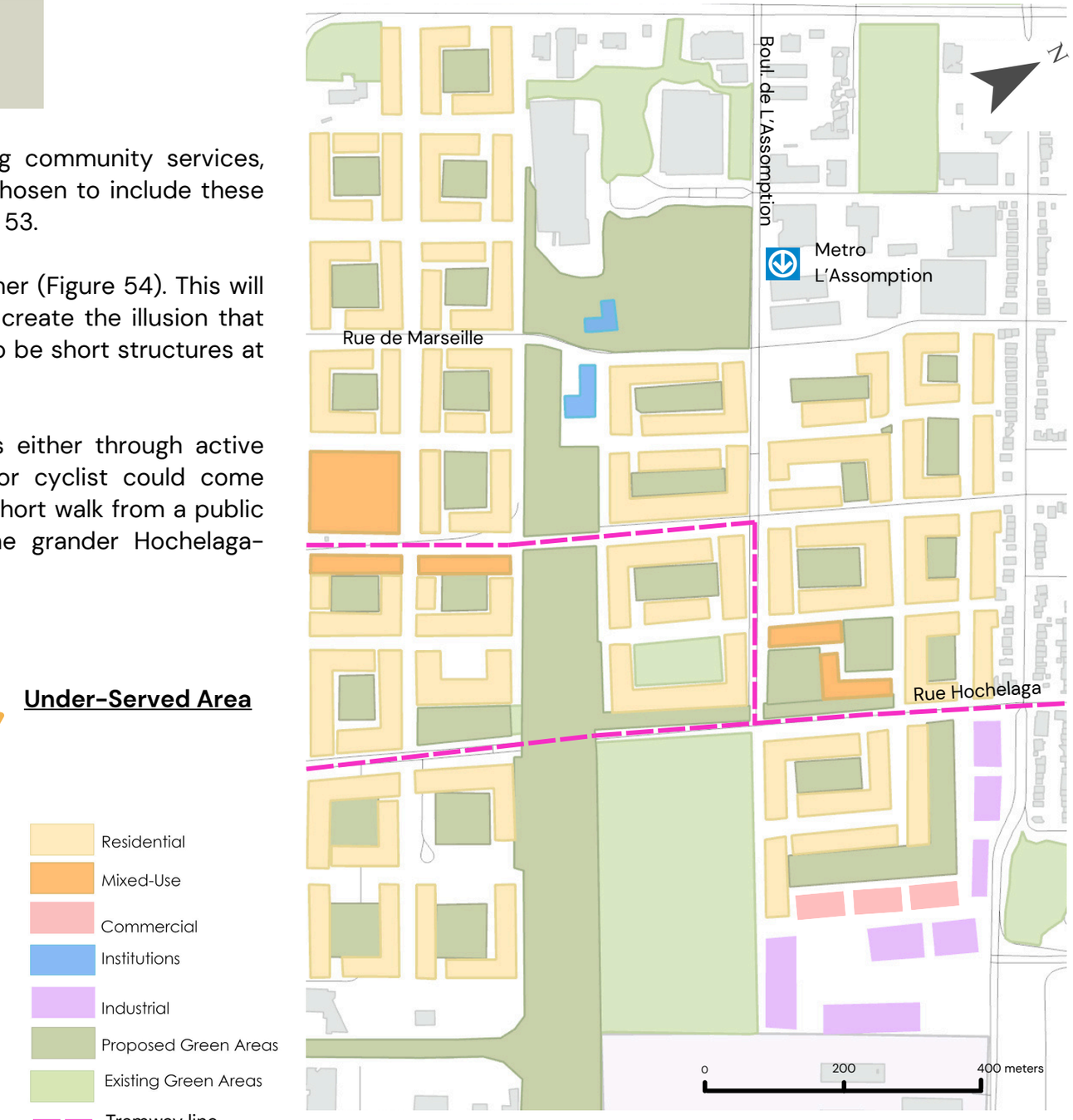


Figure 54: Map of Proposed Library and Elementary School Within the Green Corridor

Site 3: Community Services

As for what these structures could look like we have identified possible models for our proposal. The Boise Library of St. Laurent (Figure 55) is located in a green space which is forested in a way which makes one forget they are in an urban area once they have entered (Figure 56). As for the elementary school, we have used St. Marguerite school in Nun's Island (Figure 57 and 58) as it is also located within a park. This creates protected spaces which have been turned into a playground and area for the kids to play. This is what our Green Corridor behind the school will aid in accomplishing.

Due to the vast green infrastructure in our proposal, we wish to incorporate these structures into it. The buildings will be intergrated with the corridor as well as provide further possibilities for green infrastructure, such as through green roofs. Additionally, due to the structures locations along the corridor it will help to reduce noise from vehicles and create enclaves for all to enjoy safely.

Figure 55: Library Boise Exterior - St. Laurent (Lemay, 2024)

Figure 56: Library Boise Interior - St. Laurent. Source: Architecture Daily, 2024)

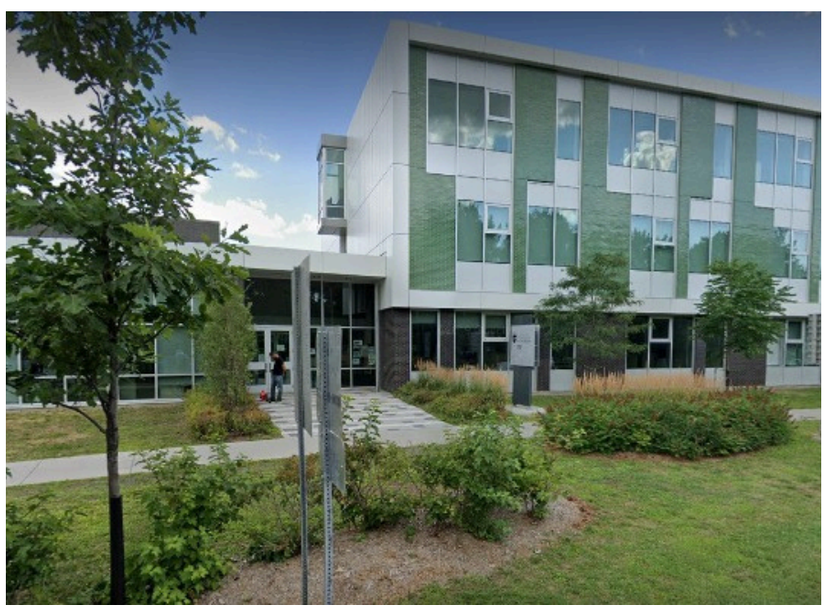


Figure 57: Marguerite Primary School, Nuns Island. Source: Google street.

Figure 58: Marguerite Primary School, Nuns Island. source: Google street.

Off Market Housing

Given the existing concerns about gentrification in Hochelaga-Maisonneuve and the likelihood that a major development project like ours could heighten them, we want to ensure off-market housing is created. While some off-market housing already exists nearby (Figure 59), we want to expand the number of available units in the new development area. In our mixed-use shopping center we are proposing that a certain number of units be off-market, about 20%. On the other side of the neighbourhood, we are proposing two large fully off-market apartment buildings. We have chosen these locations due to the proximity to transit (Figure 60) and while making sure these would be attractive and enjoyable areas to live in.

Figure 59: Location of Dedicated Off-Market Housing

Figure 60: Map of Existing and Proposed Off-Market Housing

Conclusion

To conclude this report, we conducted a holistic examination of Hochelaga-Maisonneuve's distinctive character, its industrial legacy, shifting demographics, environmental constraints, and transit evolution. We used social, economic, environmental, and spatial data to identify both the barriers and opportunities to redeveloping the former industrial zone. By conductiong a SWOC analysis we determined the neighbourhood's strategic location, existing green spaces, and strong public-service foundations, alongside issues of physical fragmentation, affordability pressures, and transit gaps.

In response, our design proposal leverages these insights by introducing a sustainable green corridor that both mitigate climate-change impacts and support higher-density housing with over 16,000 new units, all while respecting the area's industrial heritage. As deindustrialization continues, new transportation plans and socio-economic dynamics, such as gentrification, reshape the context, this integrated plan balances past, present, and future considerations to guide equitable, resilient growth in Hochelaga–Maisonneuve.

We envision reclaiming under utilized land, including rehabilitation of brownfield sites, and enhancing services to support both current and future development. The two proposed plazas serve different scales: one functions at a regional level, while the other addresses community needs. The reclaimed section near Viau becomes a vibrant public plaza that anchors the iconic Olympic complex. Coupled with adjacent green space, this node evolves into both a transit hub and a regional destination. A network of green corridors connects the library and plazas, enhancing accessibility and active mobility for local residents and beyond. These connected green spaces also form an ecological bridge, allowing biodiversity to thrive within the urban fabric. Proposed services are strategically located to benefit surrounding neighbourhoods, while the tramway route complements and reinforces this network. Ultimately, this proposal lays the groundwork for a more inclusive, sustainable, and connected future for Hochelaga–Maisonneuve.

Figure 61: Aerial Rendering of the Development Plan

Bibliography

- ARTM. (2025). Projet structurant de l'Est. https://www.artm.quebec/grands-projets/projets-dinfrastructure/projet-structurant-de-lest/
- Beaugrand-Champagne. (1920s). Carte Topographique de L'Île de Montréal de 1542-1642.
- Centris (2024) Average rent for Montreal apartments in 2024 https://www.centris.ca/en/blog/real-estate/average-rent-for-montreal-apartments-in-2024
- Jobin, A., & Bourne, A. (1834). Carte de l'ile de Montréal designant les chemins publics, les paroisses les fiefs et les villages qui s'y trouvent, le canal de Lachine, les différentes parties de l'Ile qui ne sont pas encore en état de culture. Quebec (Province).
- Linteau, P. A. (1985). The Promoters' City: Building the Industrial Town of Maisonneuve 1883-1918. James Lorimier Limited.
- Ville de Montréal. (2021). Cuvettes de rétention d'eau de ruissellement [Data set]. Retrieved from Données Montréal: https://donnees.Montréal.ca/dataset/cuvettes-retention-eau-ruissellement
- Ville de Montréal. (2023). Îlot de chaleur [Data Set]. Retrieved from Données Montréal: https://donnees.Montréal.ca/dataset/ilots-de-chaleur
- Statistics Canada. (2024). Dissemination area, 2021 Census [Data set]. Retrieved from CHASS, University of Toronto http://datacentre.chass.utoronto.ca.lib-ezproxy.concordia.ca/census/ea.html
- Canada Mortgage and Housing Corporation. (2024). Rental market report: Fall 2024. https://assets.cmhc-schl.gc.ca/sites/cmhc/professional/housing-markets-data-and-research/market-reports/rental-market-report/fall-2024/rental-market-report-fall-2024-en.pdf. https://archive.org/details/McGillLibrary-rbsc_route-map-montreal_G3454_M65_P22_1944_C6-17039/mode/1up?view=theater
- Fred F Angus. (1971) Remember Montreal's Streetcars. p. 3-7 Canadian Railroad Historical Association
- Google. (2025). Google Street View [Photographs of buildings in Montreal and Toronto]. https://www.google.com/maps
- Marion Brenner. (2025). Hayward linear park, California [Photograph]. https://www.sdisf.com/mission-boulevard-linear-park
- Parc Dickie Moor. (2025). Dickie Moore Park in Park Ex [Photograph]. https://www.facebook.com/parcdickiemoore/
- UQAM (2021). Le droit au quartier, Place Simon-Valois. Taken from https://actualites.uqam.ca/2018/droit-au-quartier-contrer-gentrification/.
- Google Street View. Strasbourg Transport Authority.- Place de l'Homme de Fer, Strasbourg [Photograph].
- Projet structurant de l'est (PSE) (2024). Current state of transportation. Taken from https://www.artm.quebec/grands-projets/projets-dinfrastructure/projet-structurant-de-lest/
- Portail Constructo, (2024). https://m.portailconstructo.com/actualites/creation_dun_nouveau_corridor_vert_au_coeur_mercier_hochelaga_maisonneuve
- SDA. (n.d.). Tramway through green spaces, Italy, T1 line. https://www.sdaprogetti.it/
- Lemay. (2024). https://lemay.com/projects/bibliotheque-du-boise/
- Architecture Daily (2024). https://www.archdaily.com/869026/montreals-leed-platinum-bibliotheque-du-boise-wins-raics-green-building-award

Map Data source:

- BANQ archive. https://www.banq.qc.ca/
- Geo Index: https://geoapp.bibl.ulaval.ca/
- City of Montreal. Open data portal:https://donnees.montreal.ca/