



Pointe-Claire City Center From Parking Spaces to Living Places



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Executive Summary

Context & Overview

The following planning and design document lays out the necessary elements to create an integrated and complete mixed use community on the existing site of the Fairview Pointe-Claire shopping mall. The new community will be host to young families, first time home buyers and renters as the housing stock will be varied enough to offer choice to the younger segment of the population (25-35 years old). It is important to note from the beginning that this project entails the addition and integration of various components (various types of housing opportunities, urban squares, walking paths...) without compromising the surrounding residential areas. There is no displacement of residents and only minimal repositioning of some commercial elements while encouraging the growth and strengthening the commercial and employment poles with new business opportunities.

Pointe-Claire's Challenges

The City of Pointe-Claire faces certain challenges in terms of implementing the planning program and their vision for the community. The population pyramid is top heavy with a growing elderly cohort and the youth cohort is steadily shrinking. Much of the built environment is reaching a point where heavy investments must be made for upkeep. There is growing competition in the commercial sector and the usefulness of the dated industrial sector is changing in today's globalizing world.

What does Pointe-Claire want?

Along with the challenges, Pointe-Claire has articulated through its planning program, a vision of a more sustainable and urban environment for its citizens. The City wishes to reestablish the population pyramid and pursue growth. The City Center is an accessible and visible location with an abundance of development opportunities. The program aims to intensify and diversify retail activity and create an active City Center. Another major goal stated in Pointe-Claire's planning program is to create an environment that is pedestrian friendly.

Why redevelop?

There is a great amount of potential for development and redevelopment within the City Center limits. Moreover, revitalization can be attained while preserving the existing cachet and features of the existing residential communities. In order to create the sustainable urban environment sought after by Pointe-Claire, issues such as the skewed population pyramid, the affordable and new housing stock crisis and the lack of pedestrian facilities needs to be addressed. Other equally pressing issues on the site of the City Center include: the location lacks a sense of place and a sense of community, it faces connection problems, is auto-centric, and is very low in density. These issues must be addressed in order to foster a viable City Center.

Vision

Design objectives

- Offer smaller and more diversified housing that fits with changing household composition
- Increase and diversify commercial opportunity
- Create a well connected and walkable environment
- Increase building and population density on site
- Promote a mixed use, urban and livable environment on a large underused parking lot

Approach

Various scenarios were considered in the planning of the site. Ultimately, in order to best meet the objectives, the anchors have been removed from the shopping mall as they do not fit with the lifestyles of the sought after demographic. The development will wrap around the existing mall with a primarily residential community on the west side and a commercial and employment area to the east. The pedestrian remains a priority throughout the plan. Streetscapes will be tailored to favor walking with the addition of wide sidewalks, ample seating, rest areas and true public space where the community may gather. The entrances to the mall will be opened to allow for pedestrian connections to be made from one end of the site to the other. The addition of a parking structure at the southern end of the site will be provided to accommodate the commuters and shoppers. It is proposed that the bus terminus be moved to the north side of Brunswick Boulevard to allow for future larger public transit facilities, greater pedestrian flows around and to the site and to free up more developable space on site.

Concept

The final concept is a vibrant mixed use community in place of a vast underused parking lot. The concept addresses Pointe-Claire's objectives by providing an accessible and pedestrian friendly environment. The variety of housing allows for a diverse population to settle the area. An abundance of attractive streetscapes and convenient walking paths with access to a bus terminus makes for a more sustainable environment.

Network/Connections

The network within the site allows for ease of travel for pedestrians. Networks for vehicles have been divided between residential vehicle use and commuter/shopper use in order to lessen vehicle traffic through the residential area.

Land Use

Although the entire site is zoned as mixed-use, there are clearly defined areas within the site. The shopping mall remains a commercial area. It is surrounded by an employment area which is characterized by tall buildings found on the south east corner of the site. The mixed use areas wrap around the mall and penetrate the residential environment. The density gradient will vary through the site with a lower density in the residential area (3 floors), mid densities in the mixed use area (5-8 floors) and the high density buildings will be in the employment area (12 floors).

Open Space

Open and public space will be implemented throughout the site. There will be dedicated pedestrian paths to enable connections to the surrounding areas. The shopping mall, transitioned from private commercial space to public space through various design techniques, will provide additional pedestrian pathways. There are dedicated areas for public squares and urban plazas where the people can gather. The roads will be shared by pedestrians and vehicles but made comfortable with ground floor commercial activity, shade and rest areas.

Programmed Space

An entertainment district has been created on the eastern flank of the mall away from the residential area and close to the mixed use and employment area. This district provides space for restaurants, cafes and bars with an abundance of outdoor seating facing the new storefronts of the shopping mall. This will allow the space to be occupied during the evening when use of the area may decline.

Just to the east of the residential area by the western entrance of the mall, there are provisions for commercial and community spaces. The commercial building is set on a public square allowing for a farmers market or other public activities.

Conclusions

This design attempts to create a mixed-use, higher density neighborhood on what is currently a parking wasteland. Pointe-Claire's Planning Program shows us that the municipality has recognized the long-term implications of the current status-quo and that change is needed. The design we have proposed in this project is an attempt to foster a more sustainable development strategy in Pointe-Claire. The development of the Fairview Pointe-Claire site is an integral step in creating a viable City Center and it will act as a catalyst for future growth and development.



Program Requirements

In accordance with the Pointe-Claire planning document, our goals at the Fairview Pointe-Claire (FPC) site are to:

- Promote a mixed use, urban and livable environment on a large underused parking lot
- Offer smaller and more diversified housing that fits with changing household composition
- Increase and diversify commercial opportunity
- Create a well connected and walkable environment
- Increase building and population density on site

Why does FPC need redevelopment?

Lacks a sense of place

FPC lacks features that could distinguish it from other generic shopping malls. Vast underused parking lots surround a typical two floor shopping center that houses chain stores found in any other shopping area of Montreal.

Lacks a sense of community

Although there is a commercial community present within the complex itself, field work indicates that there is little public community development within the site. This lack of community is the result of an absence of true public space. Although ample seating and resting areas can be found throughout the mall, these areas are for shoppers and do not promote community development.

Connection problems and auto-centricity

FPC has been designed for automobile users and this is apparent in the connection problems that exist throughout the site. The main access points are highways and arterial streets and the site itself is dominated by parking lots. It is largely disconnected from surrounding residential neighborhoods and there is virtually no access for pedestrians.

Low density

Like many suburban shopping centers, there is an oversupply of parking spaces. This results in a waste of valuable resources and makes the environment inhospitable to pedestrians.

Demographics

Pointe-Claire's current demographic composition has signaled the need for redevelopment. The population is aging and the housing stock is homogeneous. In order for the community to flourish in the coming decades, we need to attract a younger population and establish diverse housing opportunities. Please see Appendix-Demographics for detailed analysis.



Figure 1

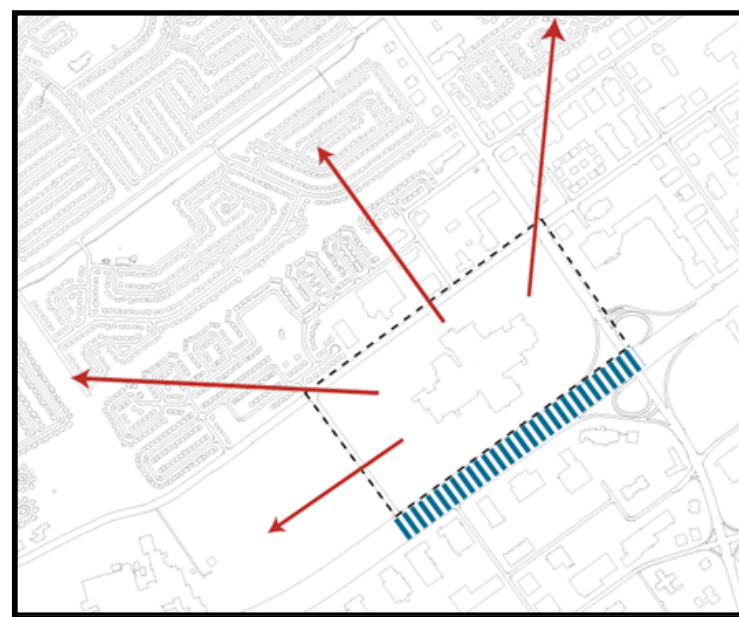


Figure 2

Connectivity and the City Center & the West Island

The Fairview Pointe Claire site is situated within the City Center that has been designated in the Pointe-Claire planning program. An important consideration is how the site is and will be connected to the surrounding environment. This issue is important as it heavily influences the direction of future development.

Figure 1 shows the potential connections to the designated City Center. This design focuses on connecting the site to the Pointe Claire community with very little focus on connections to the rest of the West Island. What should be considered here is the barrier created by Highway 40 and future City Center development opportunities.

Figure 2 shows the broader connections that the site can create with the West Island. This approach is beneficial as it establishes FPC as a center not only for the Pointe Claire community but for the rest of the West Island.

The final design proposal takes into consideration both proposed approaches. While the design is based primarily on creating connections to the rest of the West Island, it also leaves room for connections to surrounding City Center sites in anticipation of future development.

Fairview Pointe Claire Shopping Center

FPC is an important element of this site and as such a number of alternatives have been identified in how to address the problems posed by the large shopping center.

1. The first alternative (Figure 3) maintains the original anchors but modifies them to better integrate with the surrounding environment; the mall axis have been opened up to diminish the sense of private space.
2. In this alternative (Figure 4) the commercial aspect of the site is the focus and the mall becomes the center of a larger shopping experience. The anchors are left untouched and additional structures are added to support the commercial nature of the site.

3. Figure 5 is the alternative that has been chosen for the project. The anchors have been removed allowing more space for development and encouraging integration with the surrounding environment. The mall axis have been transformed from private space to public space through the removal of main entrances and with the creation of streetscapes along axis corridors. Interventions include the removal of the department stores, structural additions and a transition from private to public space.

This alternative best supports Pointe-Claire's vision of a more urban City Center and will best attract a younger demographic.

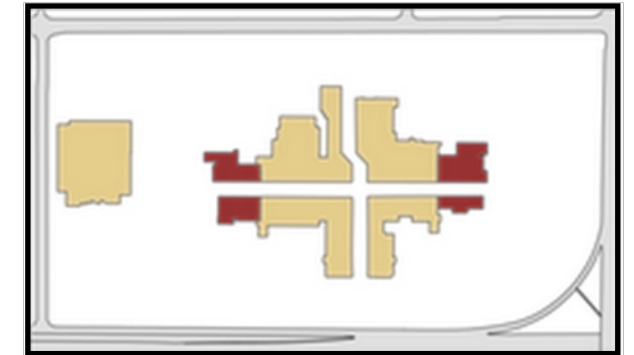


Figure 3



Figure 4

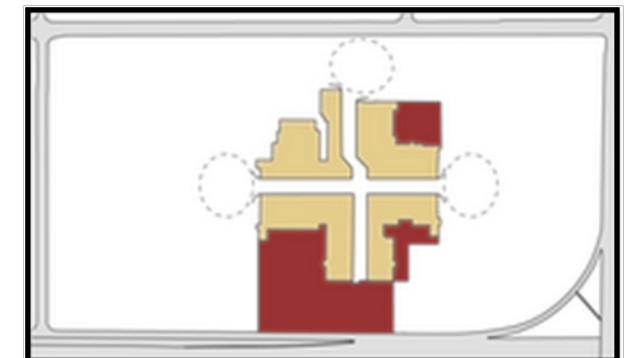


Figure 5



Networks & Movement

In order to implement a successful development, it will be important to make changes to the existing networks and movement patterns. Public safety and ease of movement are vital in creating a vibrant and pedestrian friendly community. The site design proposal ultimately leads to a large influx of people coming to live, work and shop in the area.

Circulation controls have been designed into the plan so that pedestrians and automobiles can share the common roads securely. Steps have been taken to ensure that interior circulation by residents is not hampered by visitors, shoppers or commuters. Paths favor non-motorized movements which enable pedestrians to freely move from one end of the site to the other bringing the pedestrian to important connection points to the rest of Pointe-Claire and the West Island.

Throughout the series of network and movement graphics, the newly positioned bus terminus and the projected parking structure remain highlighted.

Pedestrian Network (Figure 6)

The pedestrian network on site has been divided graphically into two categories; segregated pathways (solid lines) and shared pathways (dashed lines). Generators have also been identified. They include the bus terminus, the residential area, the parking



Figure 6

structure and the Pointe-Claire community which is represented as the shaded area on the overpass. The segregated pedestrian pathways include the shopping mall axis, the urban square and the paths that connect the site to adjacent areas. The shared pathways would include all other roads however this graphic represents the main flows of pedestrians. The east-west axis within the site will be lined with commercial opportunities which will generate a certain amount of foot traffic. Brunswick Boulevard will become an important pedestrian pathway due to changes such as the repositioning of the bus terminus, the addition of commercial space at the pedestrian level and a green square at the entrance of the shopping mall. These interventions will draw more people onto the streets as they will be safer and more walkable.

Street Hierarchy (Figure 7)

The plan's street network hierarchy is divided into 4 levels. St-Jean Boulevard and Highway 40 in dark gray are at the top of the hierarchy as they are large and busy thoroughfares which have the possibility of generating the most traffic around and to the site. Second are certain roads within the site that allow for access along north-south and east-west corridors. The tertiary roads are represented by large dashes and run mainly in the eastern portion of the site. Small dashes represent the roads with limited vehicular traffic which are found in the residential section of the plan.

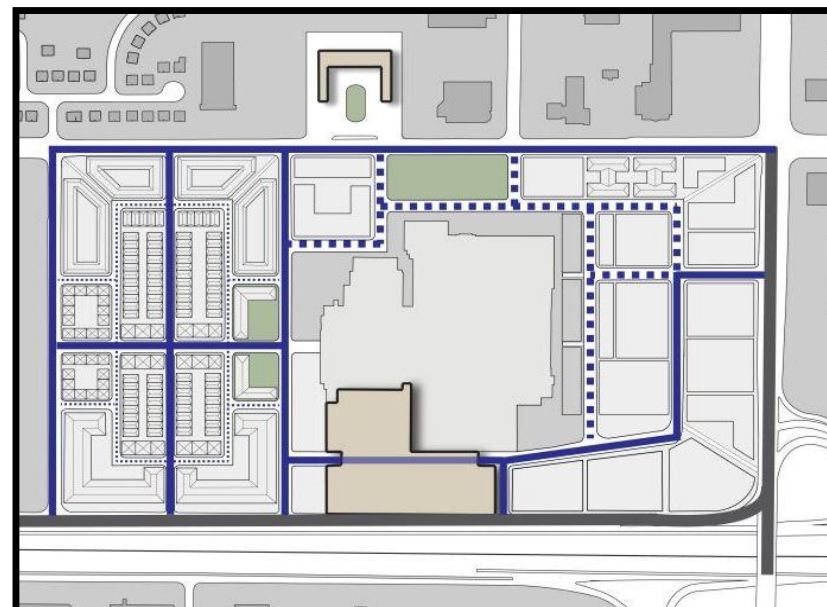


Figure 7

Internal Circulation (Figure 8)

In order to control the volume of circulation within the site, a certain number of one-way streets have been implemented in key areas. The idea is to restrict commuters' ease of access throughout the entire site and to limit automobile movements to the parking structure or the east side where there is a greater presence of office and commercial activity. The one way streets will discourage unnecessary traffic through the residential area on the west side of the site. From the highway, drivers can only turn into the site by the car park; this leaves the residential area less prone to vehicles using the street as a shortcut to Brunswick or elsewhere on site.

With the redesign of the on-ramp of the highway, traffic will be required to slow down before the turn onto the service road is made, see Figure 46 in Appendix for details about changes to on ramp and bus circulation. The current pedestrian intersection linking the site with St. Jean Boul. will be improved and driver awareness will be imperative at this corner. The service ramp will be extended just to the end of the site which will allow drivers to pick up the necessary speed to transition onto the highway safely. This will also allow for a safer entry to the site and onto Hervey Street.

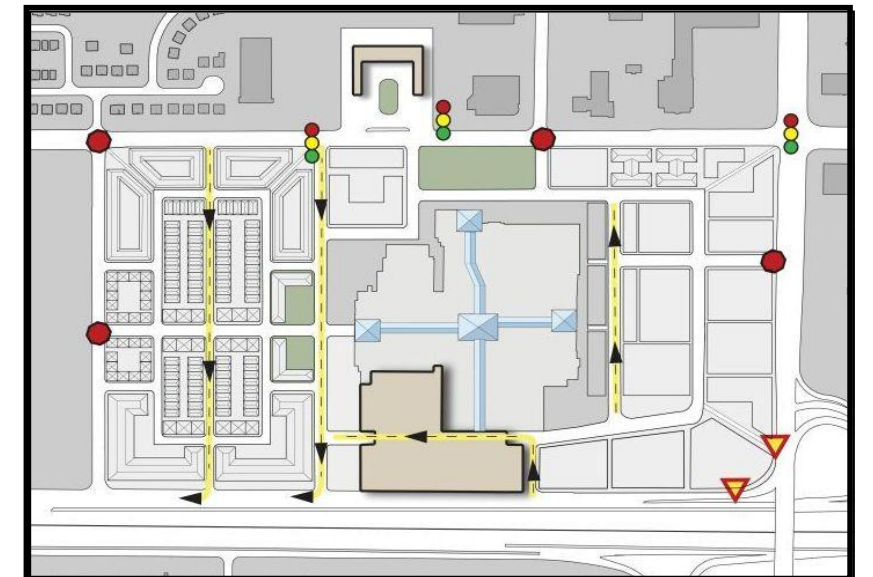


Figure 8



Landscape

Analysis of the Landscape

Massing studies of the landscape were performed at the initial stages of the concept. When studying this current massing (Figure 9), note that the buildings are quite low and spread out. There are 2 main types of buildings; small residential and large commercial/industrial. The residential buildings are clustered in one area and small in size and uniform. The commercial/industrial buildings take up great amounts of floor space and are only slightly higher than the homes. The urban landscape is flat and banal. Buildings appear disconnected and lost within the space. The street corners are undefined, especially those surrounding the mall. Few of the buildings near the site relate in orientation or proximity to the streets.

The approach entails using various design elements to create a memorable landscape. The density of the site will be greatly increased with the addition of housing, commercial and office towers. Pedestrians are to be provided with comfortable facilities across the entire site with dedicated paths, public gathering spaces and commercial development at the human scale. There will be emphasis placed on defining edges and relating the buildings to the street. Please refer to Preliminary Concepts – Phase 1 in the Appendix for further information on the approach.

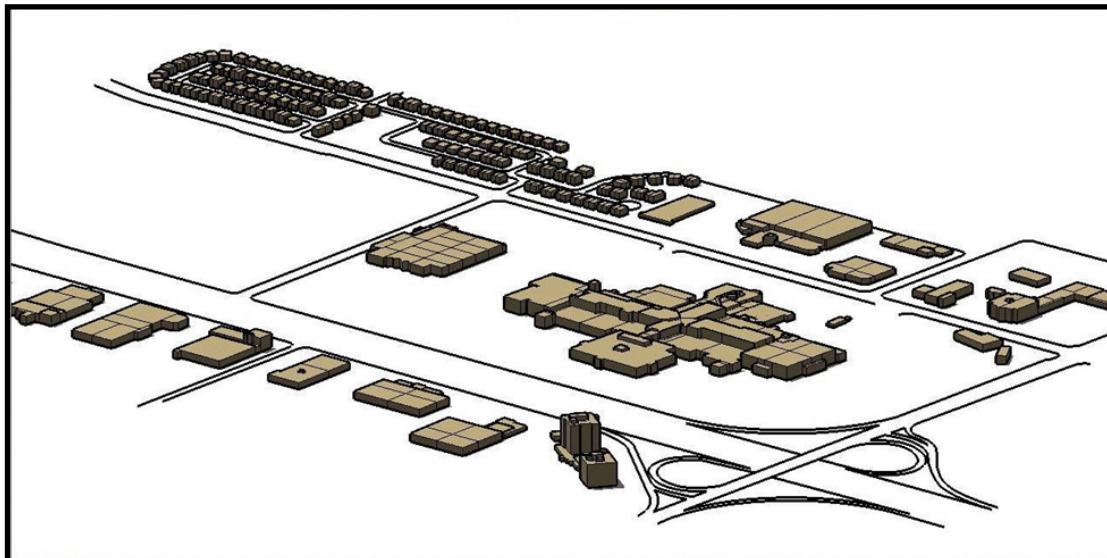


Figure 9

Density

Densifying the site, in respect to both population and building density, is a necessary and major element of this design. As shown in the density map (Figure 10), the north-west side of the site is comprised of primarily small lower density blocks. This provides continuity with the neighboring residential communities. The south-east side of the site is comprised of large higher density blocks which provide continuity with the neighboring industrial areas. There are transitional areas between these high and low density zones where the density slowly levels off instead of making an abrupt break.

Land Use

Although the entire site will be mixed use, the block layout and building forms will encourage certain types of uses in particular areas of the site. The low density north-west section will be primarily residential use with opportunity for small scale commercial development at the ground level along major streets. The higher density south-east section will be used as commercial and office spaces. FPC will remain the commercial hub of the site. Figure 11 depicts the various land uses on site. The mixed use (orange) areas penetrate the residential (yellow) areas, surround the mall which remains strictly commercial (red) and borders on the employment area (purple).

Open Space

Figure 12 shows the open space plan for the site. Green space in the form of an urban park has been positioned at the north section across from the bus terminal to assist with pedestrian flow between the site and public transit. Yellow lines show pedestrian open space located at pedestrian pathways, mall axis and surrounding the eastern mall entrance. These areas, including the mall axis, will be catered to pedestrian movements with large sidewalks, rest areas and interesting streetscapes. Commercial streets will also be an important aspect of the open space design and these are shown in red. We anticipate first floor commercial activity along these areas that will follow the site's east-west axis. These areas create flow to adjacent sites in anticipation of future development. The gray blocks show the location of public squares or plazas. These areas are an ideal location as they will be areas of high pedestrian concentration and act as pedestrian nodes between residential, commercial and employment uses.

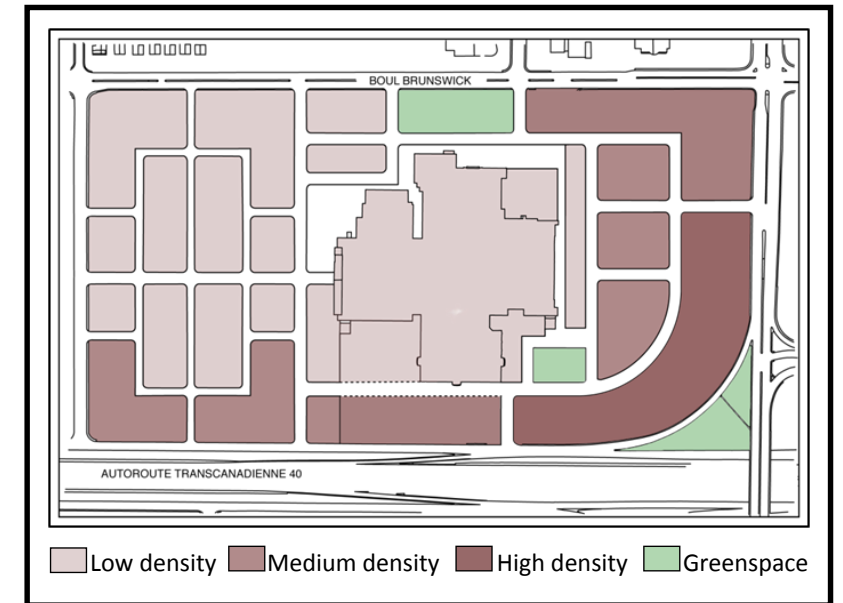


Figure 10



Figure 11

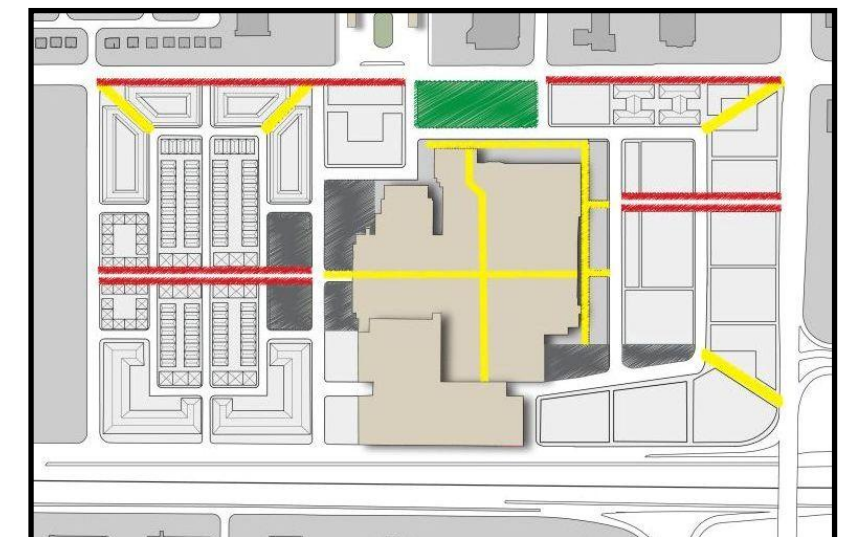


Figure 12



Concept

Ground Plan

In Figure 13 we see how the block layout influences building typologies. The large blocks on the south east side of the site allow for large high density buildings as depicted in the diagram. The smaller blocks located on the western half of the site have encouraged small lower density buildings. The residential areas are shown with potential green space at the back of the site though this could be used for private parking or other various uses. The grid-like street layout throughout the site encourages connections with surrounding areas in anticipation of future City Center development. Major pedestrian streets have been lined with trees and other vegetation to improve the walking environment. The integration of the FPC Shopping Center is also shown. It is accessible from neighboring areas and the glass arcade-style roof enhances the streetscape potential. The green spaces throughout the plan show the public and open areas.

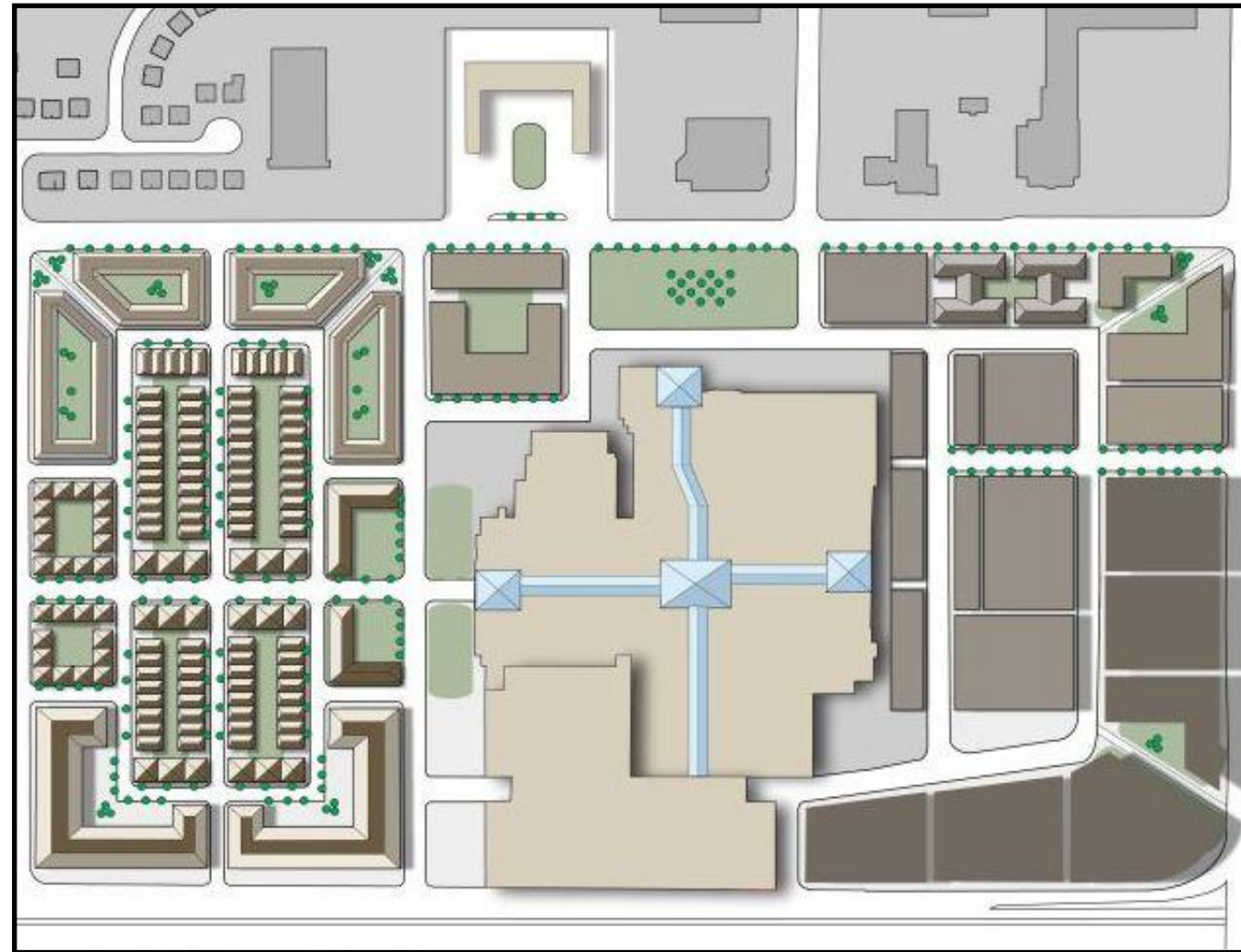


Figure 13

Massing

Figure 14 and Figure 15 show the massing of the site with the current design. Here we see the building typologies in detail. The high density area is characterized by large tower-type structures though the heights will likely top out at around 8 to 12 floors. The residential area is characterized by 3 building types: lower density housing in the form row houses or triplexes and medium density housing in either single loaded perimeter blocks or double loaded apartment blocks. In accordance with our previous analysis, various building types have been implemented to encourage diverse socio-economic and household compositions.

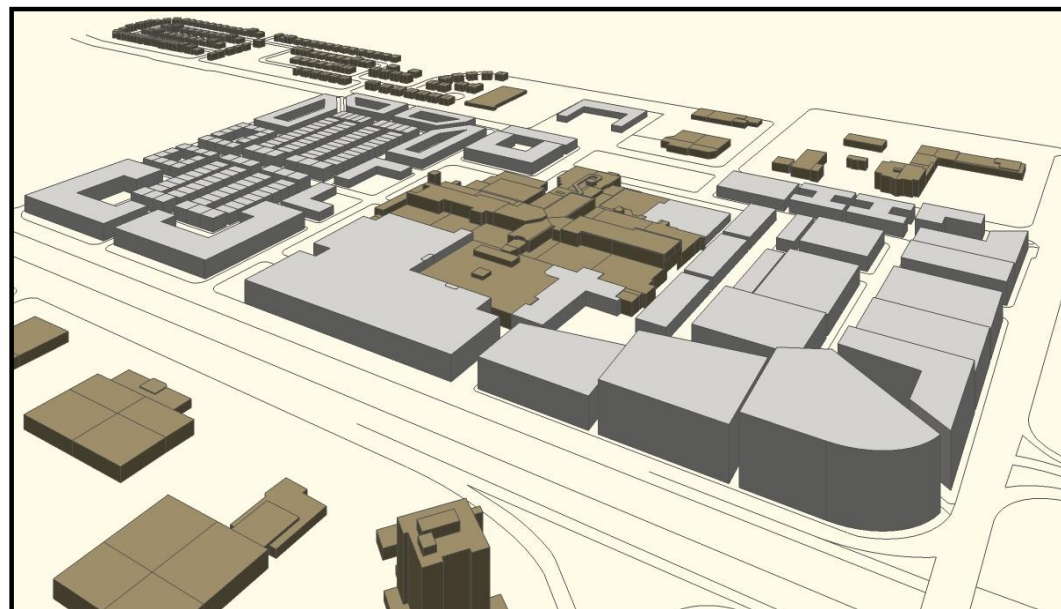


Figure 14

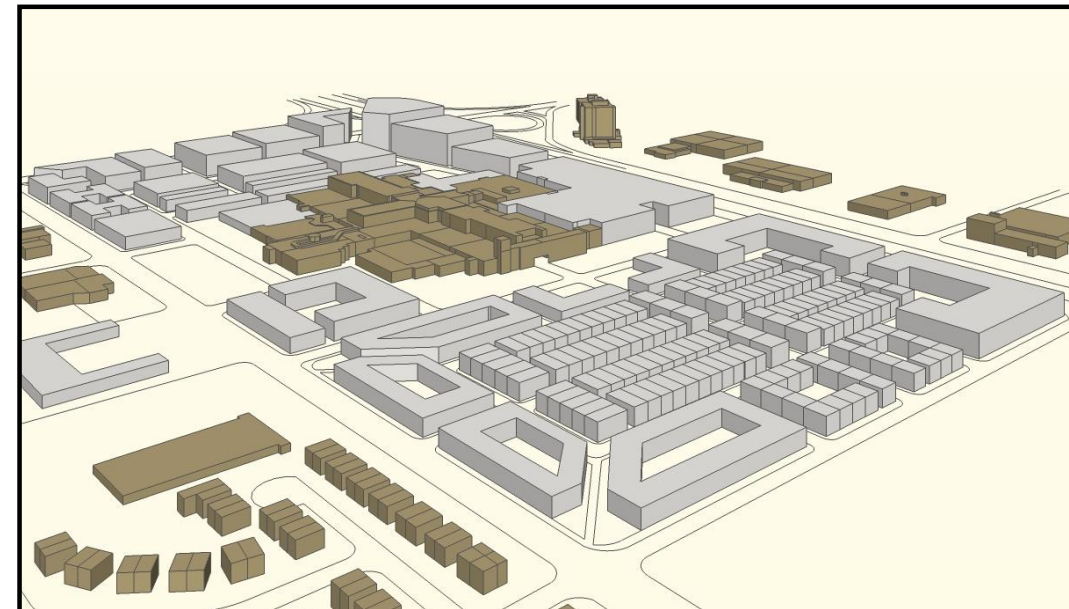


Figure 15



Concept Details

Entertainment Area

In order to enliven an area that could potentially be deserted at night, there is a dedicated area for various commercial activities with a focus on restaurants, bars and cafés (Figure 18). The pedestrian area between the mall and buildings has been designed with sufficient space to allow for terraces at the rear which would look out onto the newly created commercial frontages of the shopping mall. The sketch shows the transformed entrance of the shopping mall; the public walking environment continues indoors. This area also acts as a pedestrian pathway along the north-south axis of the site. Segregating this area to the east side of the site would avoid possible nuisances in the more residential area yet still remain easily accessible to residents. Such an area will also attract the desired younger demographic.



Figure 16

Residential Area

The residential area (Figure 16) is characterized by a gridded street network and lower density housing such as row houses or triplexes. Residential streets will be narrow to promote a safe walking environment and to discourage automobile traffic. Setbacks will be minimal to maximize space with yard space allocated at the back of the site.

Urban Square/Market Area

This area (Figure 17) is located at the western mall entrance and penetrates the residential area. This is an ideal area for public gatherings, open markets or other public activities as it is easily accessible from the neighbouring residential community and located along a commercial corridor. Because it borders the shopping mall, it blurs the lines between public and private space.



Figure 17



Figure 18

Appendix

Demographics

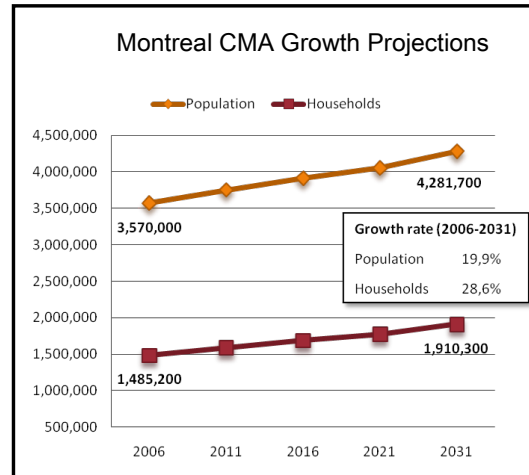


Figure 19

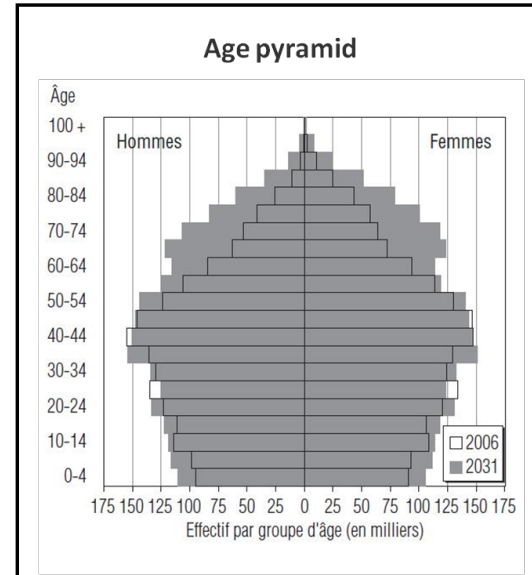


Figure 20

Growth Projections

The CMA growth projections denote that the region will be steadily growing over the next 20 years. The projections include an additional 25,000 people per year and an additional 17,000 households a year. Pointe-Claire can capture a certain number of this growing population by providing adequate housing to meet the needs of the new population by providing smaller housing as the projected increase translates to an average household size of 1.7 people per home.

Studying the population pyramids of the Montreal CMA and Pointe-Claire revealed distinctive characteristics. On the whole, the CMA pyramid indicates slow but steady growth with an eventual bulge in the elderly cohort. Pointe-Claire's pyramid has more of an hourglass shape to it with a first bulge in the 5 to 25 age range and a second in the 40 to 59 age range which is more pronounced than the first bulge. The design allows for housing that will capture the interest of the younger age groups as well as the interests of the vital retiree community.

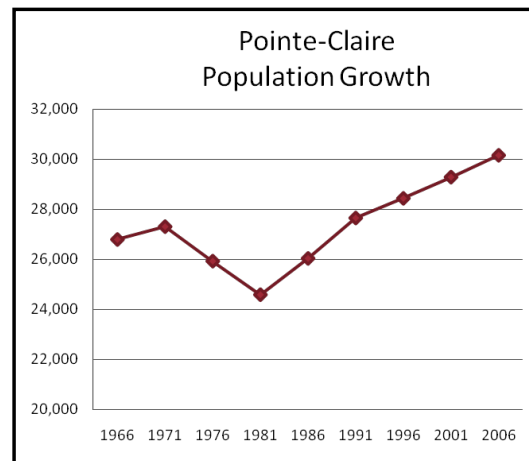


Figure 21

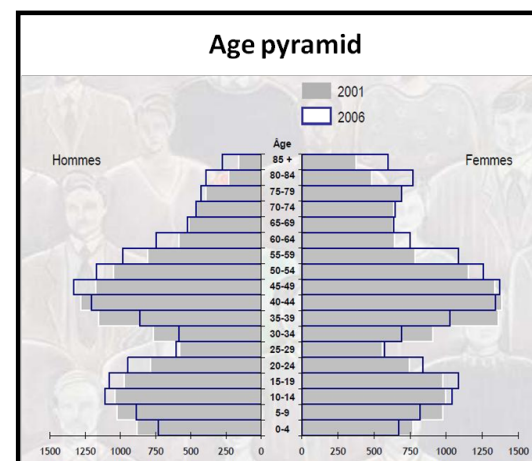


Figure 22

Housing and Commercial Activity

Housing Stock and Composition

Our analysis has shown us the need to diversify the housing stock. Over 50% (53.8) of the housing types are single detached homes, the next largest category sits at 18% for low-rise apartments. Row houses and high rise apartments account for just over 10% each and semi-detached homes account for 7%. 69% are home owners and 31% are renters.

49% of the households who rent spend at least 30% of their revenue on housing. 13% of the households who own their property spend at least 30% of their revenue on housing.

Commercial Activity

Pointe-Claire's commercial activity is strong and healthy. These economic activities should continue to be promoted. Introducing more commercial activity, office space and housing to the site will promote economic growth. The existing shopping mall will benefit from the increased and diversified levels of activities. The residential areas will benefit from the truly mixed use neighbourhood with work and leisure opportunities available in the same area.

The charts show the number of trips for shopping and work divided between West Islanders and the other inhabitants of the Montreal CMA. On a daily basis there are about 32,000 people that come to Pointe-Claire for either work or shopping. Most shoppers (about 13,000) come from within the West Island which strengthens the case to truly turn Pointe-Claire's city center into a center for the entire West Island. Most workers travel from outside of the West Island (about 9,200). Providing a more urban and mixed-use environment will enable Pointe-Claire to capture some of the commuters.

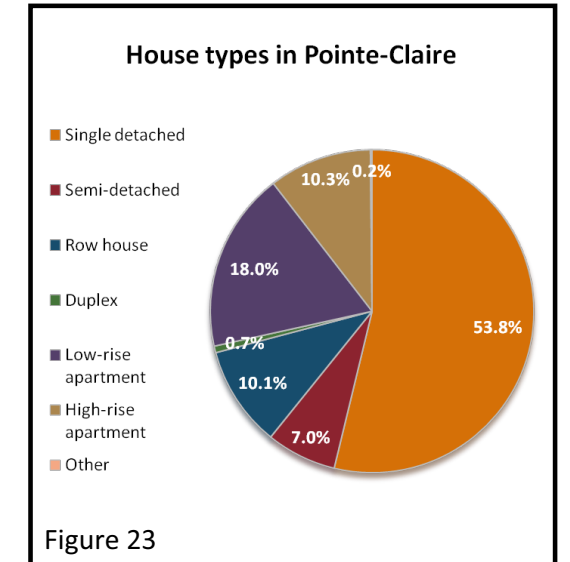


Figure 23

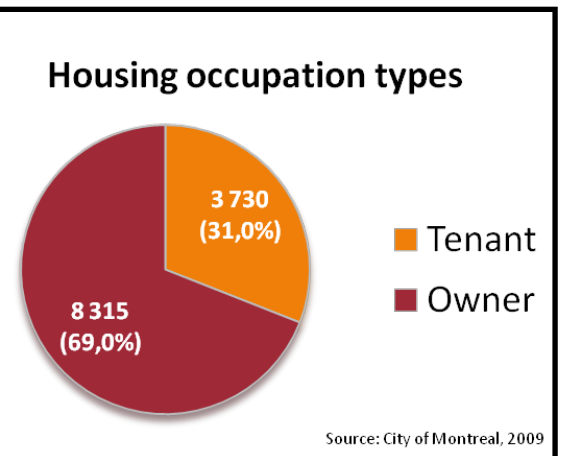


Figure 24

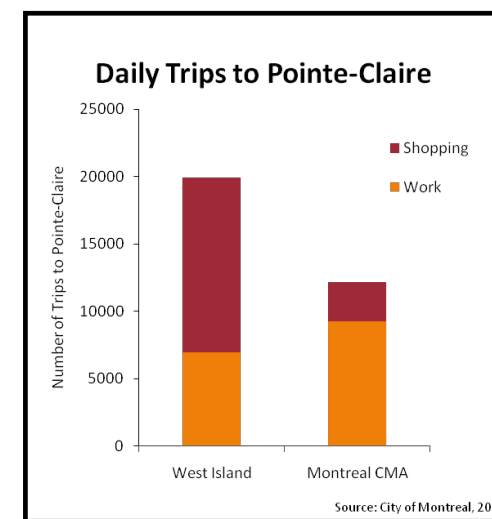


Figure 25

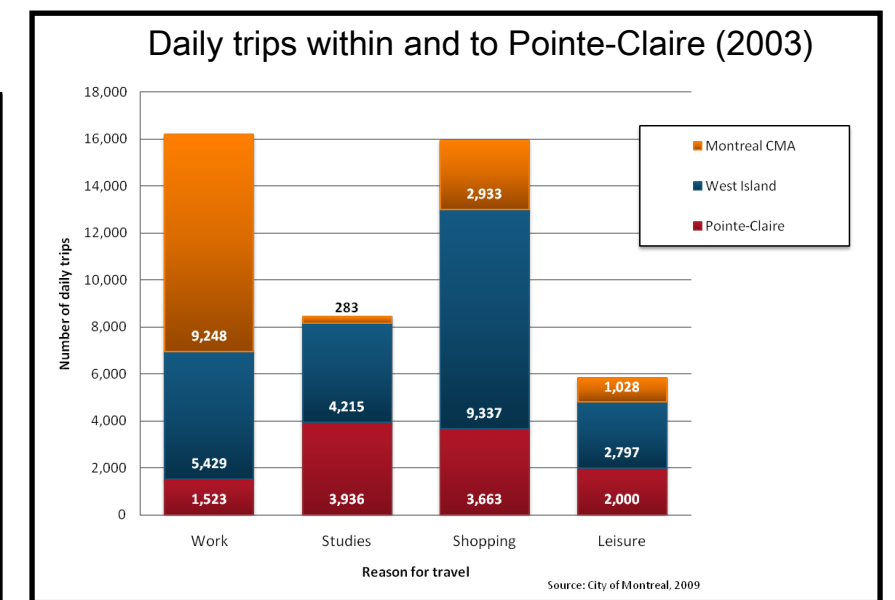
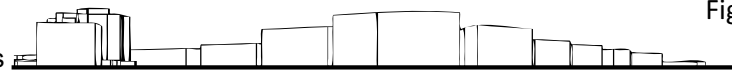


Figure 26



Appendix

Figure Grounds & City Center Map

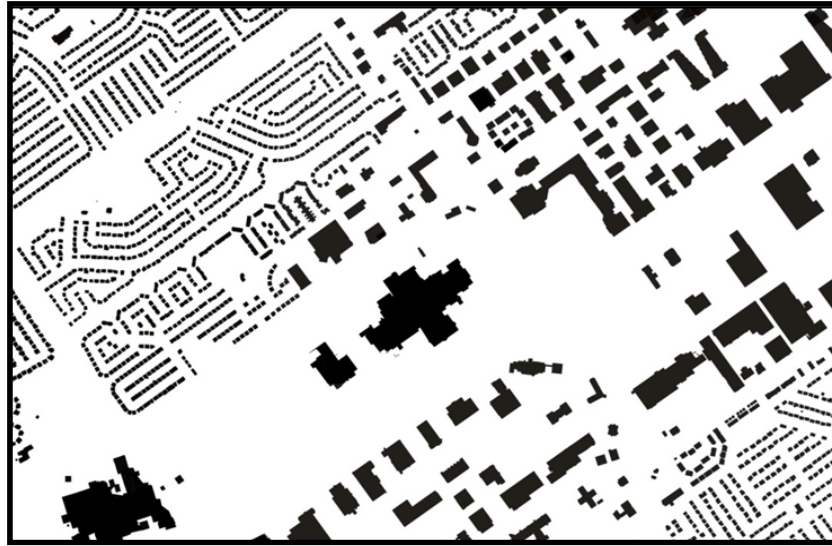


Figure 27



Figure 28

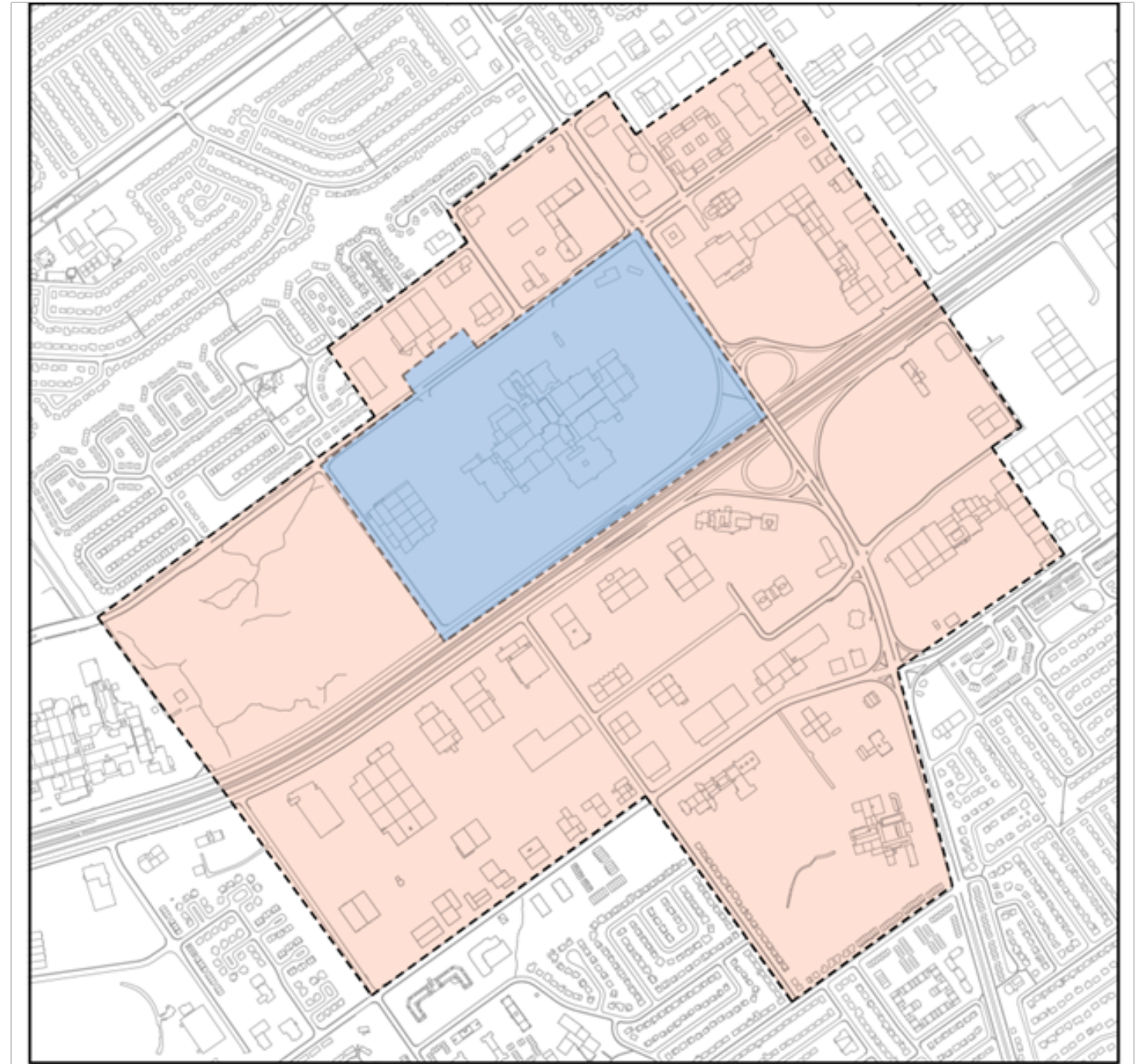
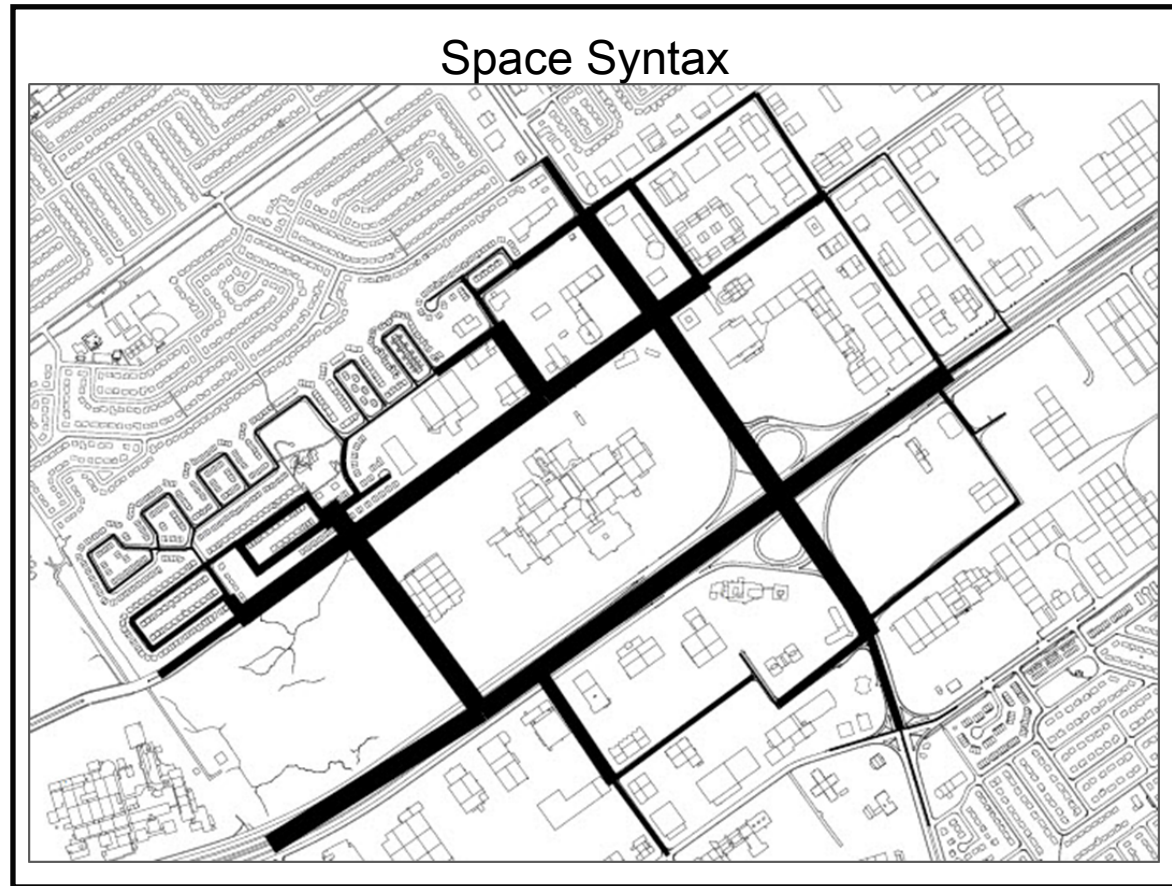


Figure 29

Appendix

Street Network & Typologies



Space Syntax

The space syntax graphic shown above was calculated using Hillier-Hanson method and depicts the centrality of the streets surrounding the primary site. Centrality is indicated by line width and greater centrality is shown by increasing widths. As shown, the most central streets are found bordering the site. Centrality tends to decrease as we move into the surrounding suburban communities which consist of curvilinear streets and cul-de-sacs. It will be interesting to see how space syntax can be useful further along in the design process when assessing potential new street networks.

Intersection Density Comparison

Intersection Pointe Claire

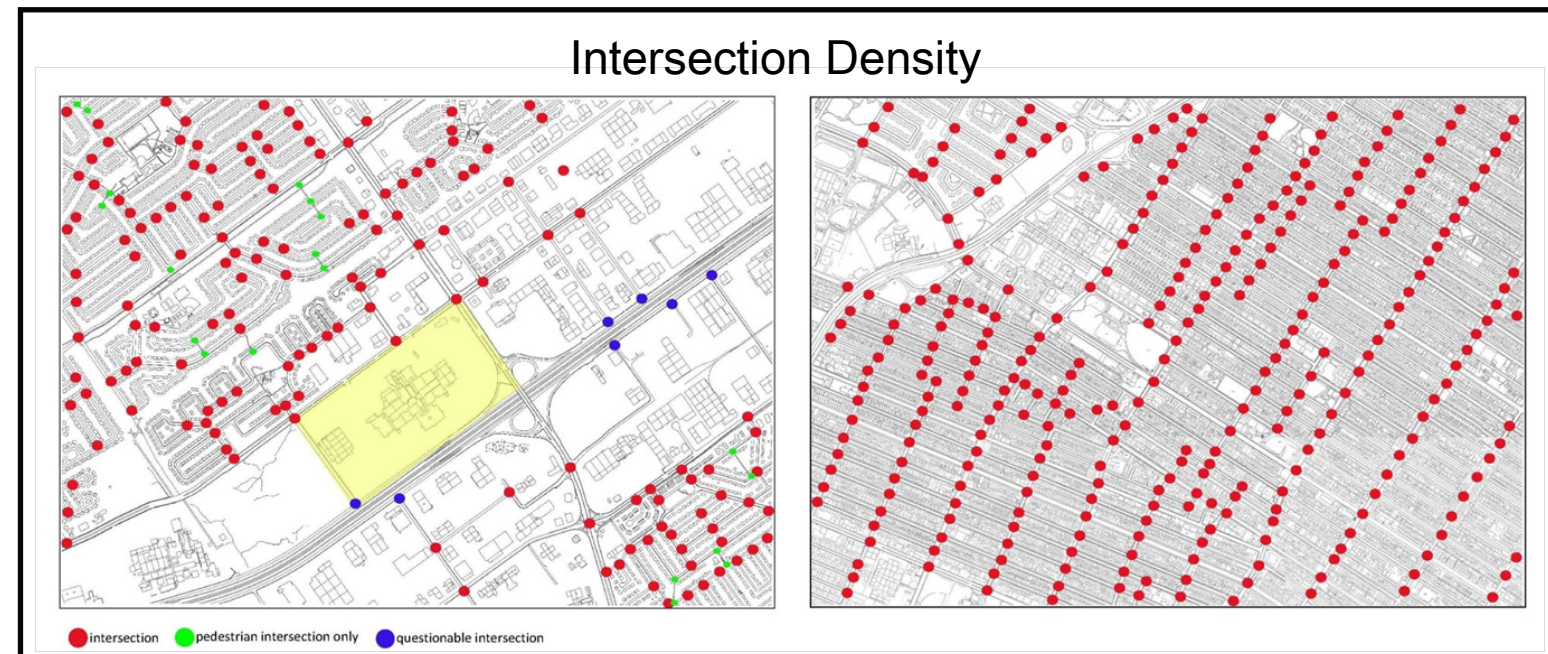
Three types of intersection have been identified in the following graphic. The green intersections represent those reserved for pedestrians or cyclists. The red intersections represent intersections for motorized and non-motorized users. The blue dots represent intersections that could only be used by vehicles as they represent dangerous areas for pedestrians as there is a lack of adequate infrastructure along the service route of the highway making them unsafe for pedestrians.

The graphic clearly shows the lack of intersections around the study site. There are only 3 intersections that fall on/within the boundary of the site, or 4 if we count the intersection along the service road. Note the few intersections along Brunswick and Saint-Jean Boulevards and that most intersections are clustered in the residential areas. The presence of the many cul-de-sacs and crescents reduces the possible number of intersections and therefore diminishes the number of possible connections and pathways. The area around Fairview Pointe-Claire (FPC) has 158 intersections for an average of 25.72 intersections per km². There are also 20 intersections restricted to the residential areas and reserved for pedestrians and cyclists, presumably to facilitate navigating through the irregular street network.

Intersection Jean Talon

We chose to examine the intersections of a different neighbourhood along Highway 40 to help put FPC graphic into perspective. This is a map of Villeray-Saint-Michel (VSM) in Montreal and the scale is the same as that of FPC intersection graphic. The area in VSM has almost twice as many intersections for a total of 305 or 49.65 per km². The streets follow a fairly rigid grid like pattern where most intersections are four-way. There are no intersections that pose any particular threat for the pedestrian as there are sidewalks and signage to help guide all those using the road. The street network flows from one side of the highway to the other as the highway is elevated above the road network. There is no need for the types of walking paths found in the residential districts of Pointe-Claire as the network is clearly defined with many options.

Not only are there twice as many intersections in the VSM graphic but just about all the intersections are four-way giving the pedestrian a variety of route options. The same cannot be said for the FPC area where most of the intersections are not four-way but part of curvilinear, cul-de-sac street networks. The four-way intersections are few and far between resulting in long walking distances with few alternate route choices. According to Ewing and Cervero, of all the built environment measurements, intersection density has the largest effect on walking — more than population density, distance to a store, a transit stop, or jobs within one mile. Intersection density also has large effects on transit use and the amount of driving. They found that intersection density is the most important factor for walking and one of the most important factors for increasing transit use and reducing miles driven.



Appendix

Preliminary Concepts - Phase 1

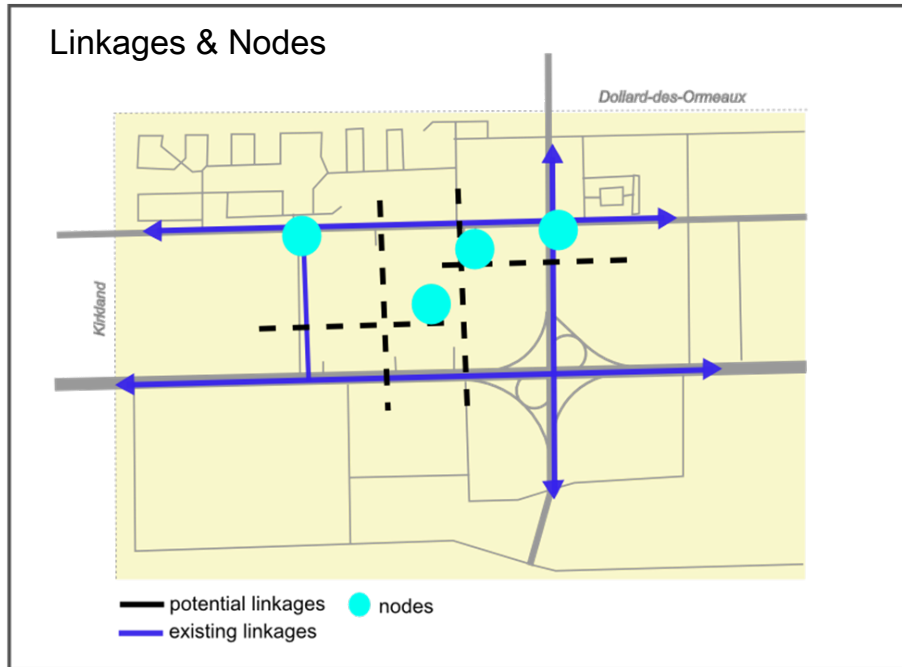


Figure 32

Linkages and Nodes

Current pedestrian nodes are located at the bus terminal and at Fairview Mall. The nodes identified in this graphic show areas that are important congregation points for both pedestrian and automotive traffic. Other nodes are created by intersecting pathways, in this instance highways and roads. They are largely auto-based though with the design concept we hope to bring them to the pedestrian level.

Desire Lines

Where do people want to walk and where are the paths of least resistance? Identifying desire lines were based on such questions. There is very little connectivity between the north and south side of the City Center. Barriers such as highways, distance and lack of pedestrian friendly street features prevent pedestrians from accessing the site. Desire lines are placed to reflect the movement of individuals from surrounding neighborhoods to and through the Fairview site.

Potential Open & Public Spaces

The public space in the design concept will, for the most part, be found along different pedestrian pathways. Eventually, a road network will penetrate through the FPC block which will help pave the way for a more connected City Center. These roads will serve as public space with comfortable pedestrian facilities such as wide sidewalks, seating and pleasant landscaping. There is the opportunity to create walking streets within the site and open public space around the FPC building, in the form of plazas or urban squares. Programming spaces within the site to encourage diversity and active street life is a priority of this design.

Views

Presently, the study site leaves much to be desired in terms of views. Because this area is a major part of Pointe-Claire's City Center it is imperative that the area be distinctive and can be identified as a "place". Currently, the panorama is bland with an enormous beige building surrounded by parking lots. When viewed from the highway or Saint-Jean Blvd there is a lack of visual appeal; the skyline is flat and there is little of visual interest. The vista and view corridor are flat and unappealing for those traveling by foot and car. The design would include elements to help break the monotony of the vistas, panoramas and view corridors. Visual design elements that relate to the pedestrian are to be incorporated to add interest to the area (tree canopy, buildings with smaller set backs).

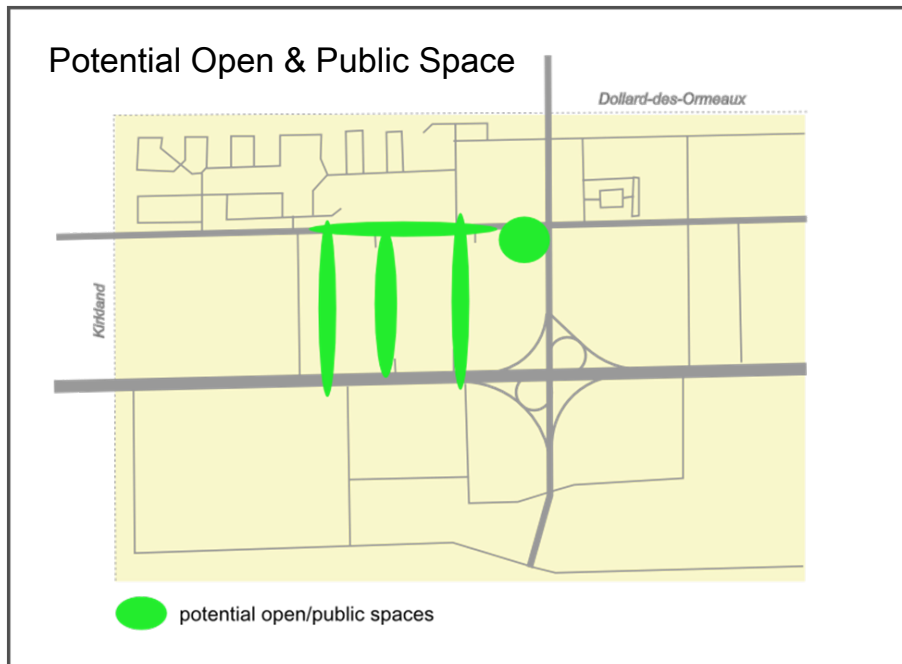


Figure 33



Figure 34

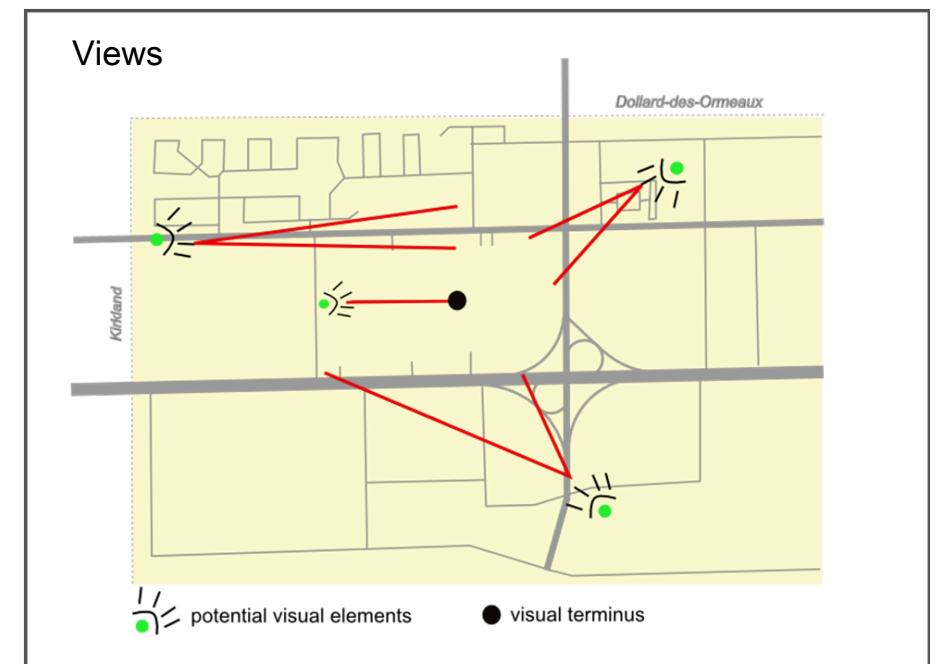


Figure 35

Appendix

Preliminary Concepts - Phase 2

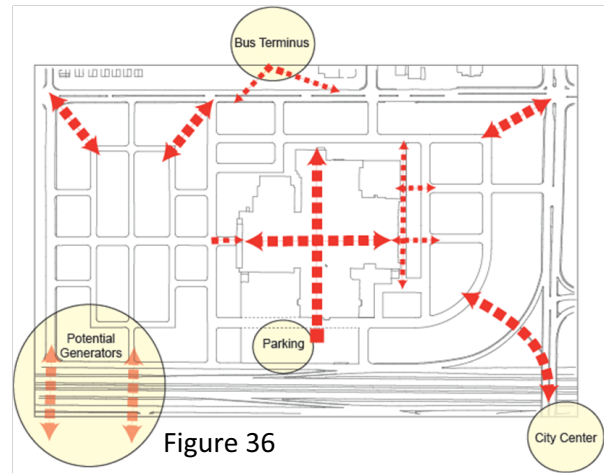


Figure 36

Pedestrian Movement

Connections to and from the city center will be made via dedicated pedestrian pathways. Within the site, the mall will account for the largest pathway linking both sides of the sites. Generators include the bus terminus (which we propose to relocate to the north side of Brunswick, facing the site), the surrounding City Center and the parking structure. Potential links can be made in the future with the southern side of the City Center. As new development occurs, links such as pedways or streets can further connect our site to the City Center.

Automobile Movement

The site will provide for minimal yet functional automobile movement. Connections will be provided through St-Jean, Brunswick and the service road. Automobile traffic will be segregated in such a way that residents and pedestrians will not

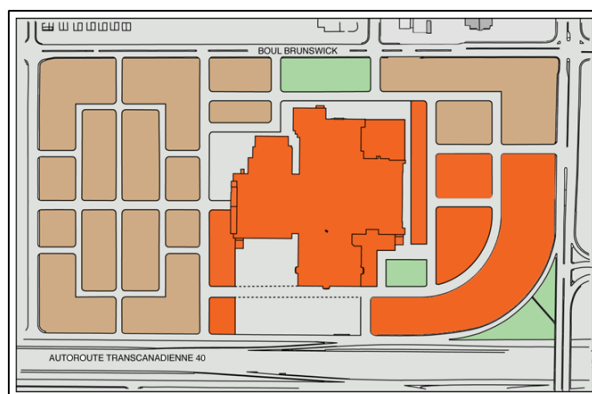


Figure 37

- Land Use Designation**
- Mixed-Use
 - Residential
 - Green/Public Space

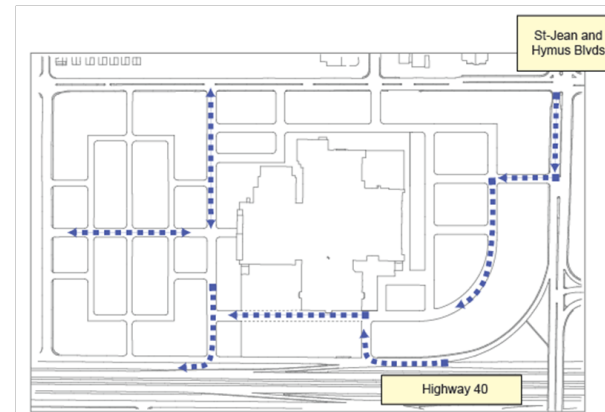


Figure 38

be hindered by commuters. This segregation is possible with a parking structure (locate by the service road) which would capture a certain number of commuters entering the site.

Land Use

Although the entire site will be mixed use, the block layout and building forms encourage certain types of uses in particular areas of the site.

Density

Densifying the site, in respect to both population density and building density, is a necessary and major element of this design. By building up the area surrounding the mall we hope to create a more walkable and sustainable environment.

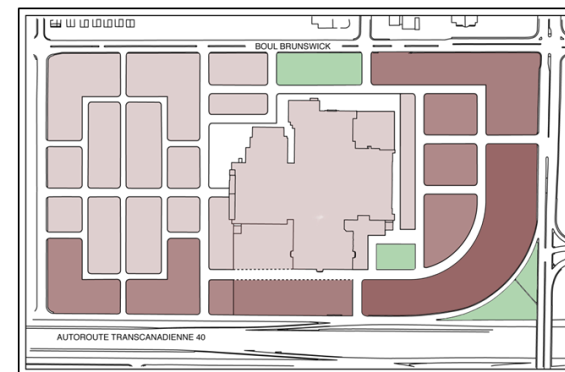


Figure 39

- Density**
- High (12+ Floors)
 - Medium (5 - 8 Floors)
 - Low (3 Floors)
 - Green Space

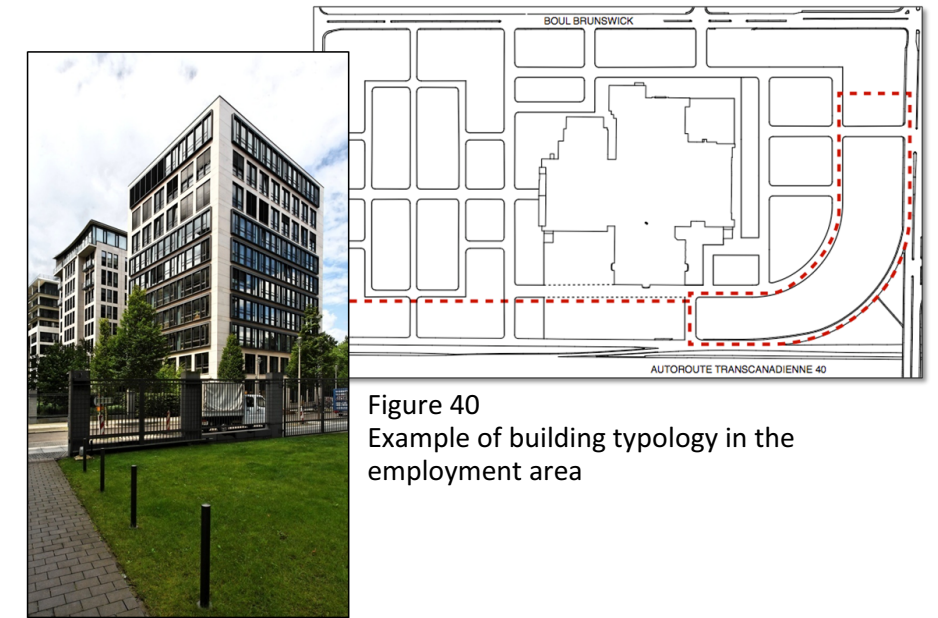


Figure 40
Example of building typology in the employment area

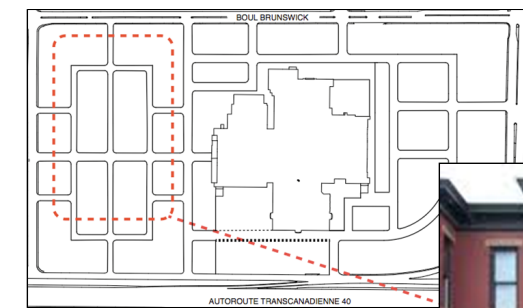


Figure 41
Example of building typology in the lower density residential area

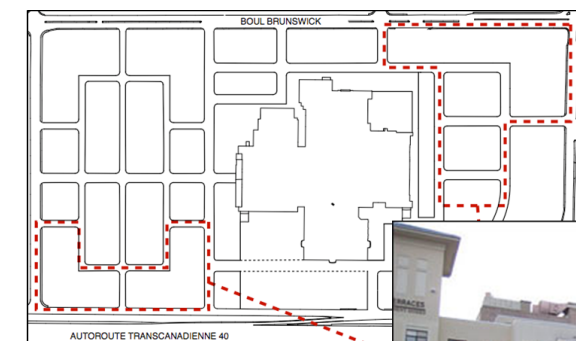


Figure 42
Example of building typology in the medium density area



Appendix

Preliminary Concepts - Phase 3

Evening activity space (Figure 44)

In order to enliven an area that could potentially be deserted at night, there would be a dedicated area for restaurants, bars or cafés. The strip has been designed with sufficient space to allow for terraces at the rear which would look out onto the newly created commercial frontages of the shopping mall. This would ensure more activity on the site. Segregating it to the east side of the site would avoid possible nuisances in the more residential area yet still remain easily accessible to residents. Such an area may also help attract the younger demographic sought after.

Public Space (Figure 45)

Community gardens, outdoor seasonal markets or plazas are some of the examples of public space that could be accommodated on the site. It would be ideal to create forms of public gathering spaces close to the shopping mall to blur the lines between public and private space.

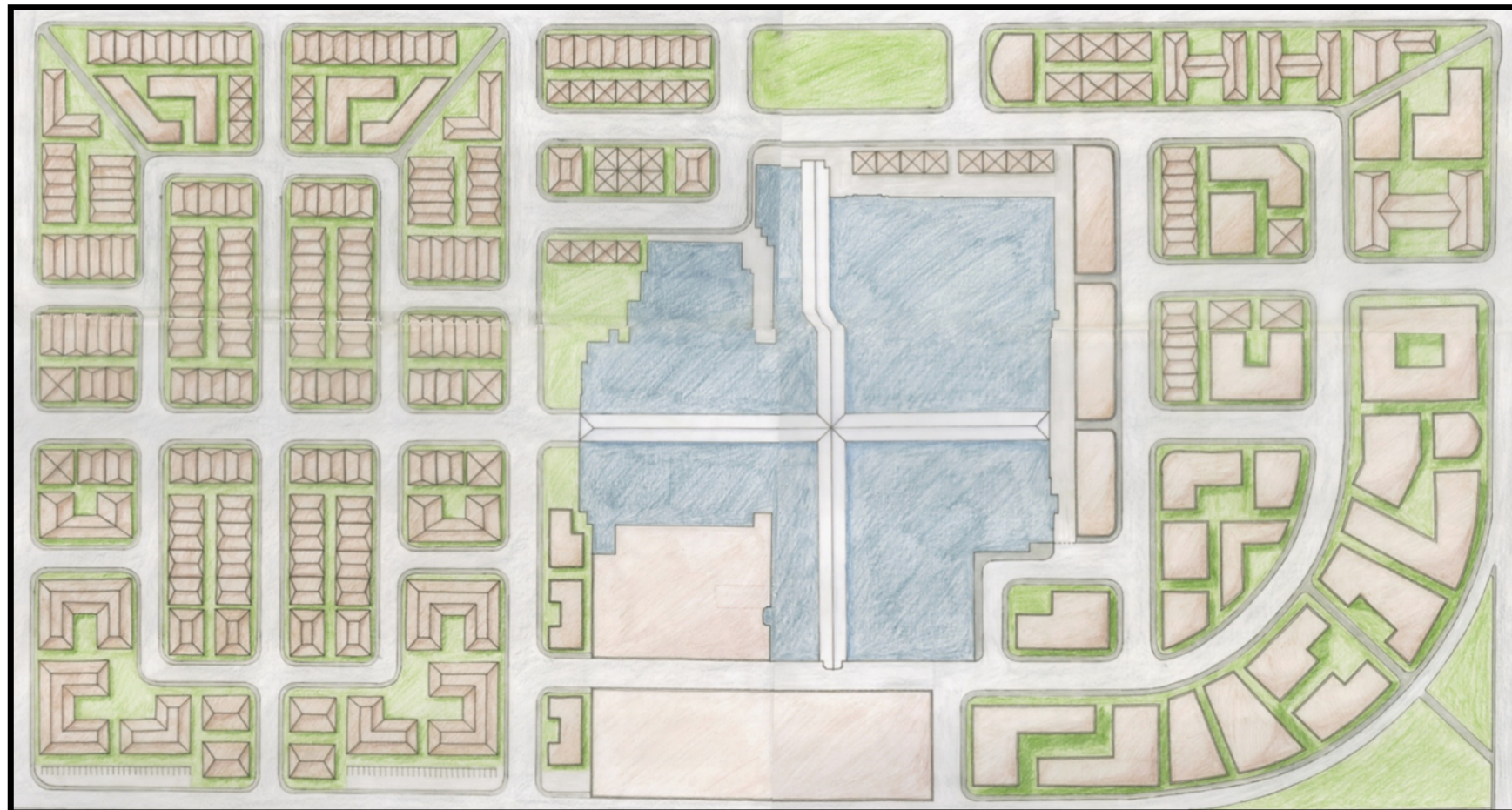


Figure 43

• Entertainment and Evening Activity Space



Figure 44

• Public Space: Community Gardens, Markets or Plazas



Figure 45



Appendix

Bus Circulation

The bus terminus (Figure 46) has been moved across the street from its current location to an underused lot which once housed tennis and squash facilities. By moving the terminus to the north side of Brunswick Boulevard adjacent to the old site, more area has been allocated to the development. The newly allocated space for the bus terminus is also much larger which can in turn support future growth; more buses, more people, and space for bicycle parking in the future once Brunswick is properly retrofitted with a cycling path. Being on the opposite side of the mall, the pedestrian flow from the terminus will be altered. This allows for pedestrian level commercial development along Brunswick Boulevard.

Certain modifications have to be considered. Pedestrians and public transit are a priority therefore changes to the circulation system have been made to ease the flow for the buses. Driving north along St-Jean Boulevard, the buses will now be allowed to turn left onto Brunswick Boulevard. Buses will not run through the site, but instead be routed around. There is possibility for multiple bus stops around the site that are all within reasonable walking distance.

Highway Plan-Off Site Circulation

In order to enhance safety and accessibility, modifications have been made to the service road and highway on ramp (Figure 47). At St-Jean Boulevard, the on ramp leading to the highway has been altered to allow for more space on site and to slow traffic down for turning. There is no need for such a wide turning radius to pick up speed for the highway if the service lane has been extended. The point where the car would normally merge onto the highway has been pushed further down to the end of the site. This allows for a safer transition onto the highway.

Turning left onto Brunswick Boulevard from St-Jean Boulevard (coming from the south) will be allowed. We realize that St-Jean is a major transportation artery and for the time being, these turns are limited so traffic may flow faster however this is integral to this design. In line with Pointe-Claire's vision of a more urbanized center, it is essential that traffic flow be improved along St-Jean. Drivers must be aware that pedestrians and other non-motorized forms of transportation have priority within the urban core.

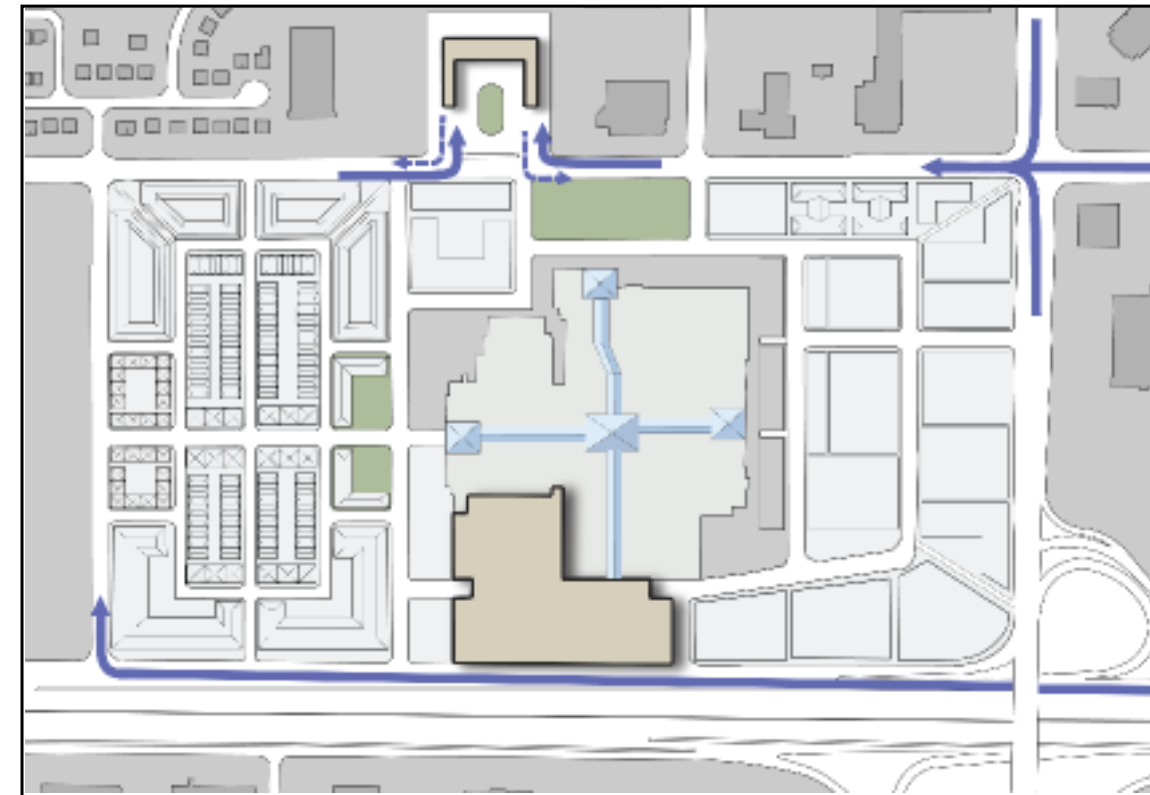


Figure 46

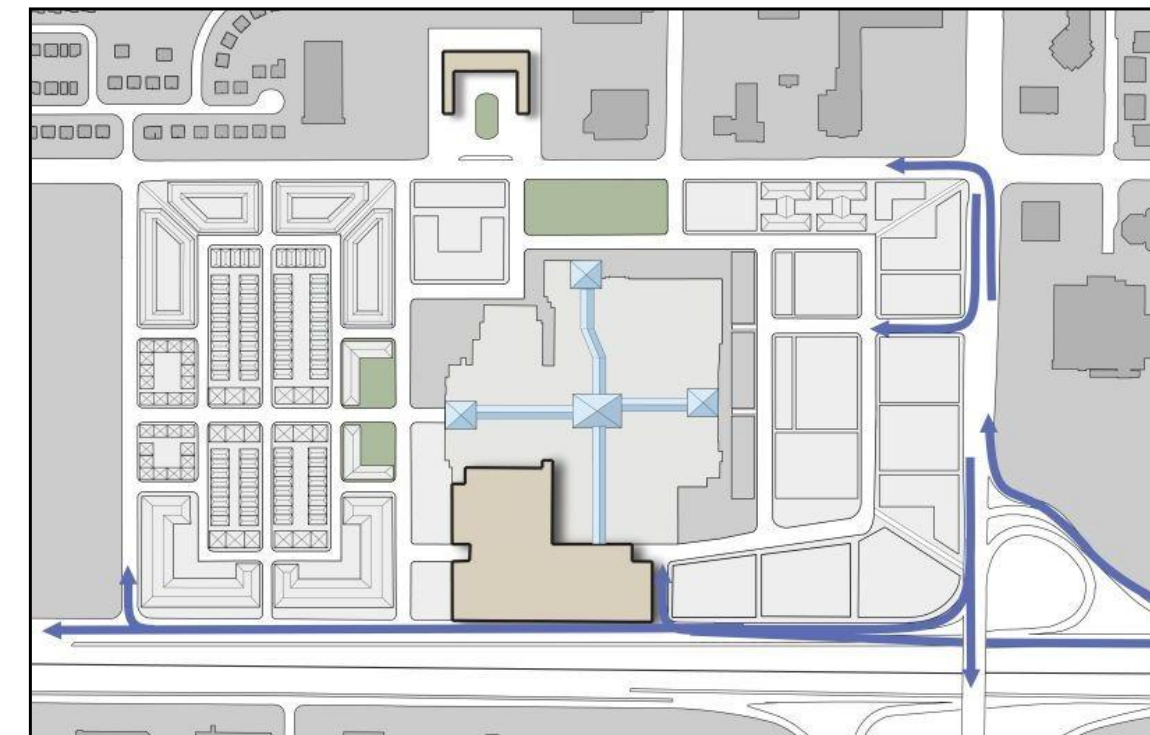
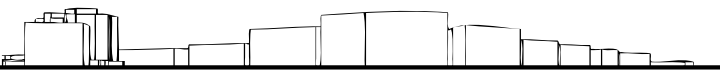
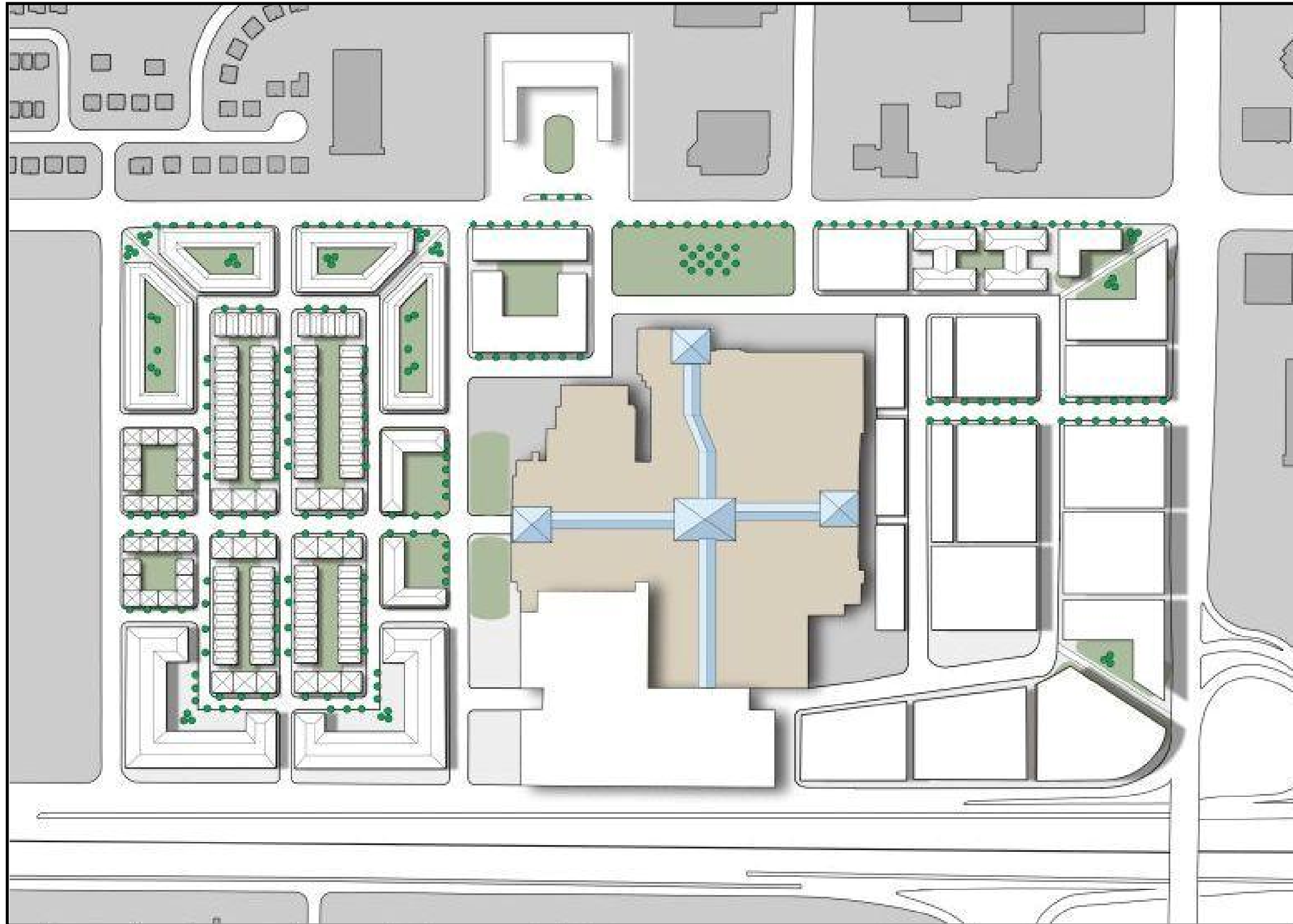


Figure 47



Appendix

Final Plan



Appendix

Final Plan

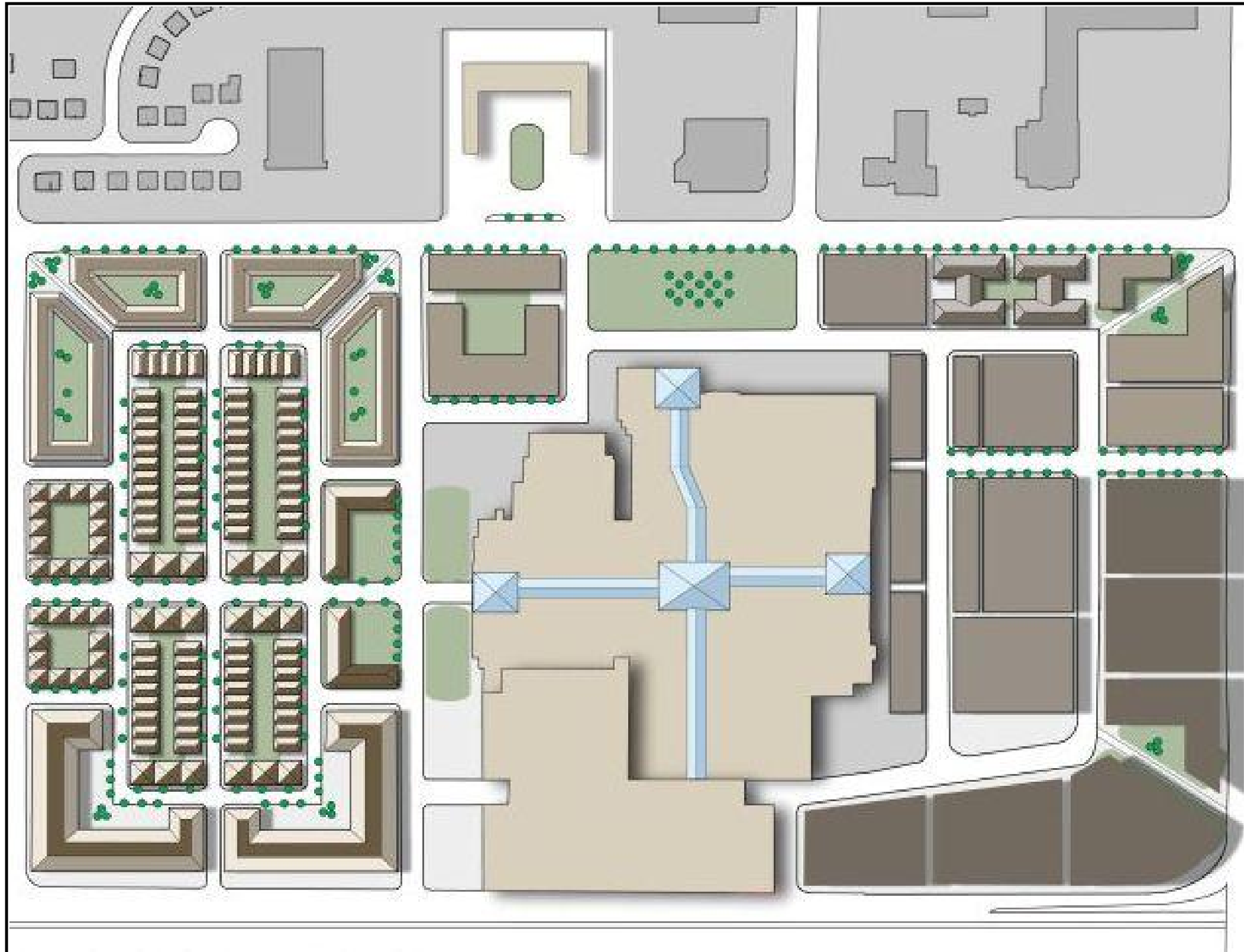


Figure 49