

Conceptualizing the Renewal of the Industrial Park in Pointe-Claire

Planning document created and presented by

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- Summary -

BACKGROUND

Today, the city of Pointe-Claire is a dormitory suburb within the heart of the West Island. Visitors are mainly attracted to the Fairview shopping centre and occasionally go to visit its heritage located south in the Village.

VISION AND OBJECTIVES

1. Establish a new vibrant locality that accommodates and targets a new variety of people to enjoy in the current industrial yard
2. Map suitable points of access and pathways to and from the community, and to and from other areas
3. Develop an analysis of predicted traffic flow
4. Create new linkages to the area for higher accessibility and equity
5. Develop a new land-use map according to the traffic analysis
6. Design new blocks and determine the necessary variation of infrastructures to fill them
7. Develop and enhance usable green spaces
8. Identify deprived urban areas and enhance the aesthetic beauty of the area limits

The intervened area is delimited by some of the main transport arteries that flow through Pointe-Claire – it is enclosed by St-Jean, Brunswick, Tecumseh, and the Trans-Canadian Highway (40).

REPORT PURPOSE

The Pointe-Claire Renewal Plan presents a conceptual plan of a new image for the entire municipality, based on the potential and character of the area. In addition, the area should attract new investments that would seek to replace the currently under-used industrial yard.

CHARACTER AREA AND STRATEGIES

This involves critically analyzing the neighbourhood surrounding the industrial yards, and the specific areas within it. It involves using the area to its fullest potential based on its strengths and weaknesses – its location is amongst the strongest advantages.

IMPLEMENTATION STRATEGIES

Implementation Strategies involve an analysis of all the components in the planning process. It begins with identifying the current situation and assessing the strongest yields possible – many factors are taken into consideration.

IDENTIFYING LINKAGES

This involves the identification of linkages on a regional and then a local scale. It should also show the links that will be needed in the future.

IDENTIFYING CURRENT ACTIVITY NODES

There is an array of activities that currently exist in the city of Pointe-Claire. These can be divided or kept depending on its use and adaptation to the newly proposed plan. In addition, the new development should connect with these nodes.

POINTS OF ACCESS

With increasing support of smart growth, this proposal involves increasing accessibility for all modes of transportation, particularly for pedestrians and cyclists who are hardly accommodated for in Pointe-Claire.

TRAFFIC ANALYSIS

Traffic analysis involves determining future and potential hierarchies of traffic flow and the potential areas that will be affected. In addition, it will help to identify realistic land-uses, block sizes, and ultimately the building typology. The proposed traffic flow actually parallels the traffic patterns found in the downtown of Montreal.

SPECIFIC INTERVENTIONS

Specific Interventions include spaces that will require modifications, whether morphologically or aesthetically. These areas include the Costco parking lot, the spaces behind the Pointe-Claire Complex, and the new entrance off the Trans-Canadian Highway.

FUTURE LAND-USE DETERMINATION

Land-uses will be determined based on the traffic analysis. For instance, heavy traffic flows will see developments like office towers while low traffic flows will see developments like housing.

INTERSECTION DENSITY

Intersection Density will illustrate the before and after walkability of the current area. It will serve as a form of supportive analysis that walkability and cyclability have improved.

OPEN SPACE ANALYSIS

An open space analysis shows the areas that are still usable – it questions whether or not the space is being well used. For example, it could be used for the design of a green space

MASSING

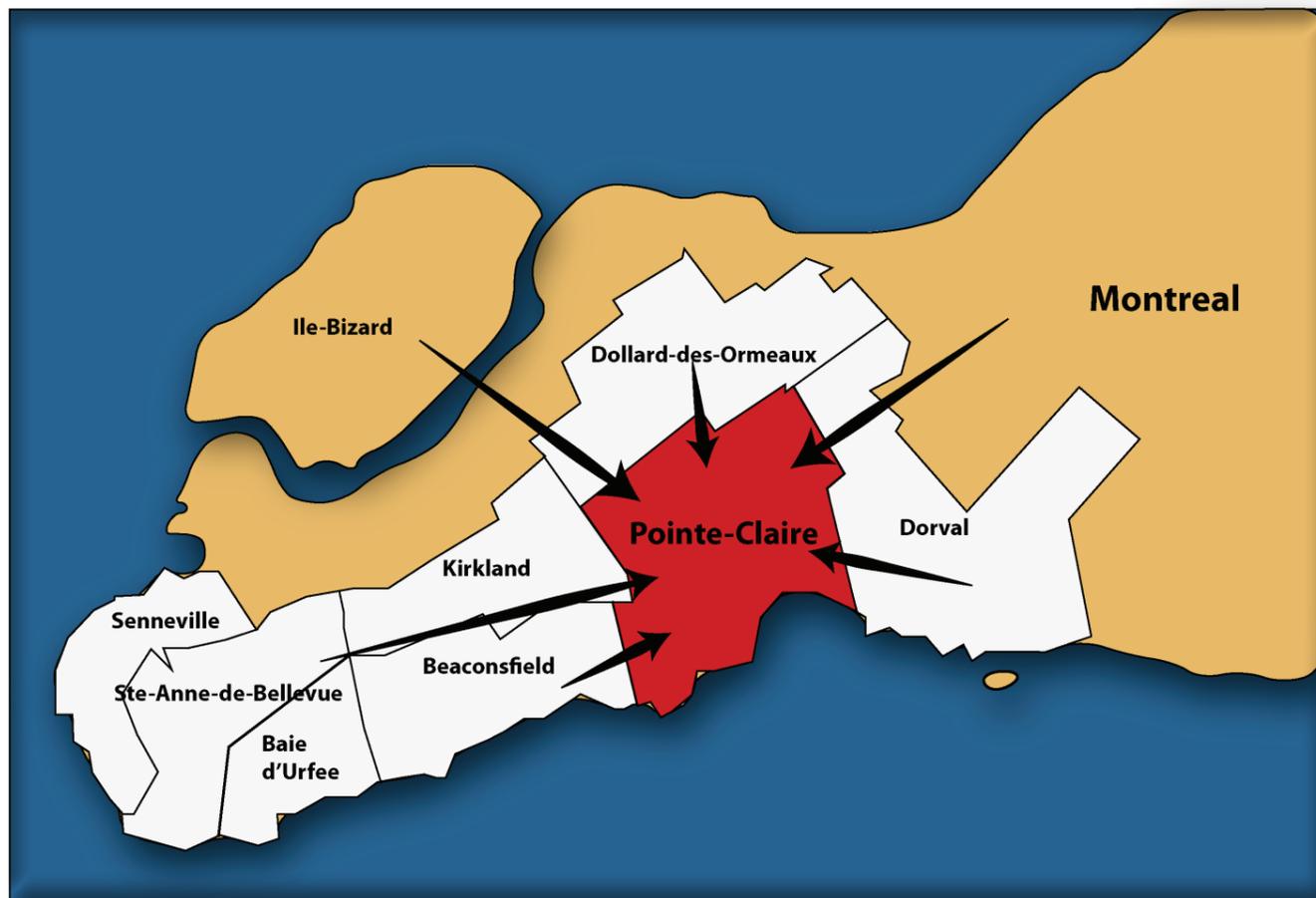
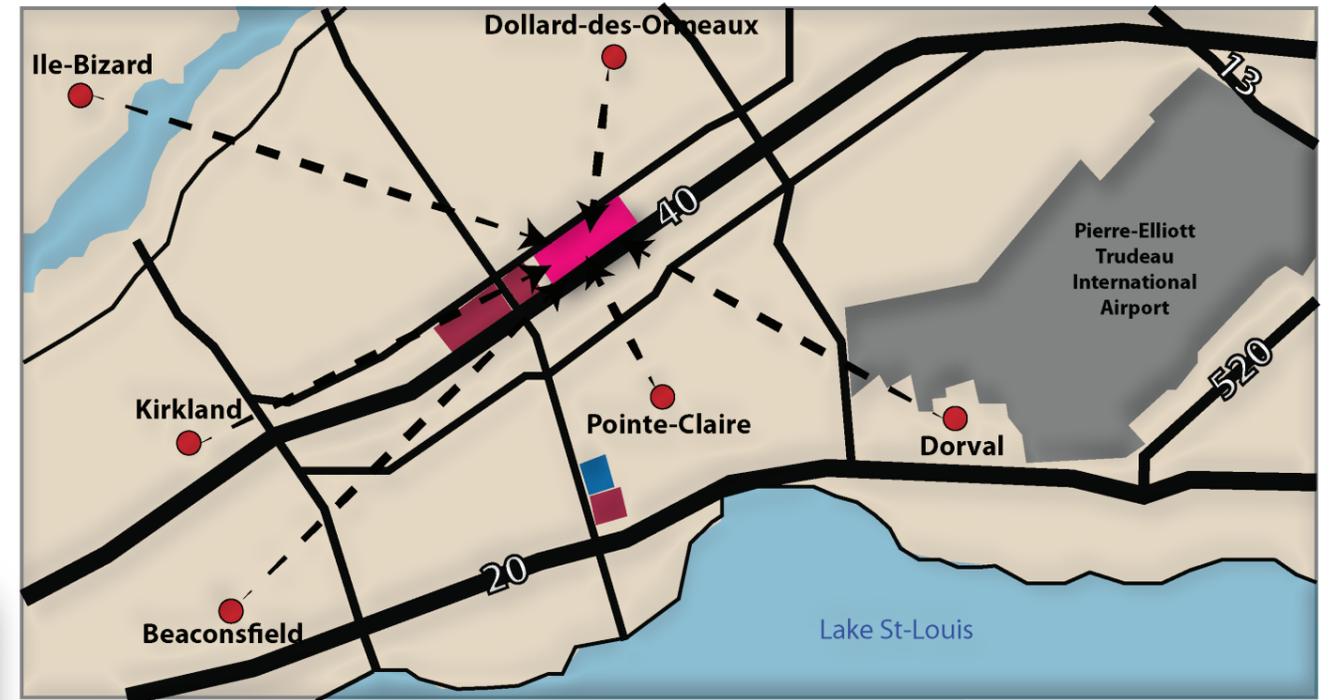
The amount of traffic volume should also determine the building heights. This will mean that the major arterials bordering the development will have relatively higher density than the buildings within.

THE BUILDING TYPOLOGIES

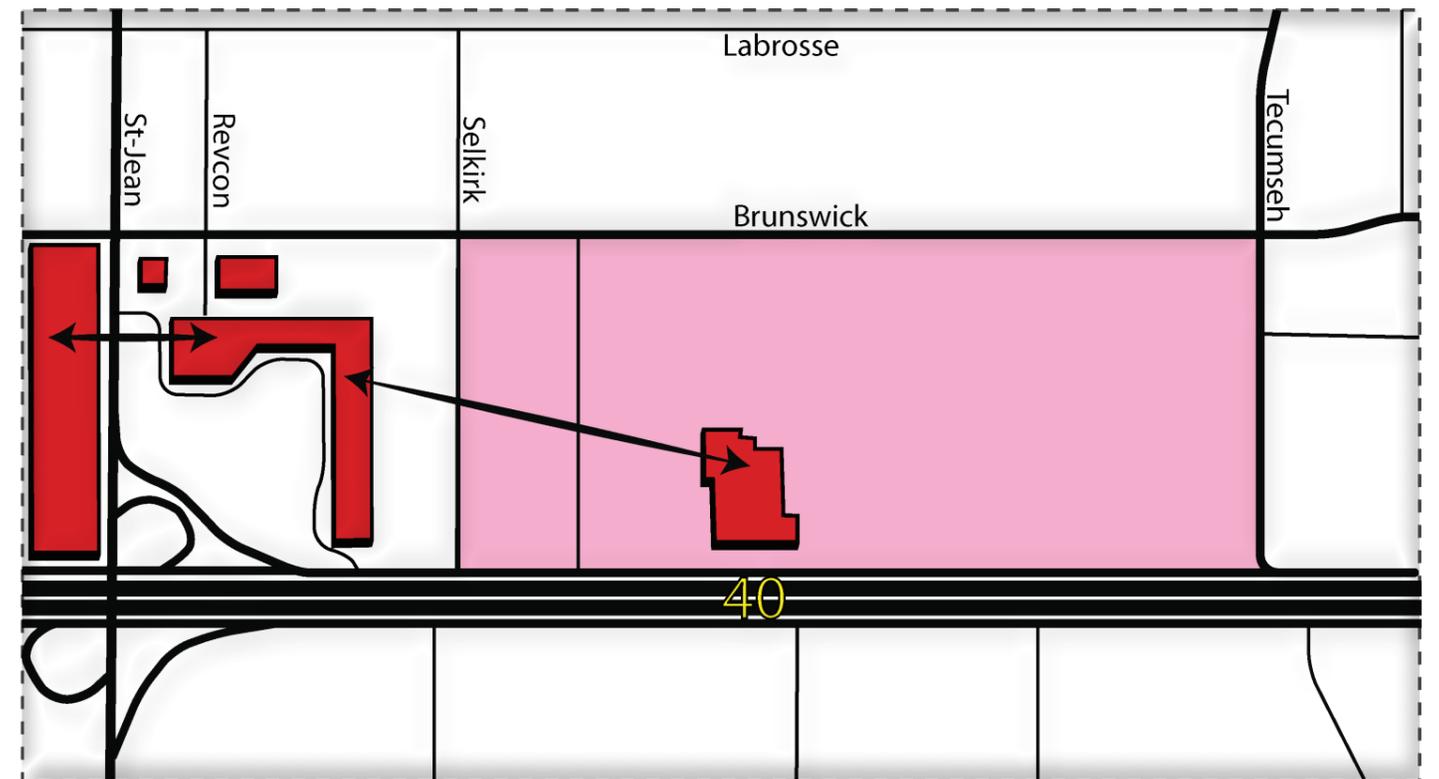
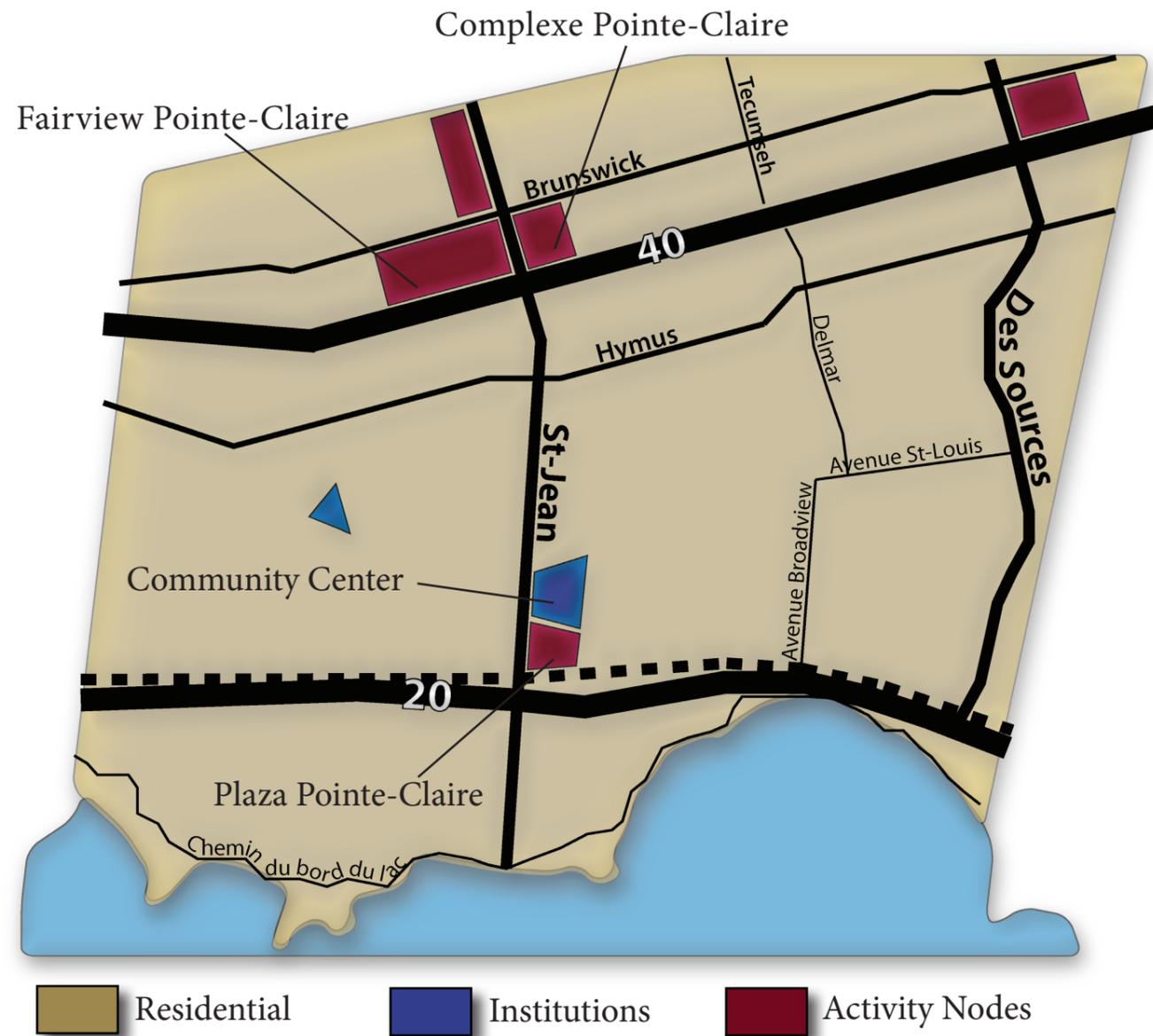
The building typologies are a direct result of the traffic analysis and the land-uses. The most unique block will actually be the mixed-use block because of the traffic segregation that is incorporated into it.

Why Develop Pointe-Claire?

Pointe-claire is very well advantaged in terms of its position. Geographically, it is considered the central municipality in the West Island of Montreal, has national linkages through the Trans-Canadian Highway, and municipal linkages through St-Jean Boulevard and Brunswick Boulevard. Furthermore, it is in proximity to the Montreal Pierre-Elliott Trudeau Airport.



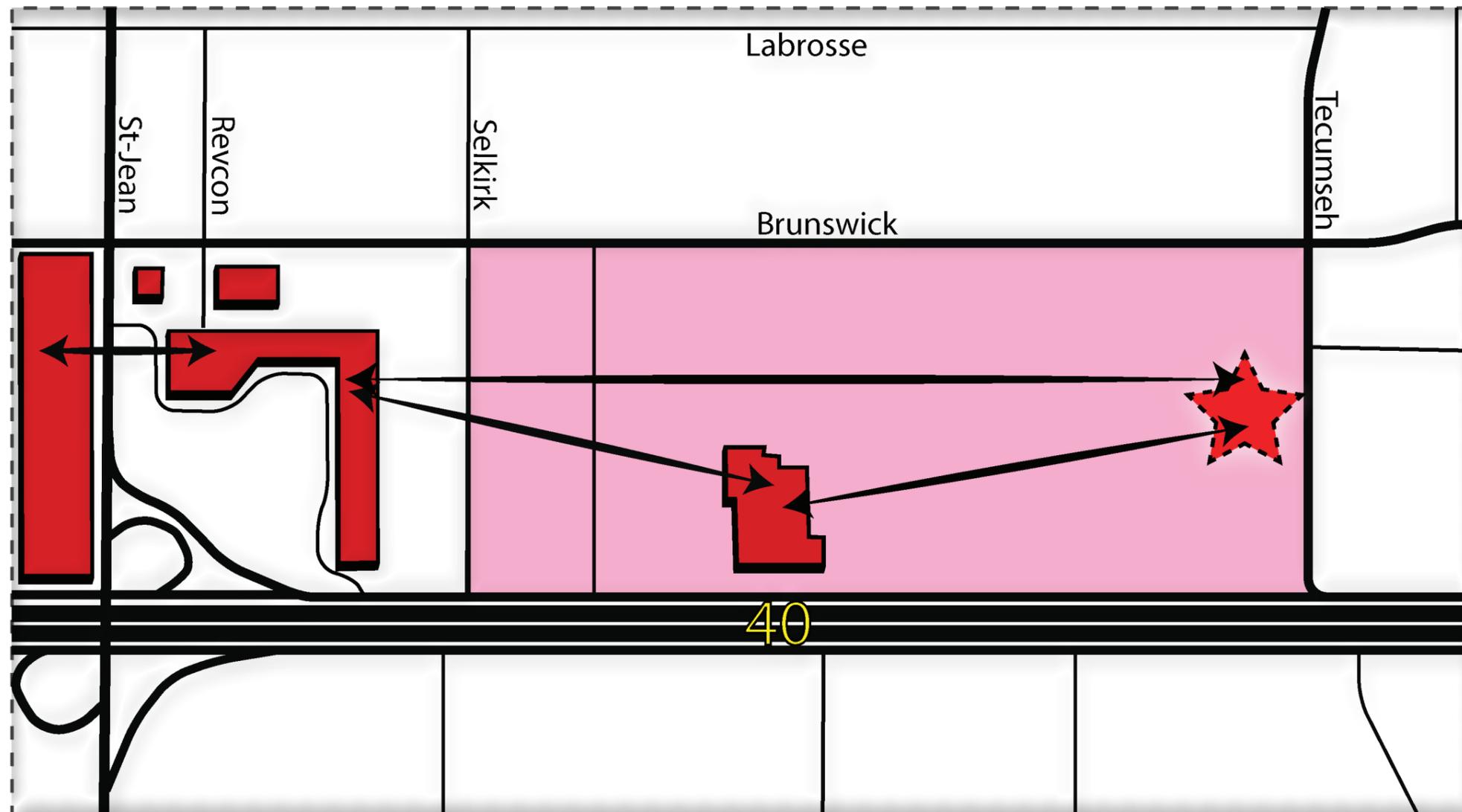
Current Major Activity Nodes



This is a map of the major activity nodes in the city of Pointe-Claire. Fairview is located directly West of St-Jean, and the Complexe Pointe-Claire is located directly East of St-Jean. Other minor activity nodes include the community center and Plaza Pointe-Claire.

This illustrates a more detailed version of activities that will be kept for the development area. These infrastructures are zoned for commercial uses - the Fairview Mall, the Complexe Pointe-Claire, and the Costco are all vital economic activities in the municipality.

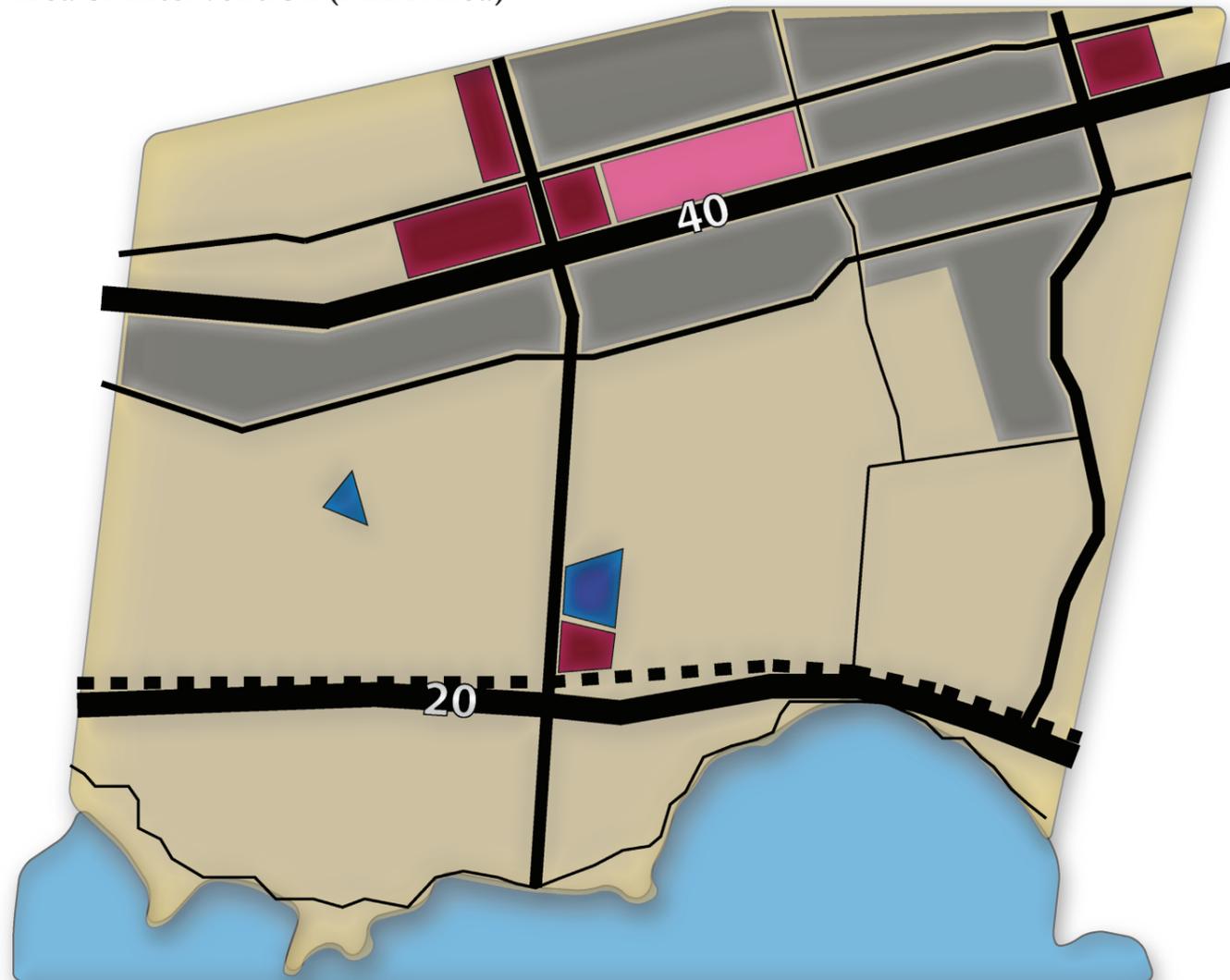
Creating and Maintaining activity linkages



In terms of analysis, the main activity nodes that will remain in the proposed renewal of the industrial area are Fairview Pointe-Claire, Complexe Pointe-Claire, and Costco. These commercial nodes will be linked to the development primarily through Brunswick street and a new set of road networks that will be established through a hierarchical traffic flow prediction. The star represents an entertainment district that will connect the eastern end of the site the Costco, the Complexe, and the Fairview. In general, there will need to be new linkages established to keep the area vibrant.

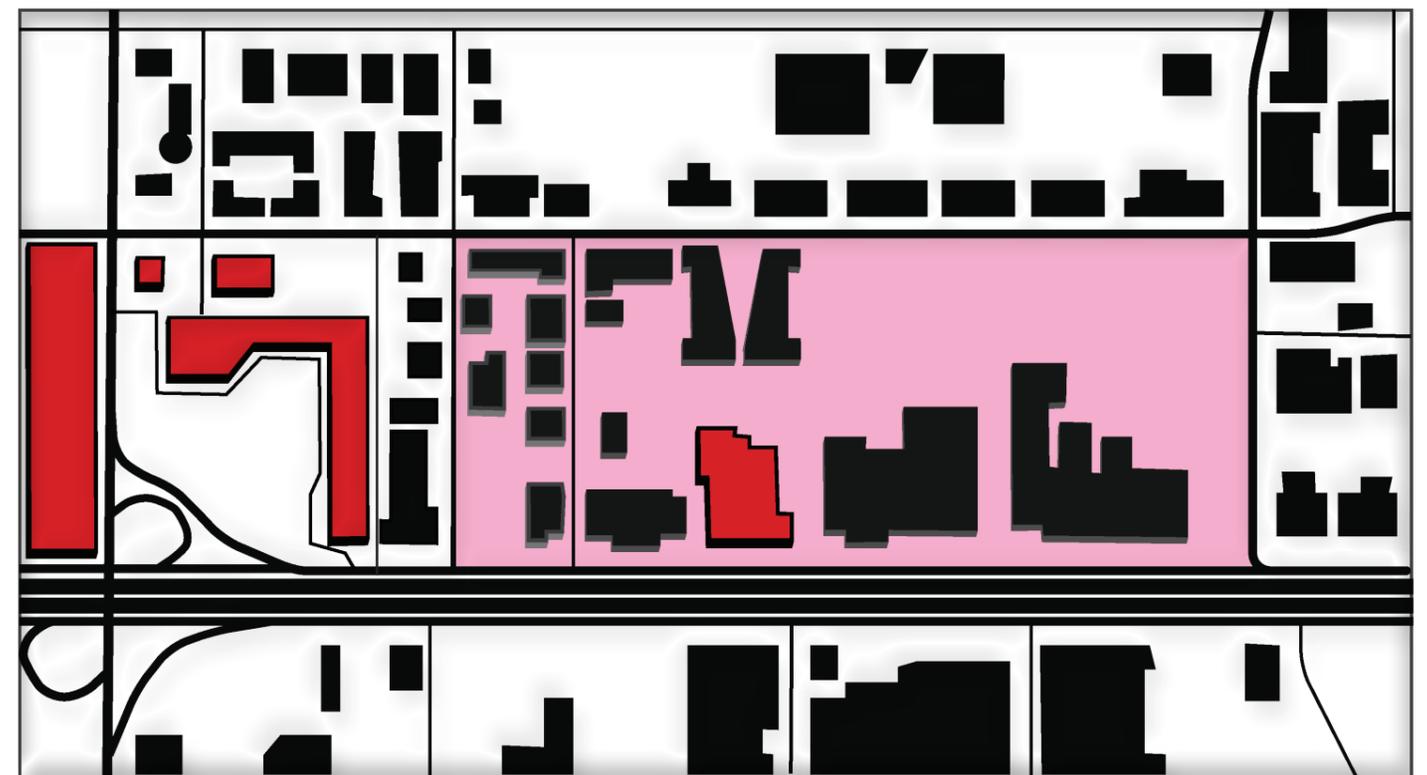
Current Morphology and Associated Problems

Area of Intervention (Pink Area)



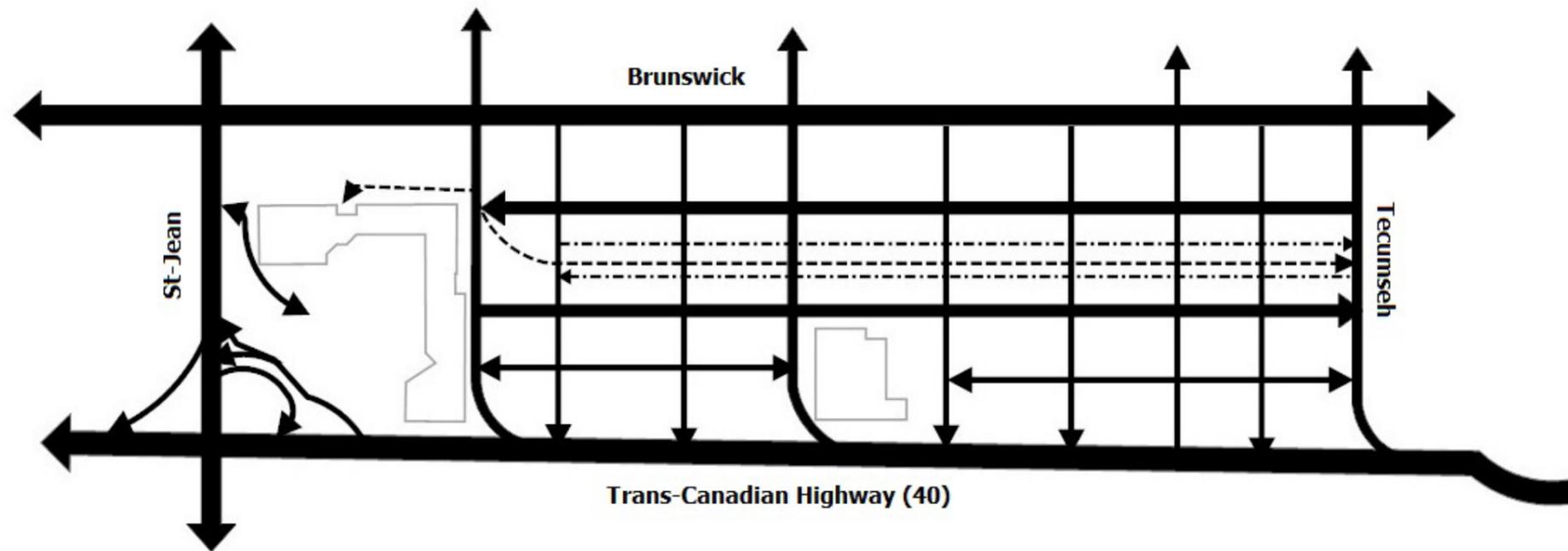
This is an overview map of where the area of intervention is located. The other colours represent the current land-uses in Pointe-Claire - the renewal area is currently zoned as industrial. This in itself will require major changes to the morphological elements of the area.

Current Figure-ground

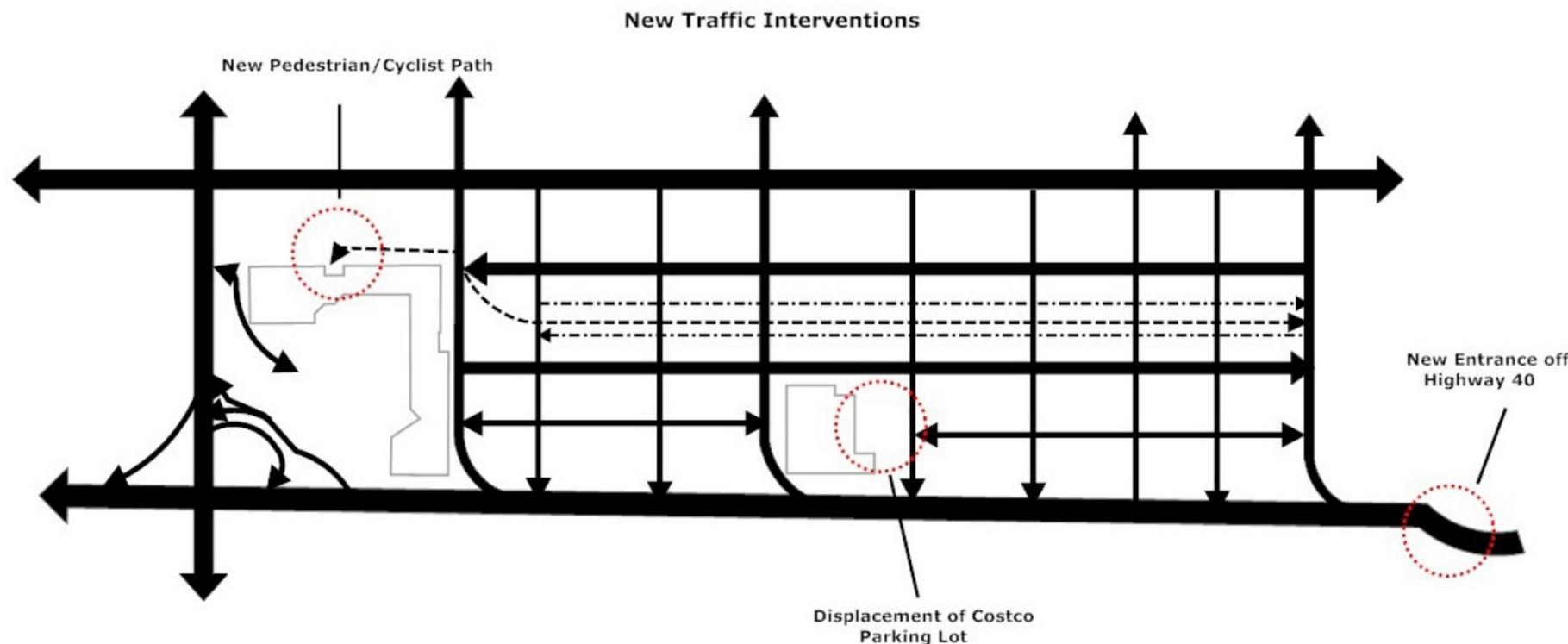


This is the current built form of the industrial yard. The buildings are large space consumers, and has resulted in a simplistic morphology that can be characterized as large blocks with simple streets,, and not much pattern - in other words, the blocks have been built to merely accommodate industrial uses.

Traffic Analysis and Specific Sites Interventions

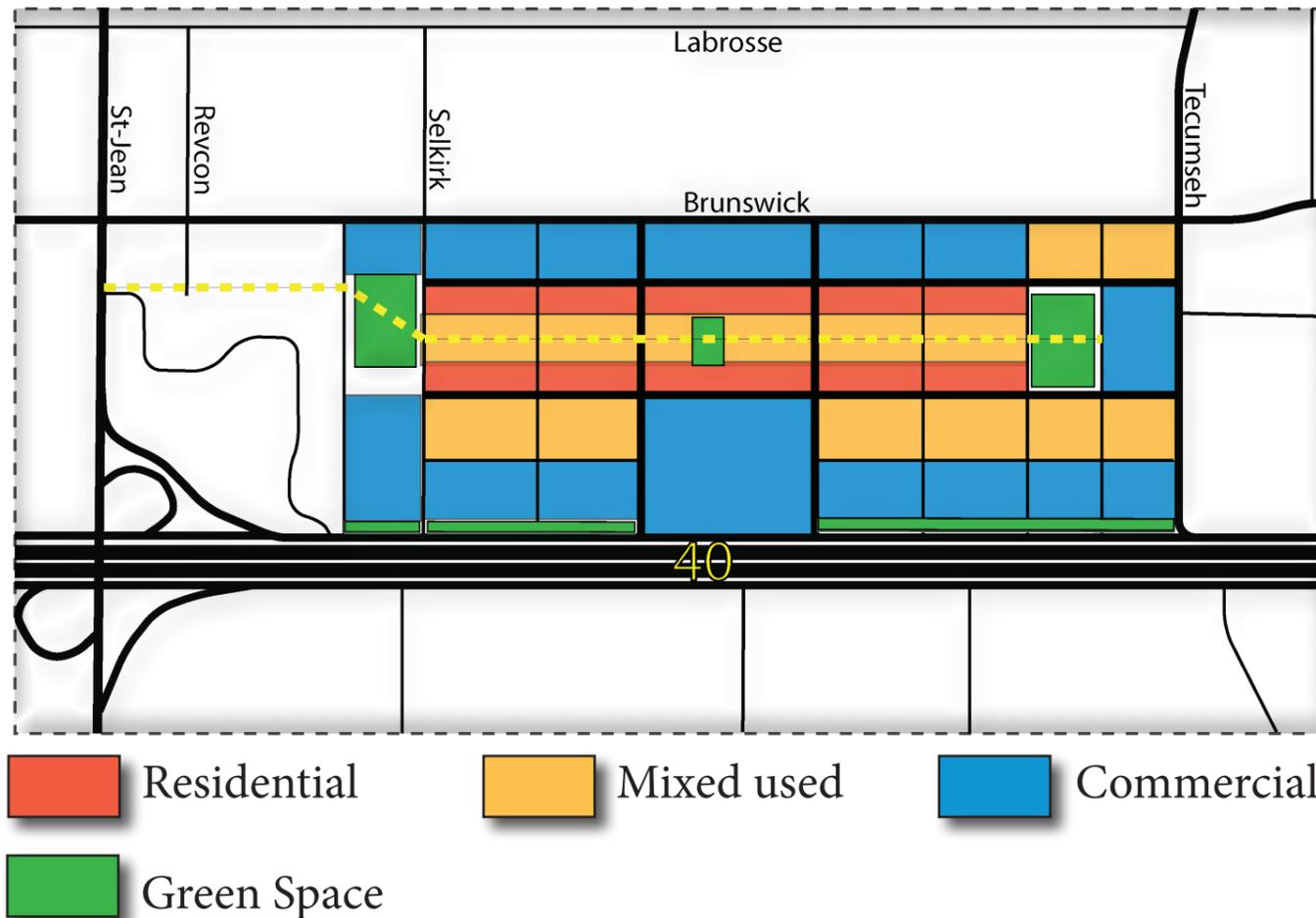


This is a map of the predicted traffic flow in the industrial yard. This model of traffic flow is actually based on the Montreal Downtown model - long boulevards going east to west, and small streets going north to south. However, this model differs in that there is a segregation of traffic flows. The dotted line in the middle of the dotted lines is purely for pedestrians and cyclists, while the other two dotted lines are dedicated lanes for commercial uses (i.e. loading inventory). The goal of which is to accommodate mixed-use activities



These are the specific areas of intervention based on the traffic analysis. First, there is the proposed entrance from the Trans-Canadian Highway (40) - this will increase the proximity of its entrance to the area. Second, the traffic model forces the Costco to move its parking lot on the eastern side of the building versus the northern end. Lastly, the pedestrian/cyclist path that leads to the back of the Complexe Pointe-Claire will require the back to alley to clean up and segregate its current parking spaces and garbage disposal from the new path.

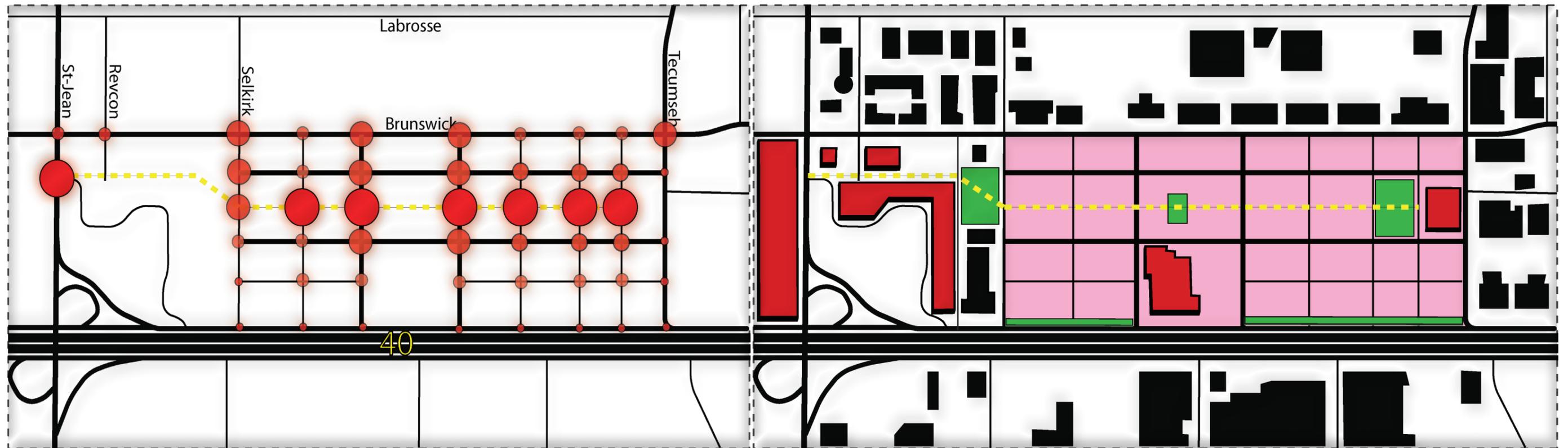
Future Land-Uses Based on Traffic Analysis



This is the proposed land-use based on the traffic analysis of the area. It is clear that heavy traffic flows are accommodated by office spaces, and less busy streets are accompanied by residential and mixed-use streets. The model shows that there should be mixed use activities all along the pedestrian/cyclist path - it would be the “St-Catherine” of the development area.

This is the envisionment of the built environment based on a harmonious mix between the land uses and the traffic analysis. The blocks are a result of the traffic analysis and the building typologies are a result of both. The red buildings are supposed to illustrate the connection between all the commercial buildings via the new street networks.

Intersection Density and Open Space Analysis

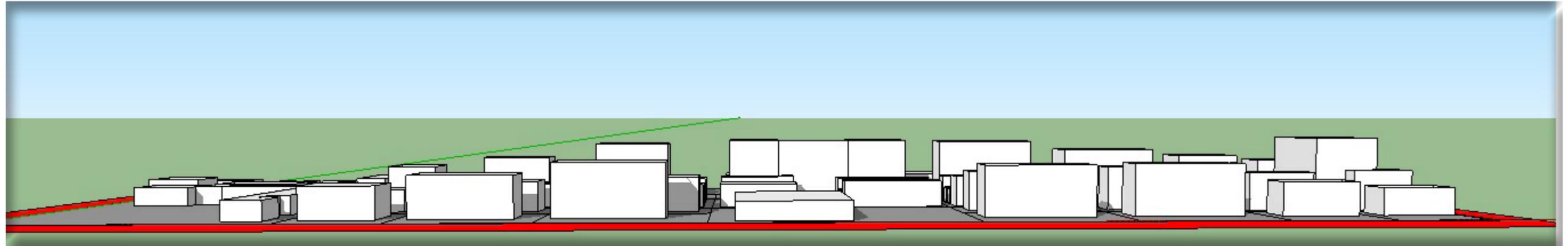


The intersection density provides evidence that the new street network would drastically improve the walkability of the neighbourhood. This is unsurprisingly due to the segregation of traffic and dedicated lanes to walking, cycling, and commercial uses.

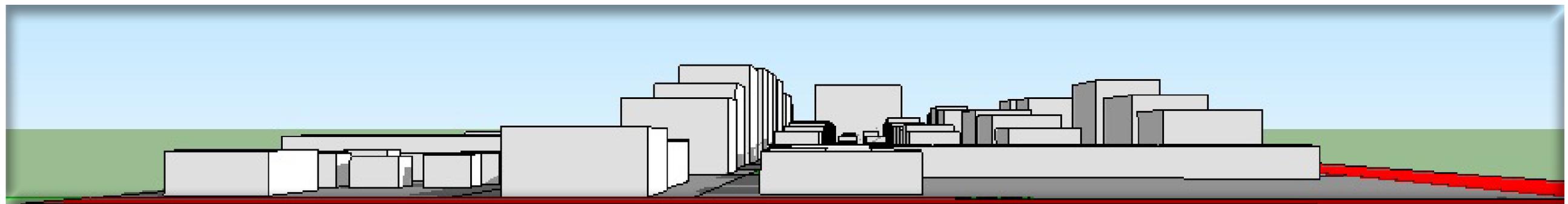
The open space represents the space available for new infrastructures and activities. The goal is to utilize these spaces such that the potential of the area is maximized, while maintaining a harmonious relationship with the current environment. These open spaces are also directly related to the traffic analysis and affected by the land-uses.

Massing

South View from the Highway

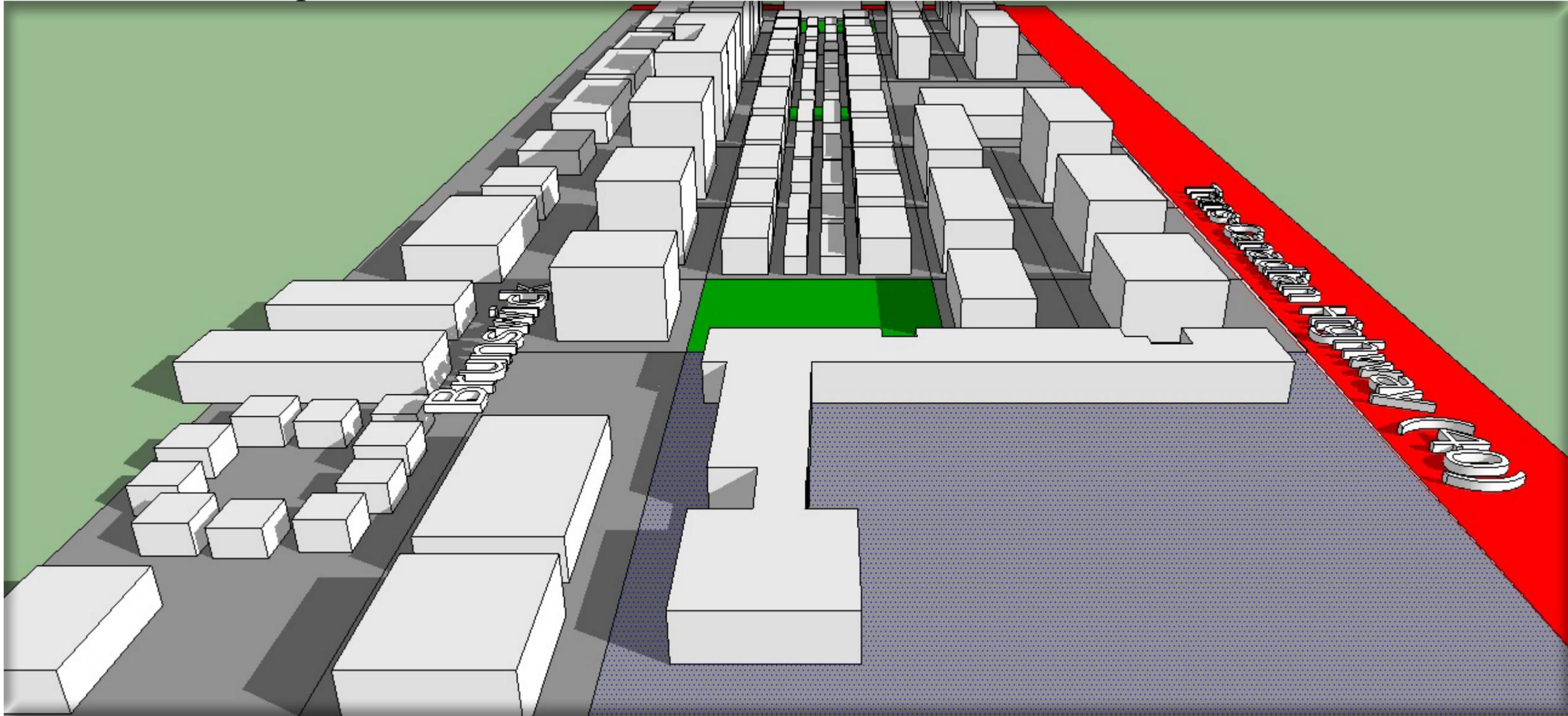


East View from Fairview Pointe-Claire



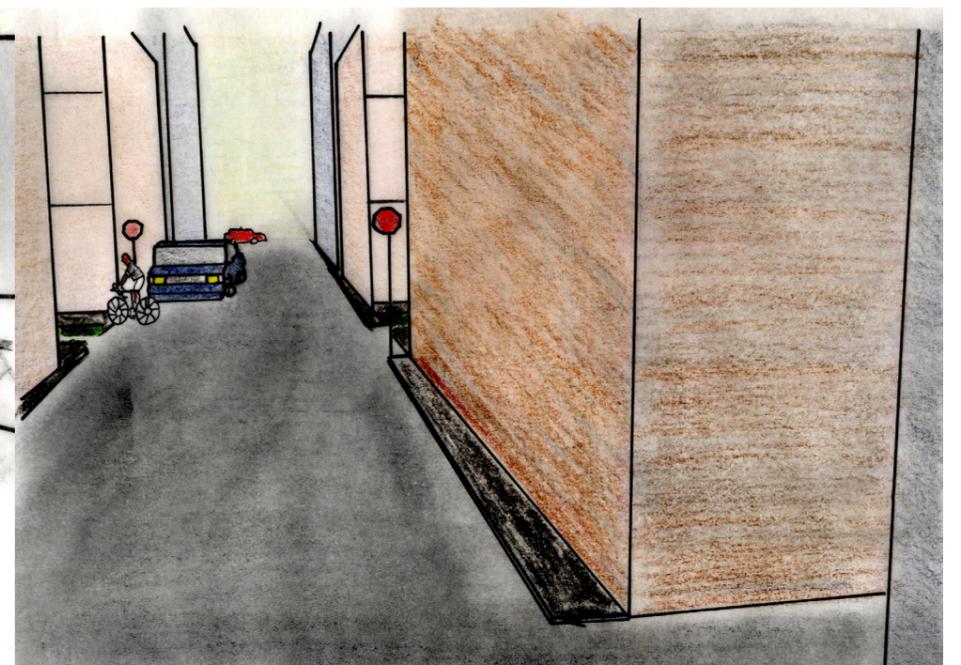
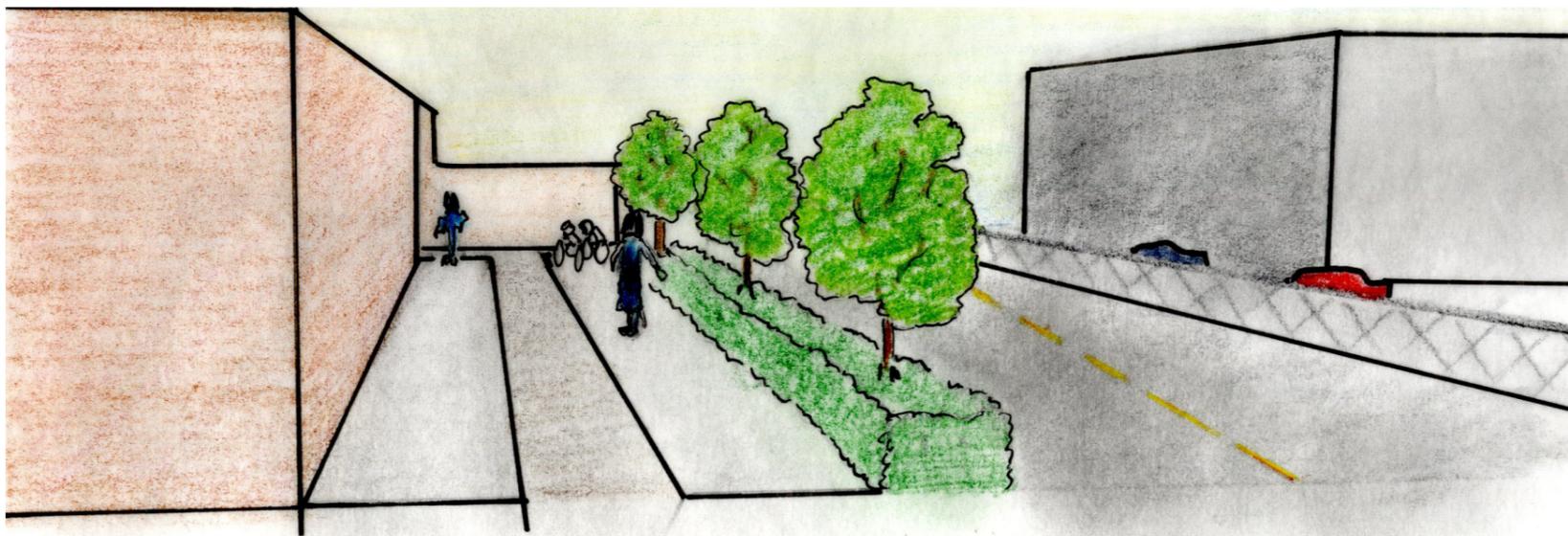
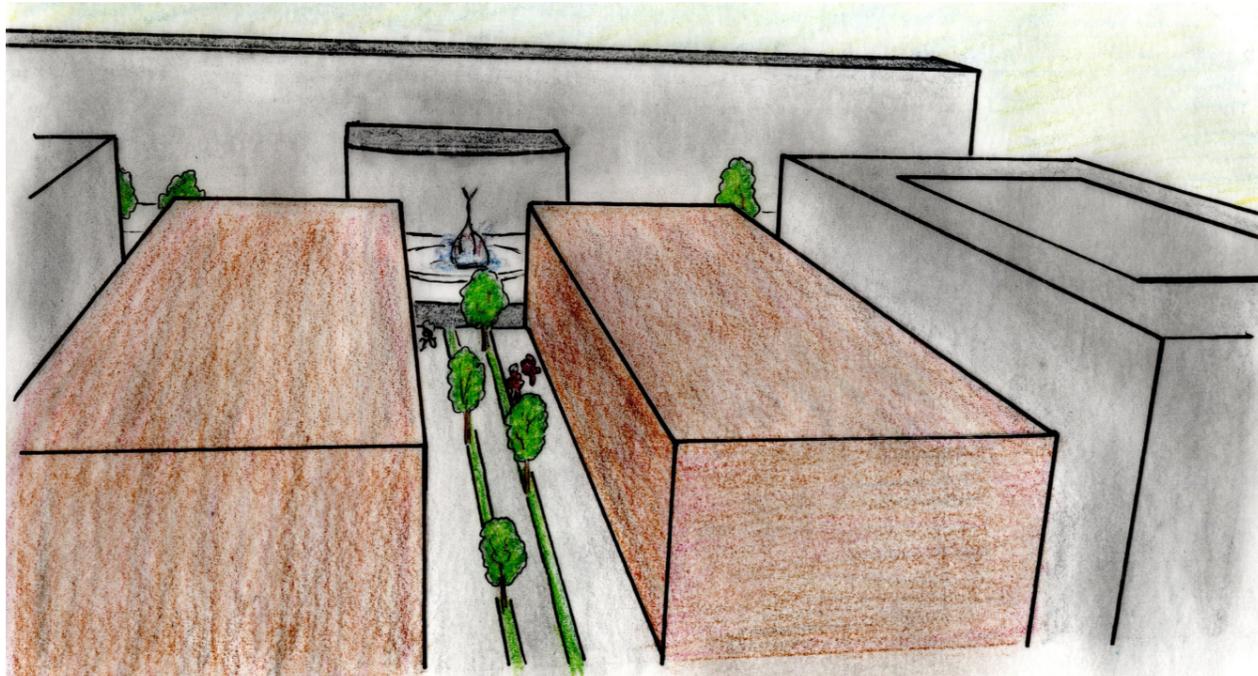
Massing

East view From Complexe Pointe-Claire



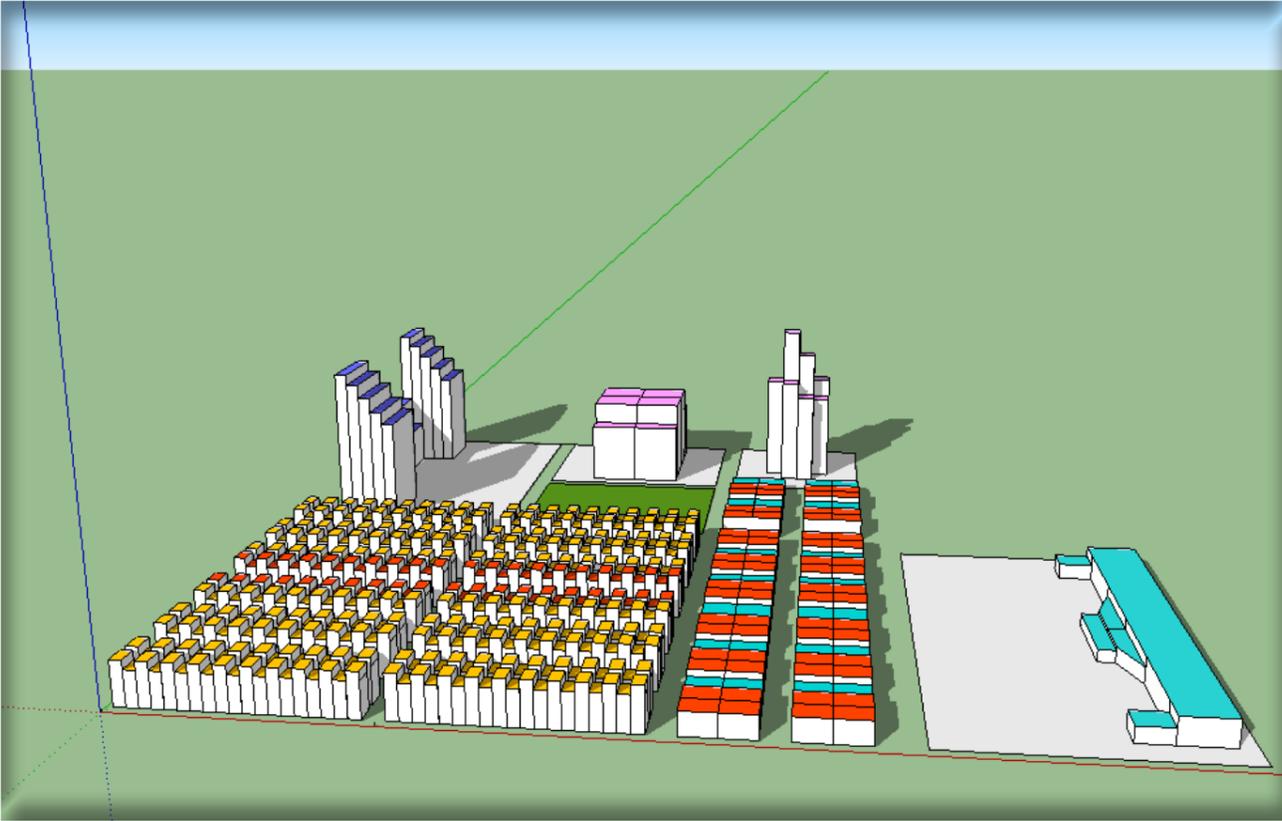
The massing was designed to accommodate the pedestrian path centering the development. By creating a downward sloping building incline towards the pedestrian path, sunlight can shine through while making pedestrians and cyclists comfortable since the building envelopes bordering them are much smaller and less dense.

Perspective Drawings of the New Development



Appendix

Original Concept



New Concept

