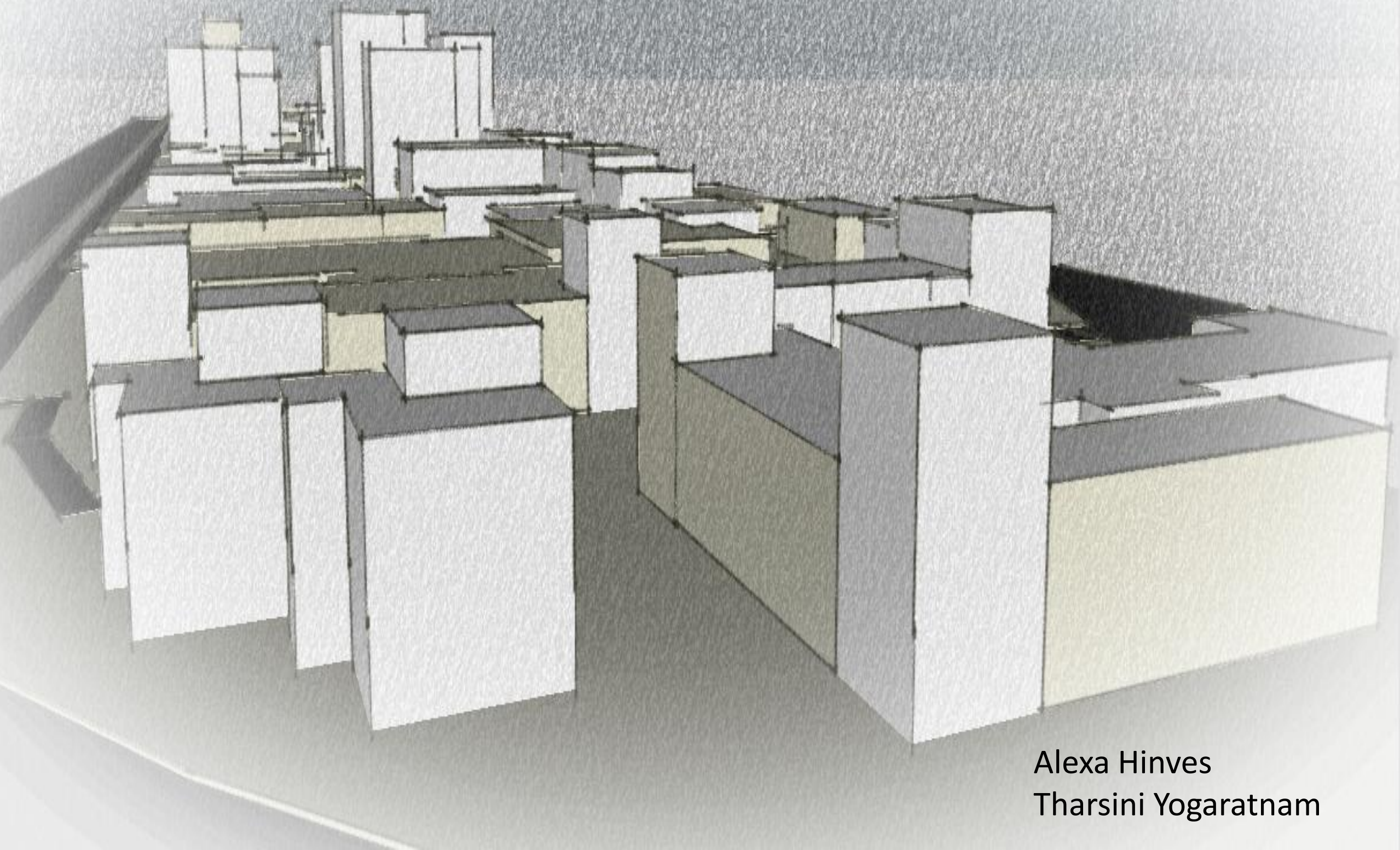


Renewal of Pointe Claire's Industrial Area



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Project Summary

General Information

Pointe Claire is a municipality located in the west of the Island of Montreal. The municipality is situated north of Lac Saint-Louis. According to statistics gathered in December 2010, the population of Pointe Claire is 31,125. The total area of Pointe Claire is 19.1 km².

The Site

The total area of the industrial park consists of 26% of Pointe Claire's land. As a result of outsourcing of job and services, many of the industries located in the park are vacant or not being used to its full capacity. The site in question is the parcel of land which is bordered by the Trans-Canada Highway, Boulevard Brunswick, St. Jean Boulevard, and Boulevard Des Sources. Having been located in the peripheries of the Pointe Claire, it is an easy access point to the neighboring local municipalities.

Population

Currently there has not been a strong change in the demographics in Pointe Claire. Each year there is an increase of citizens approximately 3%. There has been an increasing rate in both 55-64 and 65+ age group and a decrease in the 25-54 age bracket. The proposal is to increase the density, with the renewal of industrial park without discriminating the elderly citizens residing in Pointe Claire.

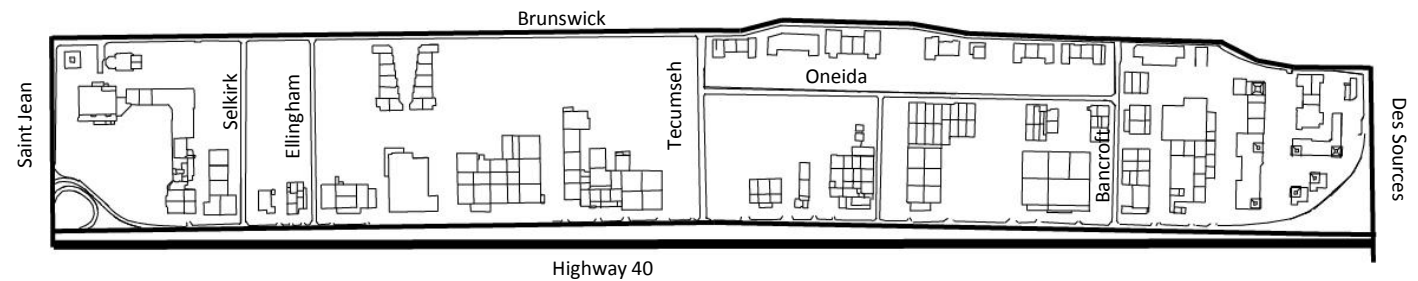
Constraints

There are many issues regarding the industrial lot:

- The unappealing architecture and dull atmosphere contribute to the lack of activity in the vicinity.
- Limited sidewalks and unsafe walking conditions result in a low volume of pedestrian activity.
- Road networks within the area are limited with larger blocks leaving it very car dependent.

The Focus

The approach was to revitalize Pointe Claire's industrial area by recreating a new, sustainable environment for the current and future residents of Pointe Claire.



The Concepts

The method which was taken to creating a sustainable environment is to:

Increasing density:

- Developing an environment which will incorporate many future residents living in the area.

Create access to activity nodes:

- Amenities of the future residents, Increasing the stimulation of activities in the area. Implementing new activity centers for the citizens of the newly developed area

Improve connectivity:

Introducing a street network which incorporates auto transport as well pedestrians.

Provide housing which targets a range of income families:

Not discriminating the existing population. Providing a mixture of income housing to provide accommodation for everyone.

Potential of the Industrial park of Pointe Claire:

The Industrial Park has potential of being an area to accommodate the concepts proposed.

The numerous vacant buildings, either for rent or for sale. The availability of land is a strength to constructing facilities for the new project.

- The activity in the industrial park is minimal with low circulation of commercial vehicles, transport trucks and the workers of the few light industries still in operation.
- The area is encircled by active and large road networks, which are mainly used for transporting to and from the industrial areas.

- It is adjacent to the major activity and transport nodes such as Galleries Des Sources, Boulevard Brunswick and the Trans-Canada Highway.

- The Industrial Area consists of little road networks, blocks are larger because buildings are larger spatially and need less roads to facilitate movement.

- Residential areas encircle the area making major roads around the area busy as well as Fairview Pointe Claire which remains a major node. These areas also demonstrate high connectivity.

Proposed vision: Land-Use, Transportation and Network, Detail Analysis

Land-uses:

The concept of renewing the industrial area is to have multiple land uses to efficiently use the land. By introducing and integrating new uses, while having multiple housing types without discriminating individuals. By providing different land-uses and Integrating many housing types is also needed to stimulate more activities with the area.

Transportation and Network:

Currently, the industrial parks' network is mainly for the use of heavy weight vehicles. To facilitate the movement of the newcomers to the area, providing an efficient transportation system is crucial to the success of the region. The rearrangement of the functions of the road will be taken in to consideration as a potential method to introduce a activity in the area.

Detail Analysis:

The common feature in the industrial lot is vast one to two storey block buildings. To create a comfortable atmosphere and use the land to its maximum potential, the design of the new buildings will be determined by the function of the buildings.

Planning Process

Program Requirements

-Encouraging a younger population and keeping in consideration the existing older residents

-Establishing a walkable environment that focuses on the pedestrian not the vehicle

-Linking existing nodes in the area such a the mega-project located in the east side of the area, to the rest of the industrial area. Using current amenities to their full potential

-Creating an atmosphere that facilitates different land uses by efficiently using land around the area

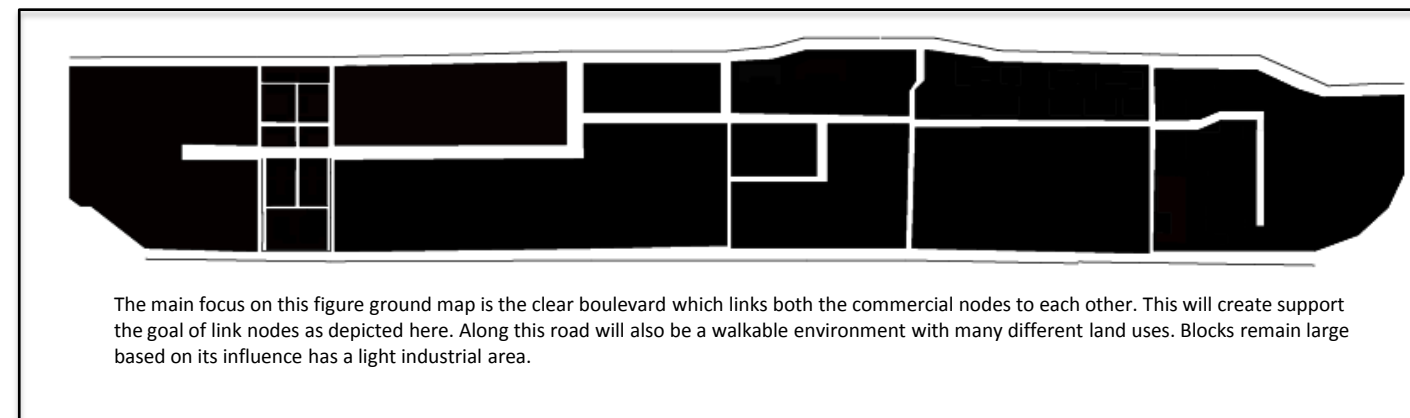
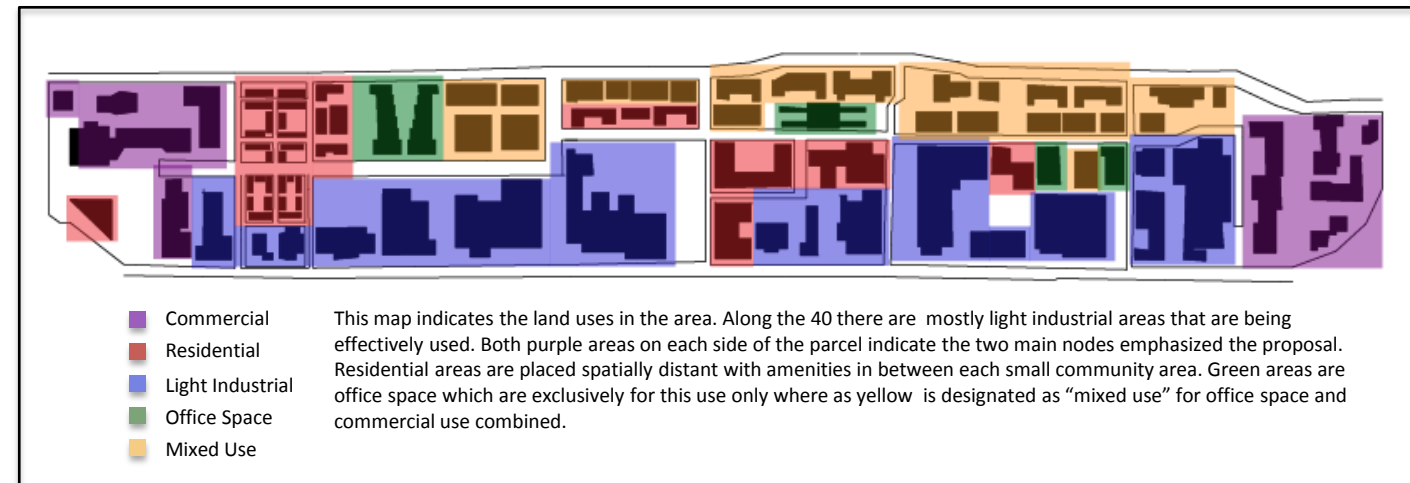
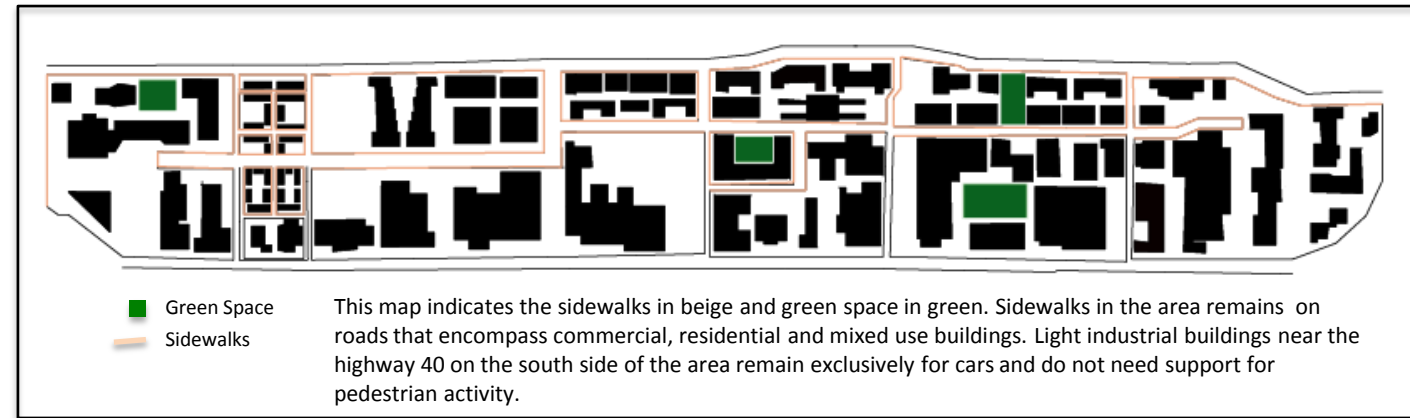
Actions

-By incorporating different types of housing with different densities and heights targets a wide range of possible residents. An increase in office space encourages jobs for new families however older residents can benefit to the close proximity from houses to services.

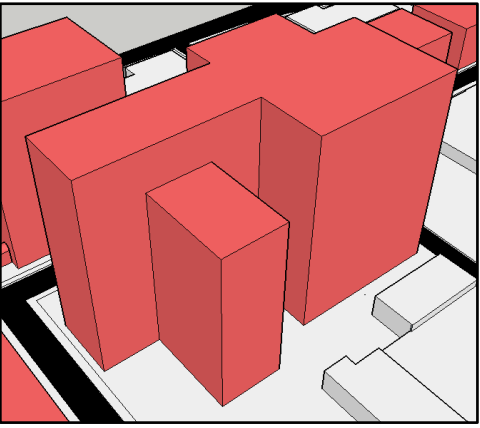
-By increasing the amount of sidewalks and limiting large roads will facilitate a new walking environment as well as creating higher density establishments with short distances from house to amenity people are more encouraged to walk rather than drive.

-On both the extreme east and west sides of the industrial area are large mega centre's that produce much activity. My placing a road that connects to these to centre's that runs along the middle of the land connects them not only together much office space, commercial and residential activities. Which can draw many people throughout the area.

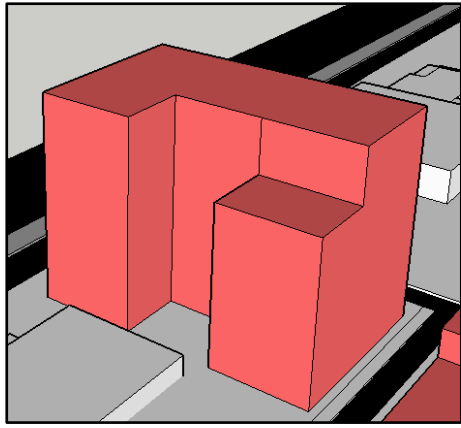
-parking area is generously distributed in the area and is not always used to its full potential, therefore by reducing parking for existing buildings more land can then be open for the proposed new environments and buildings. Buildings that were underused were also demolished for more affective uses.



Analysis of Landscape

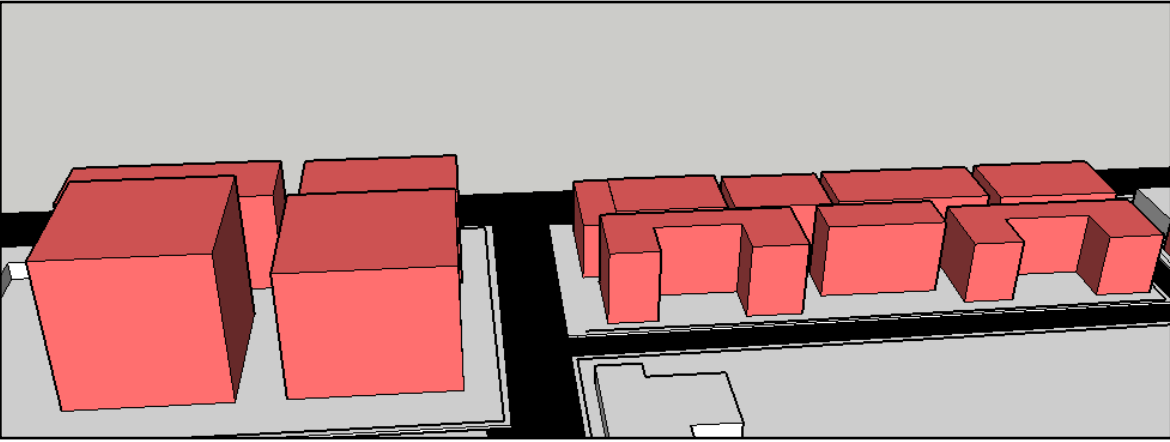


Tower A

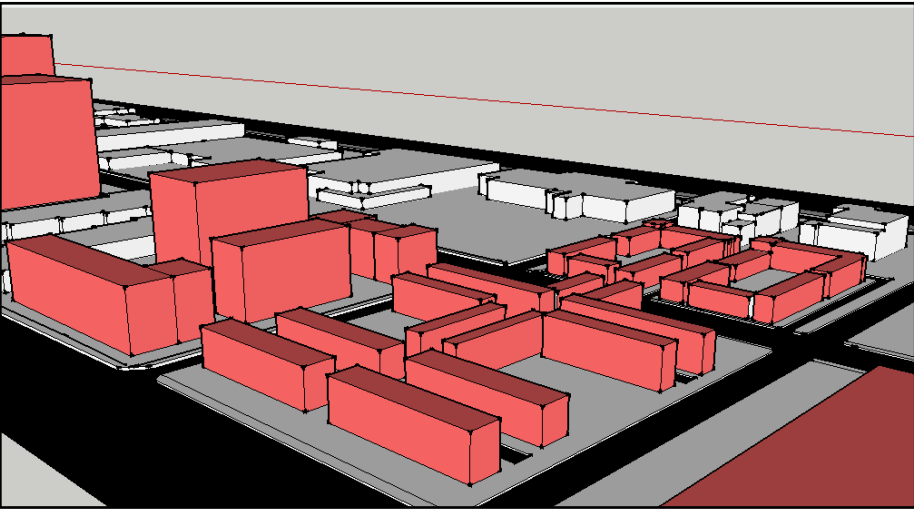


Tower B

Residential towers that have irregular shapes to facilitate the variety of units. Placed close to edge of street with sidewalk encompassing the block. Both Towers approximately 7-9 stories. Tower A will have a maximum height of 46 and tower B will have a maximum Height of 43 meters. Parking will be located underground to benefit from space available.

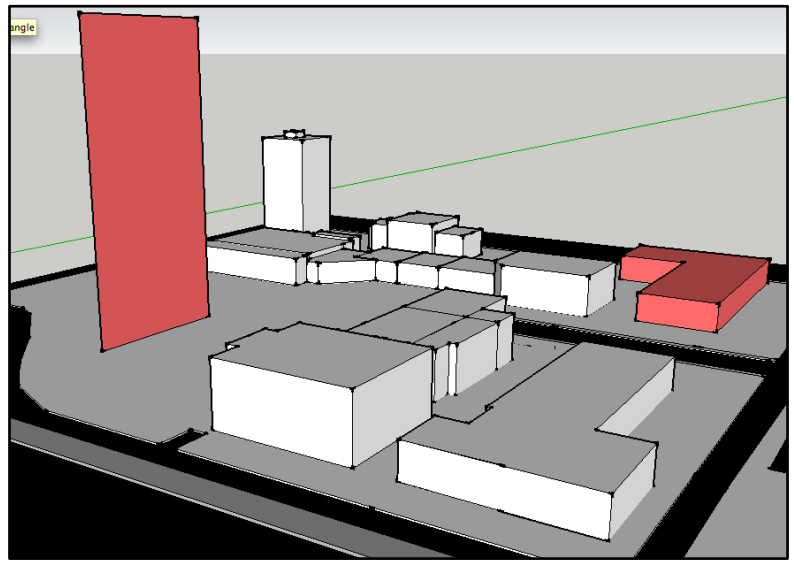


Buildings remain quite uniform with the front row of buildings being residential and mixed use buildings behind. Fronts of buildings face outwards from each other with space around each building for parking. Sidewalks circle each block facilitating pedestrian movement. Buildings in this area have an approximate level of 4-5 floors and a maximum height of 26 meters.

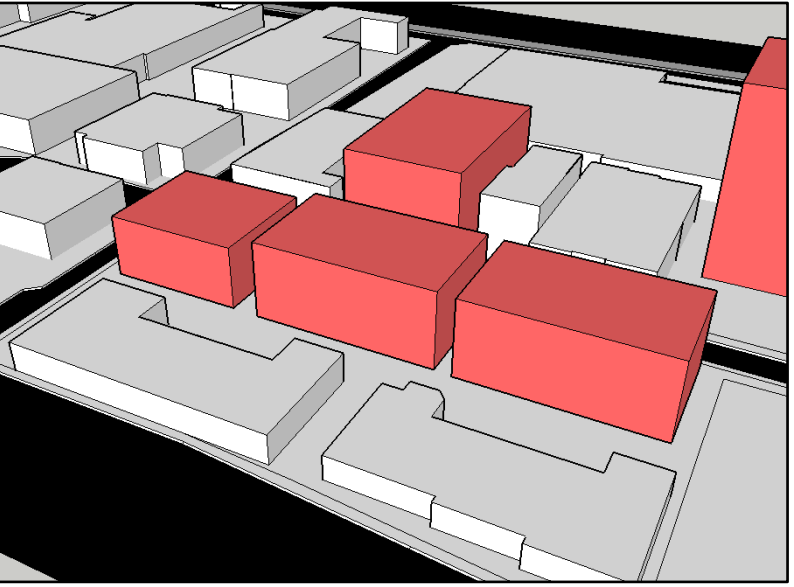


Row housing is placed beside commercial node for easy walkability. Buildings face each other to give a community atmosphere and are segregated on the block to give this same atmosphere. These buildings are triplexes and duplexes giving about 2-3 stories with a maximum height of 12.5 meters. Possibility for backyard space is available for activity space for families.

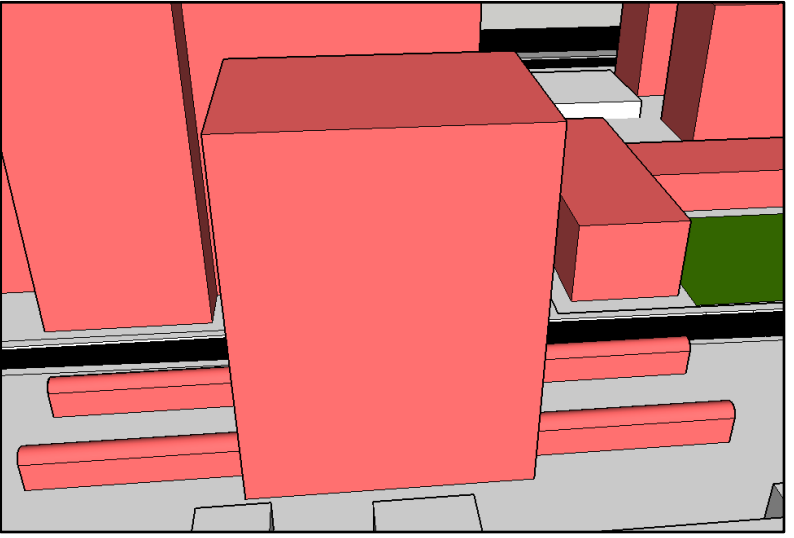
To increase density and benefit from a such a large activity node, a high rise residential tower is placed where underused parking areas are presently. The maximum height of the building will be 75 meters with about 12-15 floors. Parking will be supported around the building. Access to this building will come from the highway 40 and Saint Jean.



Along the main boulevard in the area several mixed use buildings have been placed to serve commercial and office land uses. Possibility for services as well such as medical and health can be facilitated in these buildings. Their height will be 18 at maximum with approximately 3-4 floors. Commercial will placed on the first floors to accommodate people and offices and services will be segregated for the bottom floor on the 2-4 floors.

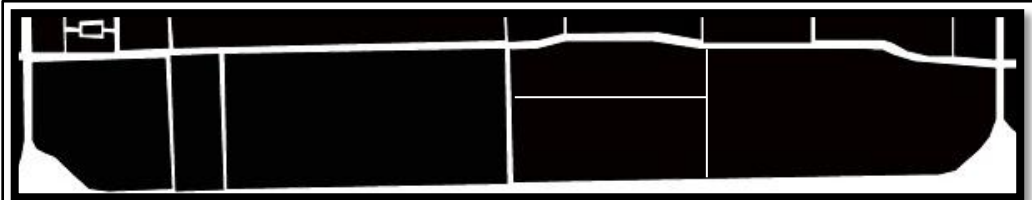


This area will facilitate such movement there for a building produced not only to facilitate office space but also transportation. Four long terminals have been erected to service as different areas where bus transport can park for easy transfer of people. The actual building will facilitate office space on several floors and leave the bottom area for transportation organization and distribution. This maximum height of this building will be 32 with about 5-6 stories.



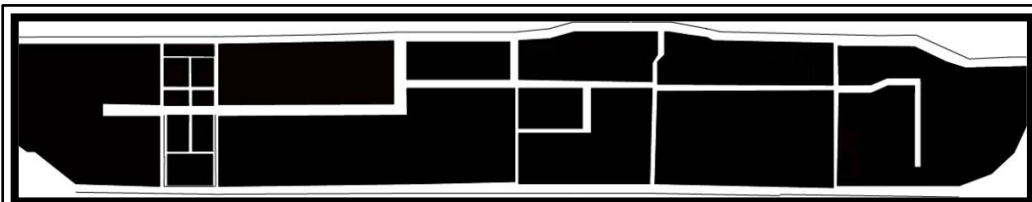
Networks and Movement

Initially the network of the area was essentially used for the heavy transport vehicles and the workers in the vicinity. The site had few roads linking to each others. The large blocks were housed to the industries which are vast one-storey infrastructures.



Existing Network

The image above is a depiction of the existing network. The large vehicles would access the areas through the two main exterior roads (Boulevard Brunswick and The Trans-Canada Highway).



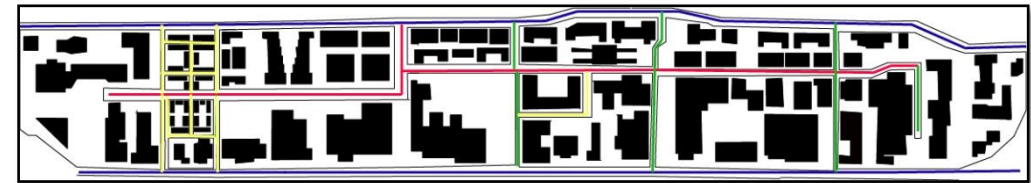
Revitalization of the Area

The proposed network enables a mixture of pedestrian pathways as well as auto dependant transit. The deteriorating impact of urban environment, revolve around the lack of connectivity between spaces and street. In order to restore the balance between space (nodes) and the street (the links), it would begin at reviving the activity between these social function. A node is a center which is placed strategically to purposely attract the most people. Based on their function, these centers are monumental to the distribution of activity in a district. These centers gain importance for the large amount of people within the vicinity. Hence the placements of these centers are imperative to its success.

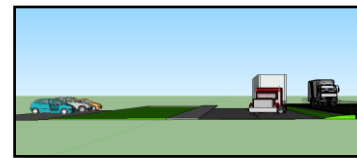
The function of the new road which divides the parcel of land (the extension of the existing street Oneida) is to facilitate movement from one end to the other. The extension of Oneida is bordered by mixed land uses (residential, commercial, recreational and light industrial) and was created to direct the pedestrians along the street. It was created as the vital linkage to improve connectivity in the area and produce access to the activity nodes.

Hierarchy of roads

The roads do share some similar characteristics however each of the three major roads have differing functions. The red indicates the high movement along the road., which combined with pedestrians and automobiles. The blue is mainly automobile dependant routes. The yellow is the movement of the residents who live in the residential areas.

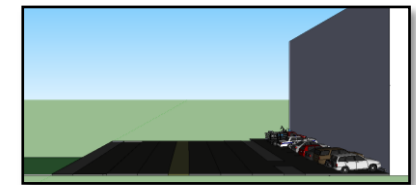


Section of the Service Road



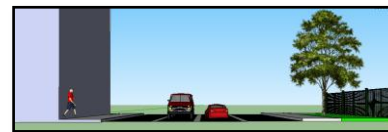
The service roads runs along the TransCanada and is mainly used as a facilitators of heavy weight vehicles. The width of the road is approximately 20 meters wide with 2 lanes, wide enough for the movement of trucks.

Section of Boulevard Brunswick



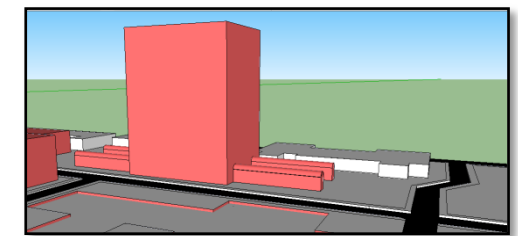
Brunswick is a wide to accommodate the variety of the automobiles. Its wide and multi-lane and bordered by sidewalks for the pedestrians.

Section of Extension of Oneida



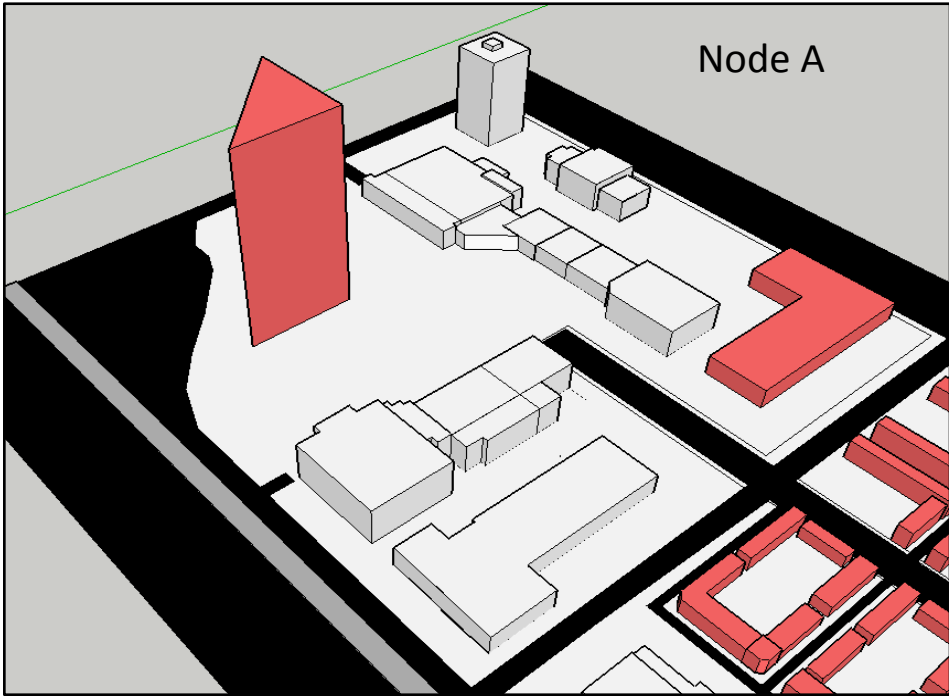
Aligned with mixed uses, the extension of Oneida was designed to encourage a friendly environment for pedestrian movement. The width of the road is 10 meters wide and This street discourages the presence of heavy weight vehicles.

Transport Node

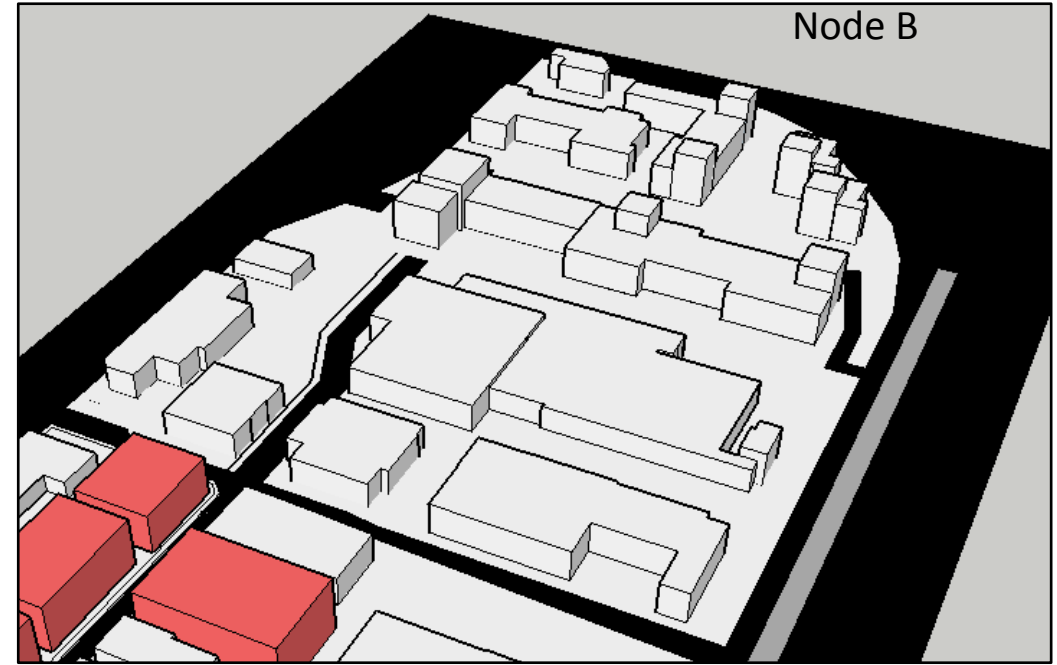


One of the amenities located in the revitalized industrial area is the creation of transport center. This center allows residents and workers to use public transportation to travel with in the area. This permits pedestrians to move around with the use of a private vehicle. The transportation node demonstrates how space could be used efficiently to produce a sustainable and economically method of transportation

Detailed Analysis

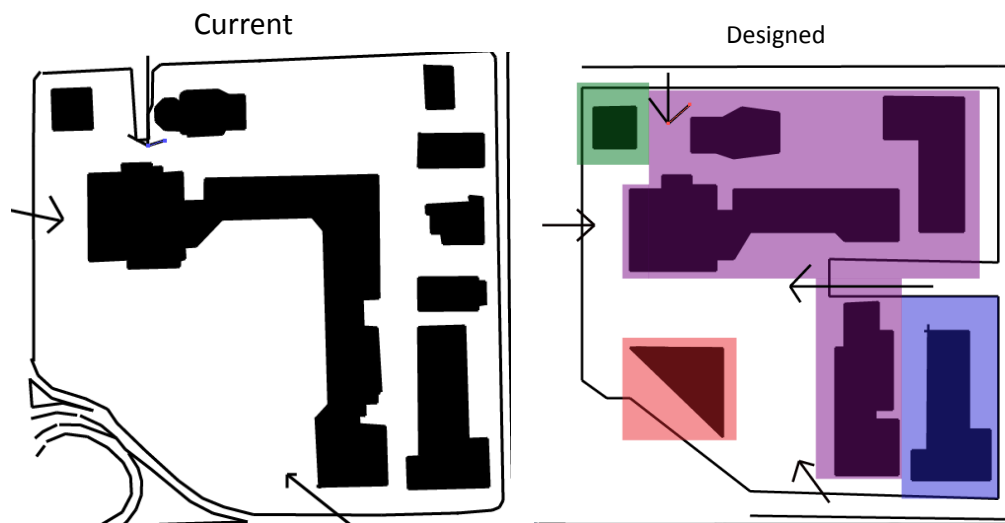


- Node A consists of several different services including a YMCA, a Maxi grocery store among other commercial uses. A large residential tower has been designed into this large block to facilitate the activity space that already exists.
- Office space and light industrial are also located at the extremities of the area but do not produce much activity to the general node. In this plan it was essential to create a link between this area and the rest of the plan. Therefore destruction was done to several buildings to extend a road into the inner parking lot of this block.
- Although the block remains quite large there are several access points indicated by arrows around the site that enable access from several different main streets

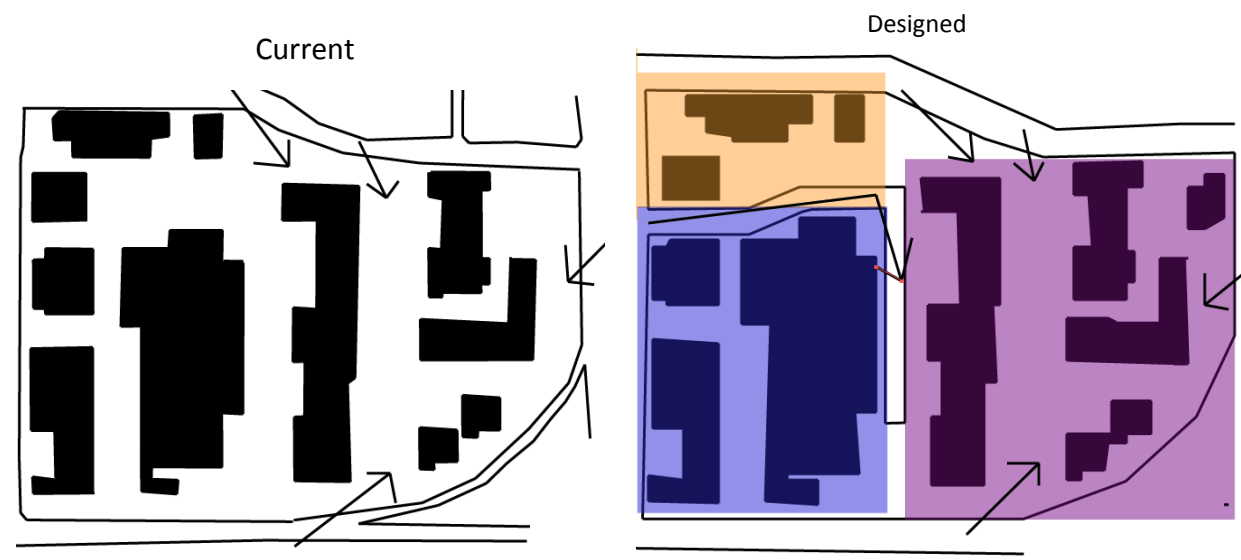


- Node B consists of several different services including a several new mixed uses. The mega center located in the purple commercial zone has many large business' attracting people.
- Like Node A, Node B is along the main boulevard created giving immediate access to the several residential zones in the area. By looking at the current and new design of this block no buildings were destroyed to create this new block however parking and underused areas were moved to facilitate this road
- There are several access points to this area like Node A, servicing the highway 40, Saint Jean and other main roads.

The premise of the design process has been very much influenced by the two nodes located on both ends on due to the amount of human activity it produces.

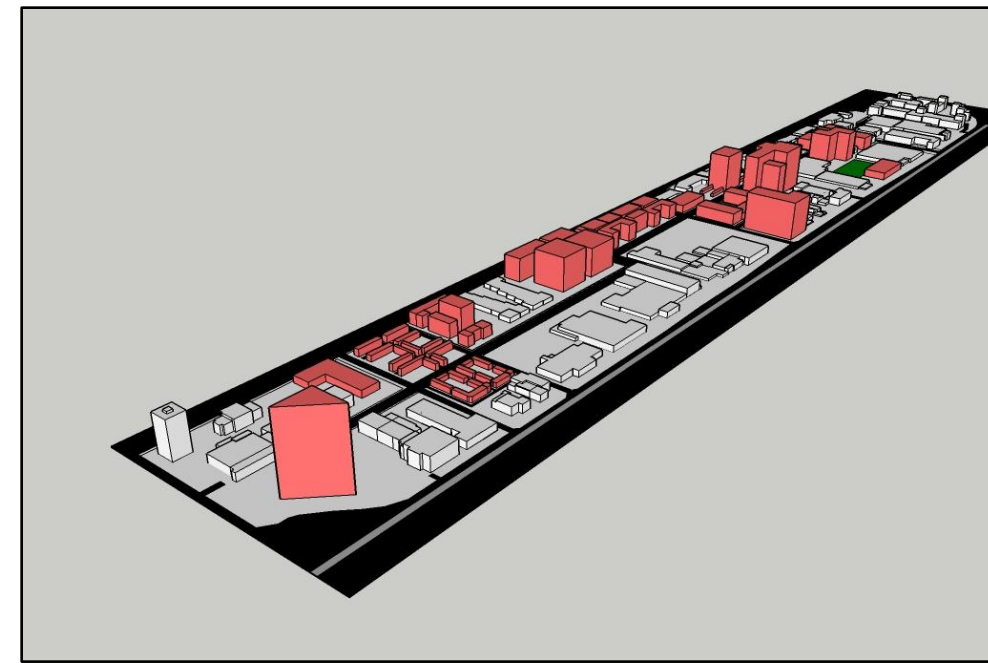


- Commercial
- Residential
- Light Industrial
- Office Space
- Mixed Use



Concept

The general concept of this plan is to renew the area and give it more uses. It is original exclusively light industrial uses with a small amount of office space and commercial however because many of these areas are underused there is major places for improvement. This being said, it is important to consider residential. Having high density housing will attract more people and create new forms of housing for Pointe Claire



-Most Industrial area located along the highway 40 remain in good use with only a small amount of underused areas. In these underused areas new residential buildings have been placed to benefit from the available land.

-Instead of designated just one use to most building, they have become mixed use for office space on the top and commercial to stimulate a walkable environment and provide more services among the area

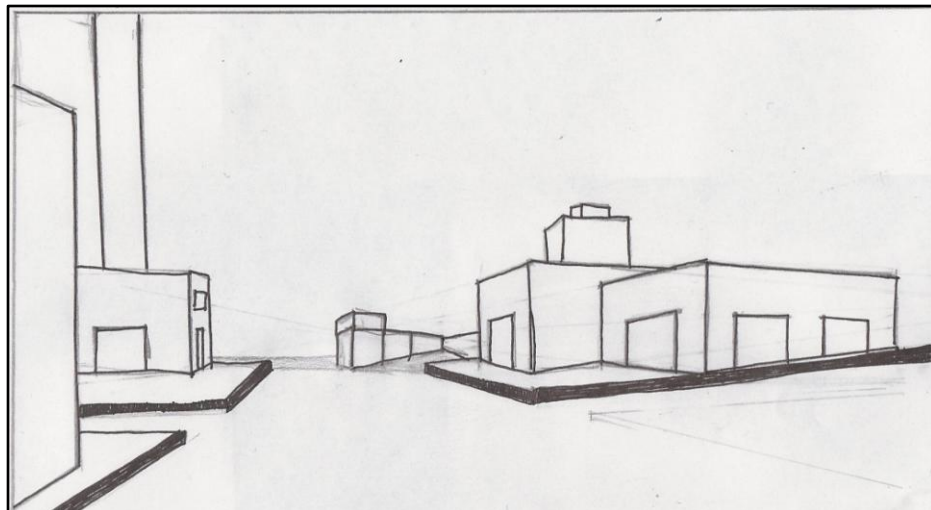
-the main new boulevard will facilitate a major part of activity for the area with most of the major amenities connected to it by different roads and linkages.



Green Space Although parking space still encompasses much of the land, Certain areas have reduced industrial space to incorporate new buildings and green space. The green space is strategically placed to compliment activity areas such as the YMCA and activity complexes. They induce walkability and a community atmosphere.

Parking Lots

Sidewalks



A Detailed two point perspective was done for the west side of the industrial area illustration the commercial note with facades. From this image it is easy to interpret that street views remain quite clear with little elements blocking access and view to the area.

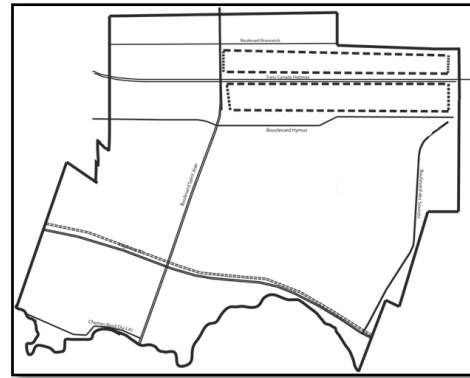


This illustration is a two point perspective of a mixed use building. There is a separation between the commercial first story and the two stories of office space.

Appendices

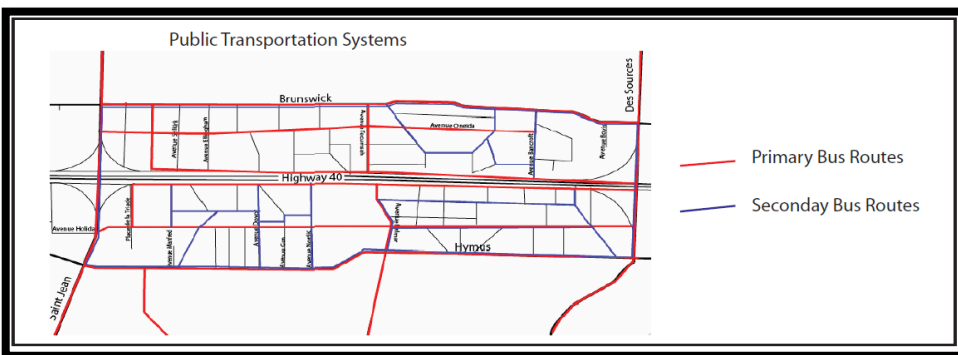
The initial proposal was to revitalize two parcels of land in the industrial area. The area was the land in between Boulevards St. Jean, Brunswick, Des Source and Hymus. However, unforeseen events forced the focus of one parcel of land. The final proposal was half of the original project. The focus was still on revitalizing the area, increasing density and providing residents with a sustainable environment.

Original Site



First Concept Map

The map above depicts the original idea of renewal of the industrial area. It illustrates multiple housing types to accommodate everyone. The focus was to achieve a community-oriented feel within the area. The purpose of integrating many housing types is also to stimulate more activities with the area, as well as increasing the overall population of Pointe Claire.



First Transportation Map

The transportation not only demonstrates possible bus routes in the industrial area but also a hierarchy of roads. The red lines demonstrate important road networks that would facilitate a heavy flow of people on public transit. The blue lines remain more secondary roads facilitating more of a residential population to the area.

Access to Activity Nodes

Fairview Mall:
To facilitate the surrounding areas to move towards the activity node. Create a street network which assists the movement of people transportation and activity node through the appeal of various comfortable, aesthetic designs, in addition to increasing connection to the neighboring areas.

Recreational Centers:
Create an attractive and active green space through programming and design. Create road networks to the adjacent neighborhoods. Further, promote the importance of community, identity with the presence of recreational centers.

Galeries Des Sources:
Making use of the activities centered in the area by attracting the areas around the activity to gravitate towards them. Improve connectivity to help people to migrate towards the activity node.

Activity Nodes
The following map indicates the future activity nodes for the area. It also highlights the important roadways which would facilitate the movement within the area and towards the activity nodes.

Initial Walkability Safety Measures

To ensure a pleasant and pedestrian-friendly area. Traffic calming techniques were used to ensure the safety of the pedestrians.

The population of Pointe Claire is aging and with this proposal to encourage the migration of younger families to the area, safety is an important concept. Traffic calming designs are an initiative when discussing pedestrian and cyclist safety. What is Traffic Calming?

Traffic calming can be applied in many areas, especially in residential neighborhoods and small commercial centers.

Traffic-calming design has a multitude of devices which are used to implement safety measures:

- Bumps, humps, and other raised pavement areas.
- Reduced the area of the street, giving non-motorized traffic a priority.
- Street closures.
- Traffic diversions.
- Surface texture and visual devices.
- Parking treatments.

Traffic Calming Design: Chicane

This method are barriers placed in the street which require motorists to slow down and drive carefully around them. The barriers may take the form of landscaping, street furniture, parking bays, curb extensions, or other devices.

Traffic Calming Design: The Woonerf

Creating a street where pedestrians have priority. The purpose of this is to a street which forces motorist to slow down. It was created keeping in mind that motorist do not necessarily obey the speed limits. This concept was created to provide safety in residential areas were unsafe and unappealing. Creating a divider between the motorized and non-motorized traffic, where pedestrians are the priority.