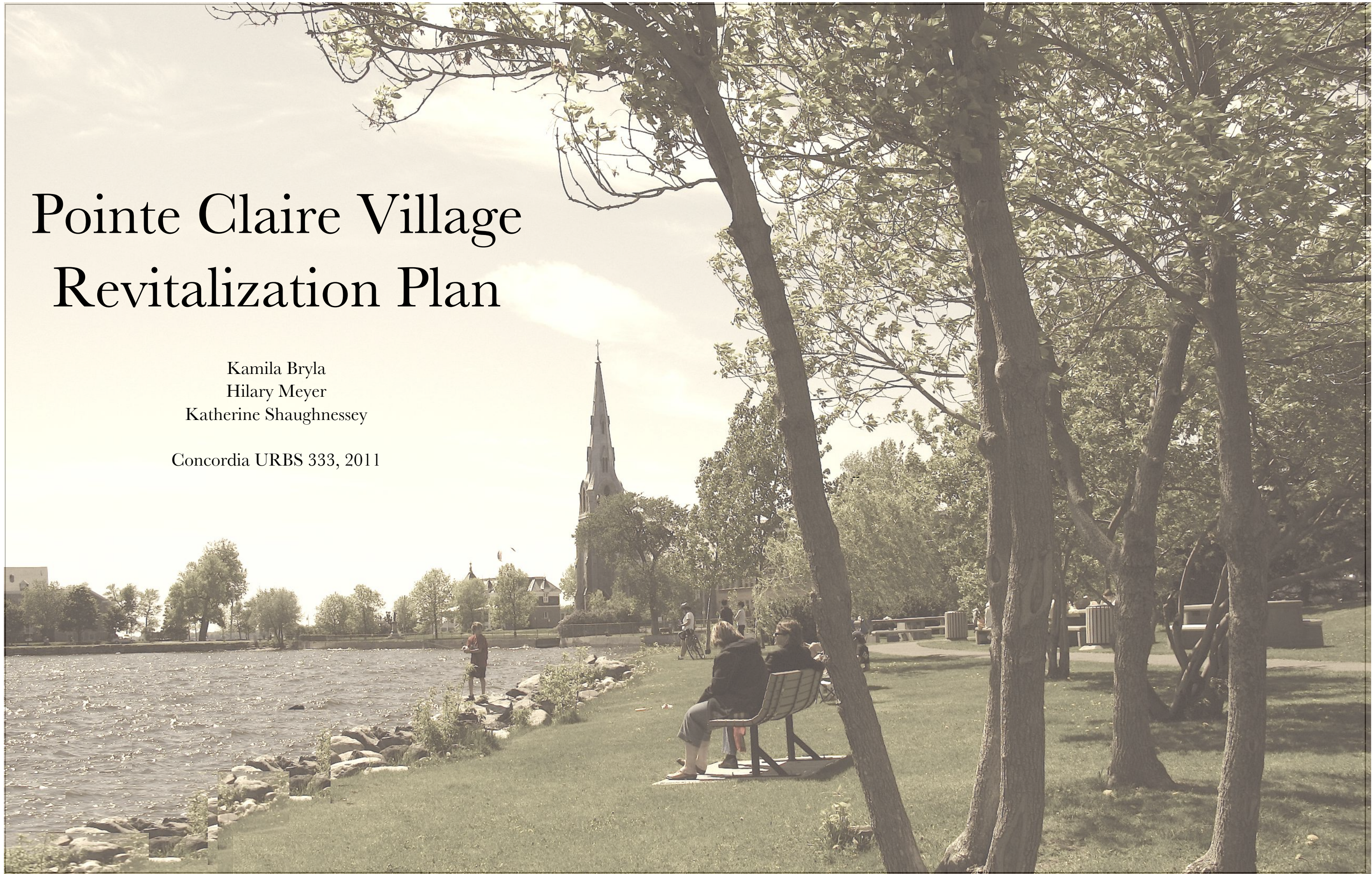


Pointe Claire Village Revitalization Plan

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Concordia URBS 333, 2011





Pointe Claire Revitalization Plan

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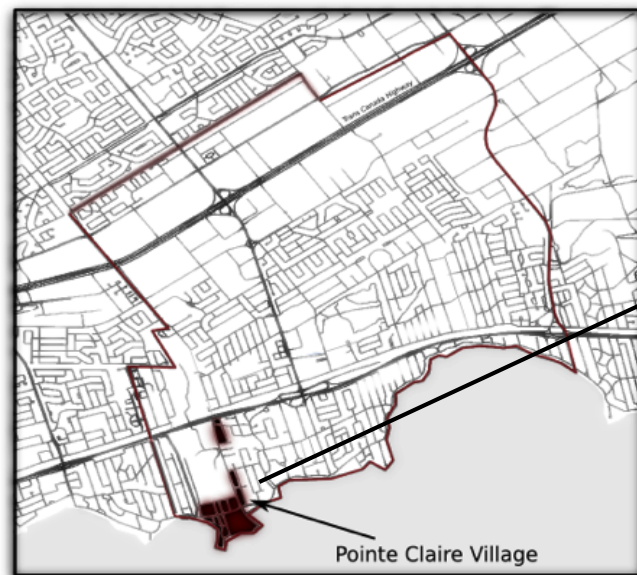
Pointe Claire Village Revitalization Plan

Economic revitalization of the historic Pointe-Claire Village as a functional residential community & activity generator supported by cultural & commercial tourism.

The historic village of Pointe Claire is located on the southern tip of the metropolitan area of the city of Pointe Claire. Initial development of the city spurred from this location due to river access, thus the area holds great cultural and architectural heritage.

As time progressed the city of Poibte Claire has undergone much growth and development, expanding physically, economically and demographically. Though the village currently occupies less than 10% of the metropolitan area, it maintains great potential for revitalization as a destination centre.

Pointe Claire Metropolitan Area



Pointe Claire Village



The Village's attraction is easily recognized within the distinctive qualities of the natural waterfront setting, historical architecture and pedestrian friendly scale, however, to ensure economic and livable viability these elements must be combined with a series of interventions.



Pointe-Claire Historic Parish on Lakeshore



Historic Properties in Commercial Corridor
on Lakeshore Road

Existing attractions within
the Pointe Claire Village



Waterfront and Marina on Lake St. Louis

The proposed interventions in the revitalization plan include creation of new public space, housing communities, commercial corridors and pedestrian networks centred on diversity and integration.

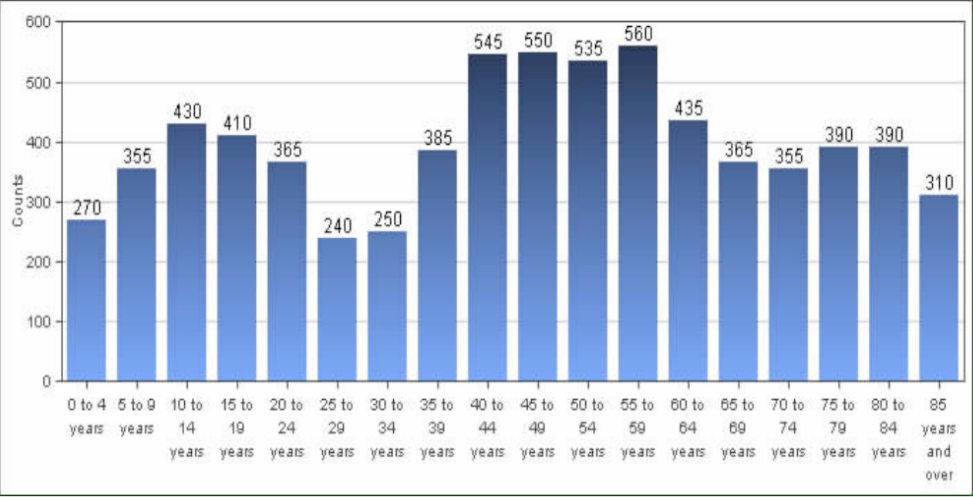
Pointe Claire Village Spacial and Demographic Statistical Analysis

Section 1.1.

The statistics presented here are taken from the census track for the Pointe Claire village in order to analyse the area as it's own urban entity (Statistics Canada, 2006). Generally the statistics convey much homogeny featuring an aging population of high income residents. The number of properties owned, doubles that of property rented, and the type of housing is composed almost entirely of single detached housing.

With a shift in housing as the population ages a demand for new housing types will arise. In order to maintain the village community and avoid cycles of population concentration and depletion housing diversity is a key concept in the revitalization plan.

Demographics

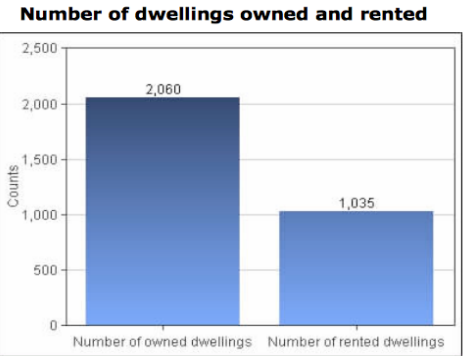


Aging Population (Stats Can)

The Pointe-Claire Village highest age concentration is from the 40-65 range, an aging population therefore poses a problem to housing homogeny and the facilitation of severely increased elderly care needs in the near future.

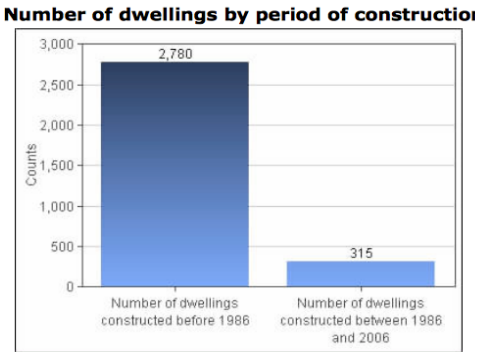
Increased diversity in housing aims to alleviate these circumstances and bring in new families for properties which will be left an aging population.

Existing Housing Types



(Stats Can)

High Owner Rate
In the Village the number of owned dwellings is double the number of rented dwelling. Although high ownership is good, it is difficult to bring younger demographics in to the community without the ability to offer a varied living expense or dwelling size, which is generally more diverse in rented units. Increasing density and diversity of housing will increase the availability of choice.

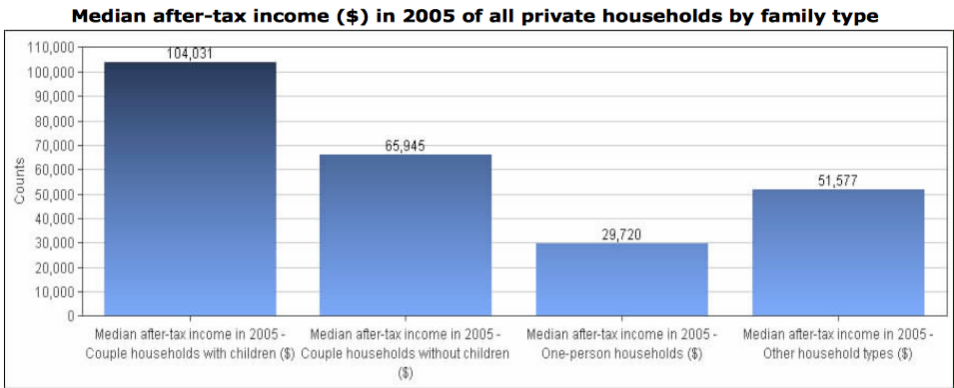


(Stats Can)

Most Construction Done Prior to 1986
The majority of housing was constructed before the year 1986 (25 years of age), only 10% have been constructed since then. Therefore many structures will require inspection, maintenance or demolition in the near future.

As there will be a period of transition and re-structuring within the village, opportunity for infill and add-on structures will be ample and opportune.

Population Income



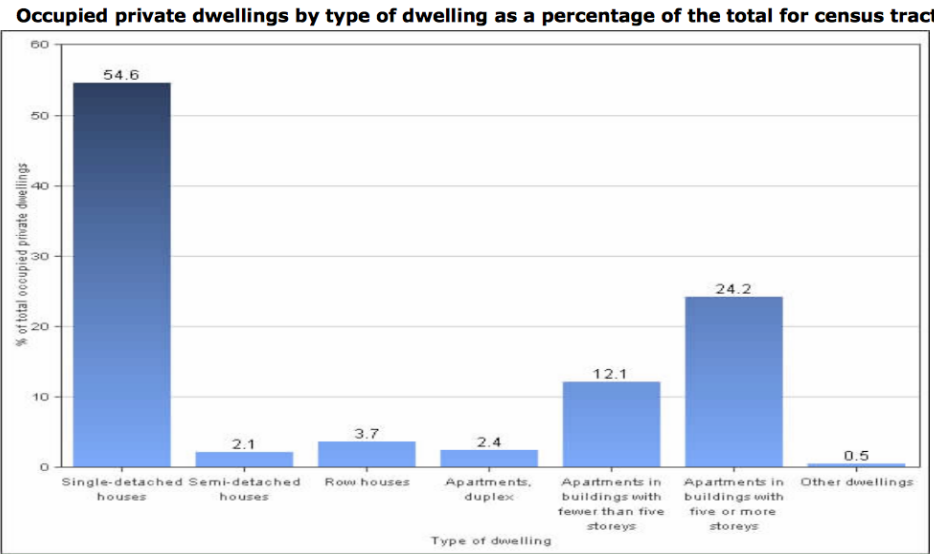
(Stats Can)

de Range Income Averages
The average income in the Village of Pointe-Claire ranges between \$29 720 - \$104 031, this is an expansive gap, however, the housing type and affordability is not reflected in the income of the residents. It is obvious that greater housing diversity is required in order to maintain equality in the community.

According to the 2006 statistics, the average house hold has 6.6 rooms, of which 2.8 are bedrooms, making up 55% single detached homes, while 31% of occupants are tenants.

A total of 1 845 households dedicate 30% of their income to living expense, 49% of these households are tenants, who pay an average of \$994 per month for rent (Stats Can).

Existing Housing Types



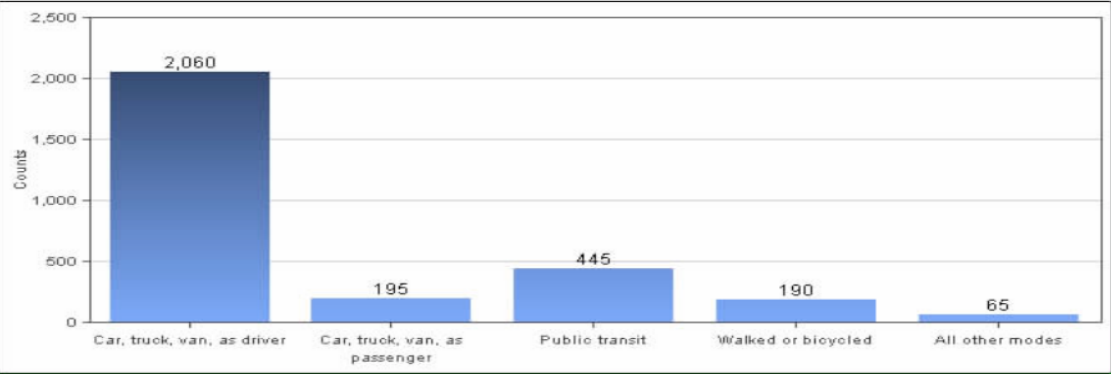
(Stats Can)

High Low Density – Single Detached Housing
The presence of single detached housing is greatest in the village of pointe-claire, this is generally low density housing. By increasing density in the village potential for commercial activity and transit ridership will increase accordingly, therefore the higher the density increase, the higher economic benefits to business.

Mode of transportation within the Pointe-Claire village is highly dependent on vehicle travel. This is likely due to the lack of connectivity from the bus route to the commuter train station located directly north of the village, in addition to a fragmented cycling network. The revitalization plan incorporates public transit linkages, connective cycling lanes and an extensive pedestrian network to increase diversity in travel methods.

Transportation

Mode of Transportation to Work – Pointe-Claire Village Census Track



(Stats Can)

- **Light Rail (AMT)** - Commuter Transport is supported by the AMT commuter train line, which runs East to West along side Highway 20. With 3 stations the annual ridership as of 2008 is **354,700**.
- **Bus Service (STM)**
- The agglomeration of Montreal is serviced by 20 bus routes
- 5 routes facilitate access to Pointe-Claire:
- Lines 221, 211 - **9,119** ridership daily
- Line 470 – **8,168** ridership daily

Only 20%, 600 (out of 2955) residents sampled in the census track use transit, walk or cycle equating only

Rebuild Urban Fabric in the village



Gaps in the Urban Fabric
- The urban fabric of the Pointe-Claire village is **mainly built form** and mixed use

- The **majority of “gaps”** or undeveloped land are used as **parking lots**, both public and private.

- The **parking lots are located throughout the core of the village** as well as on the periphery, either as large street adjacent spaces or along street side.

Lack of Continuity
- The dispersal of parking allowance in the village creates **breaks** along commercial strips and **fragments the pedestrian experience**

- Patrons are more likely to **park adjacent to a specific destination**, rather than walk along a path, decreasing visitation opportunity for surrounding businesses.

(Hilary Meyer)

2.1. Sites of Intervention

Selecting Areas of Intervention

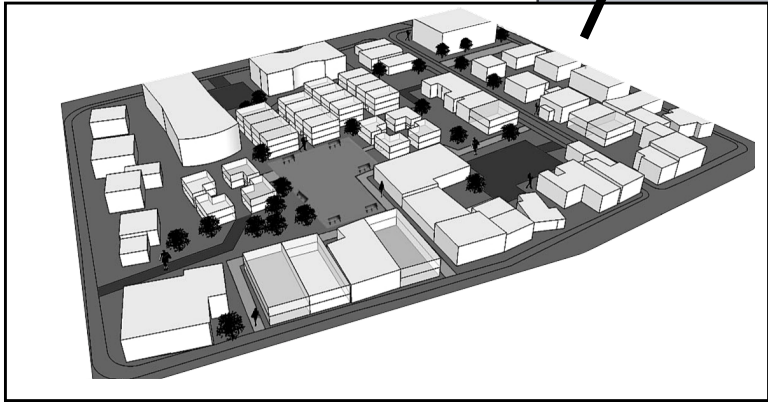
These specific areas were selected to designate varied points of interests within the village and to increase pedestrian connectivity and circulation.

Potential activity areas are interconnected with a proposed village pedestrian network, providing a pleasant environment for both visitors and new residents, while providing commercial activity along these routes supporting the village economy.

2. Infill Development

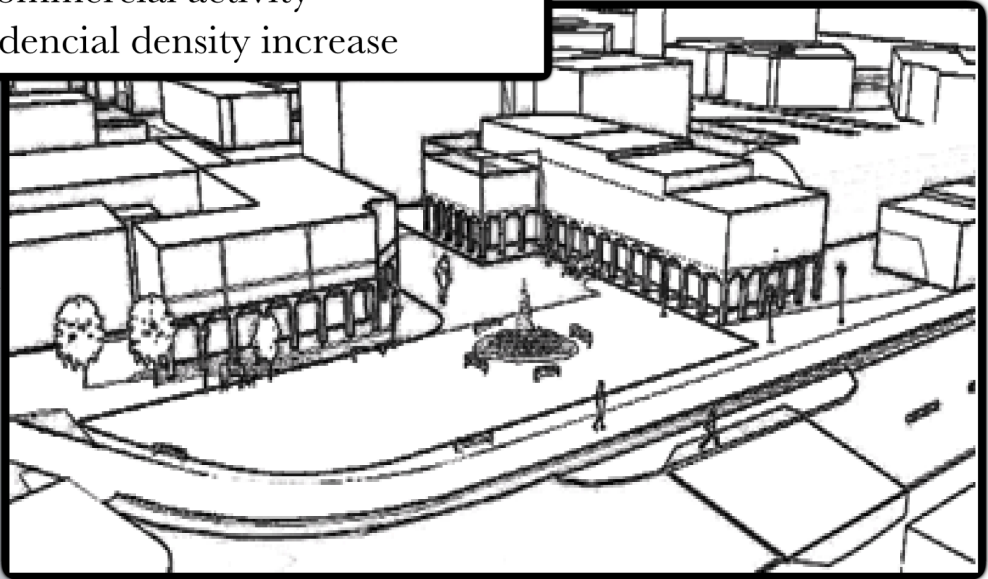
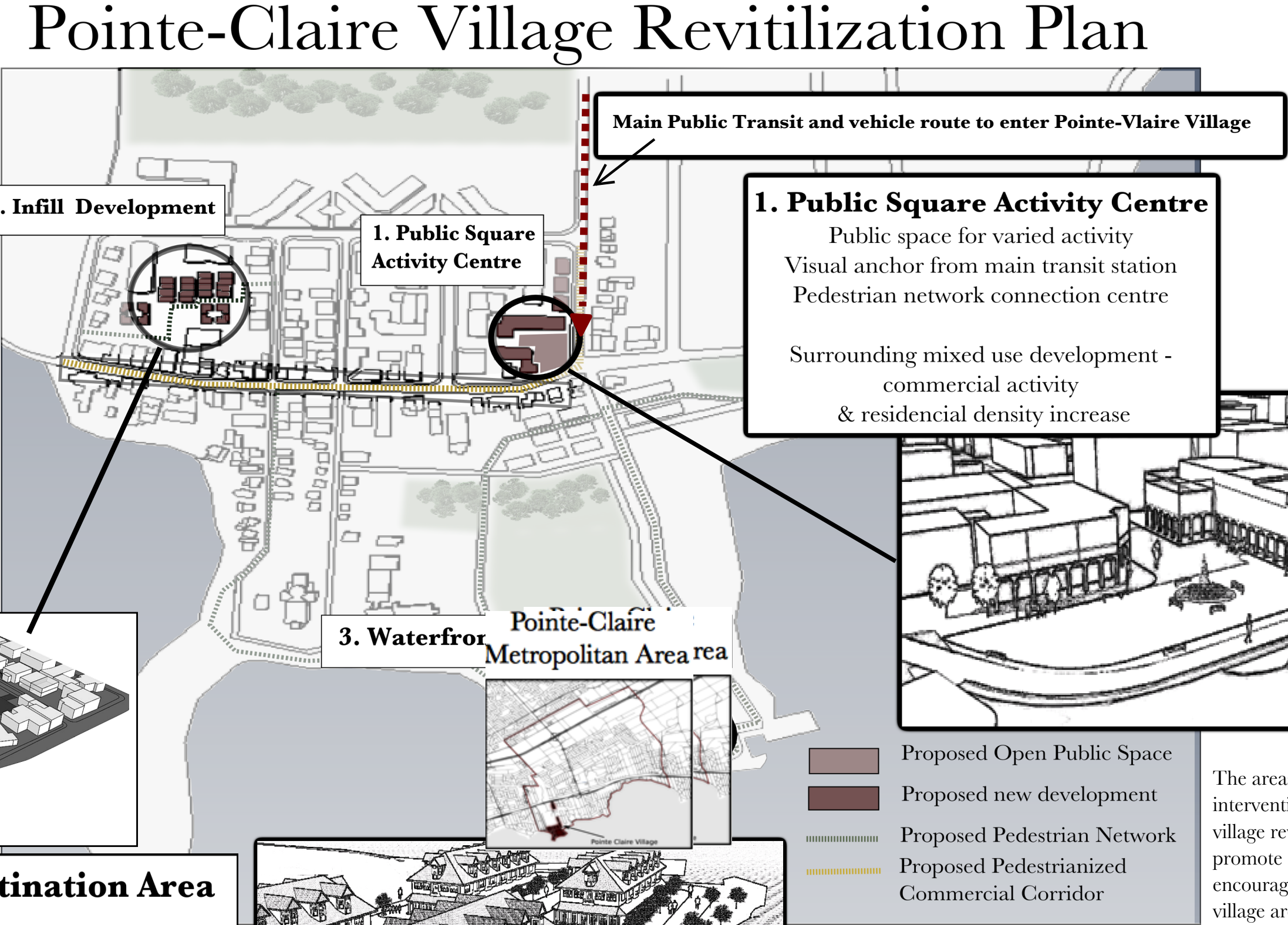
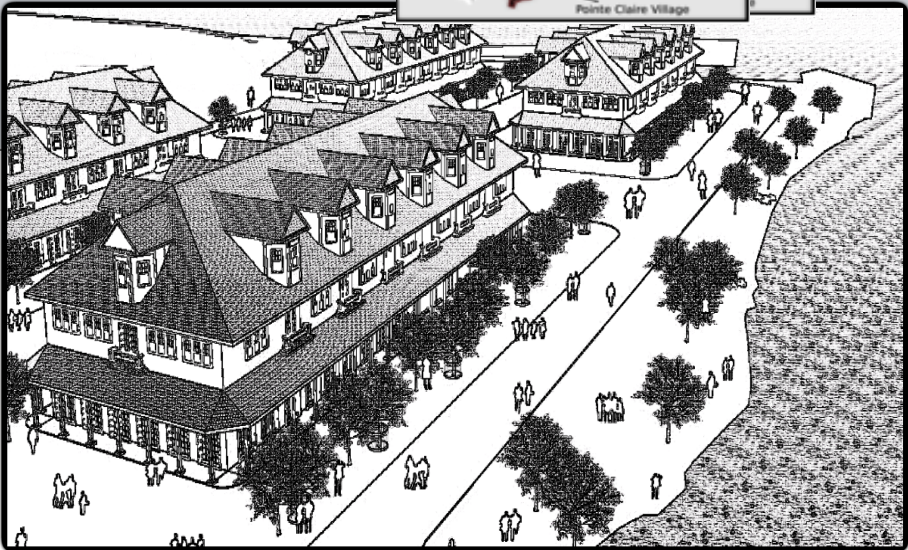
Complete urban fabric, reuse empty and under-used space

Increase:
Density
Diversity
Pedestrian connectivity



3. Waterfront Destination Area

Mixed Use Development
Tourism - Support commercial activity
Increase residential density
Connect pedestrian network

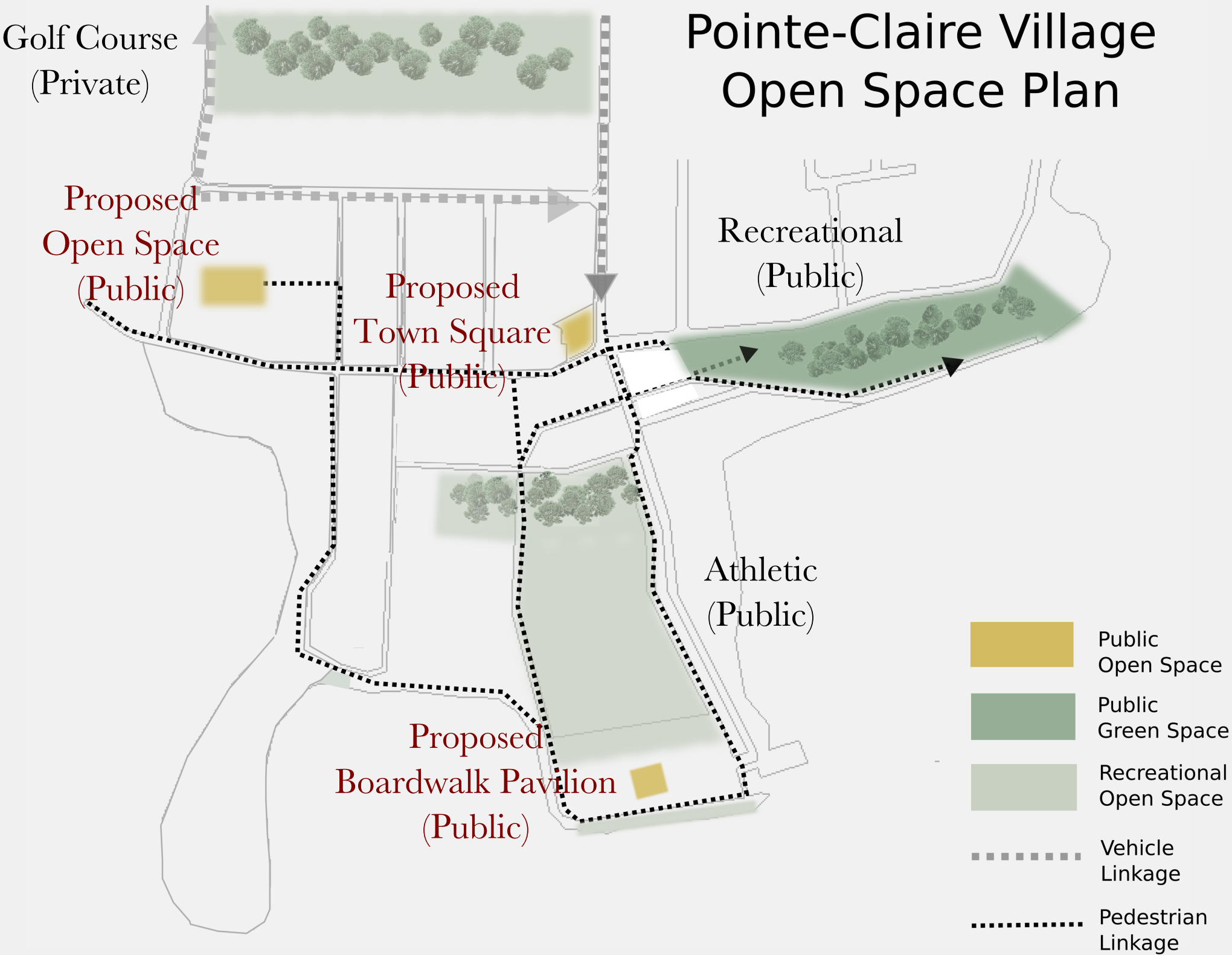


The areas established for intervention are central in the village revitalization plan as they promote dynamic experiences encouraging use of the entire village area as a **polycentric**

Three Unique "Urban Experiences" Proposed Along Pedestrian Route

- 1) The town square, as a new activity centre for the village
- 2) The waterfront development, experiencing nature and heritage along the village walking loop
- 3) Interblock networks of commercial corridors and traditional residential (infill) development

2.2. Open Space Plan

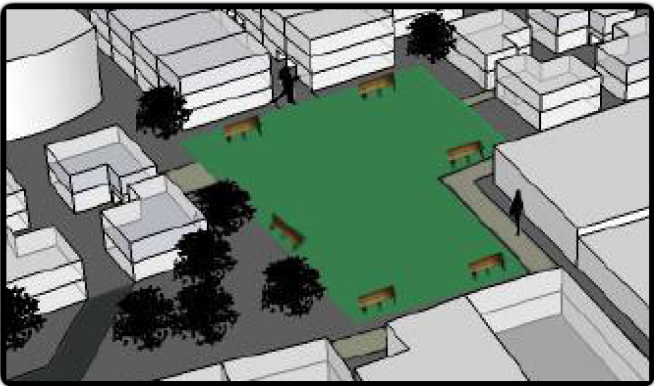


Several open spaces exist within the village of Pointe Claire, the largest being the Pointe Claire golf club, which is privately owned. Additional open space is located south of Lakeshore Road with a vast athletic field, and two picturesque waterfront green spaces, which are open to the public. There is little open public space within the urban area of the village, however, therefore the revitalization plan has proposed three key public spaces, all accessible from the pedestrian network.

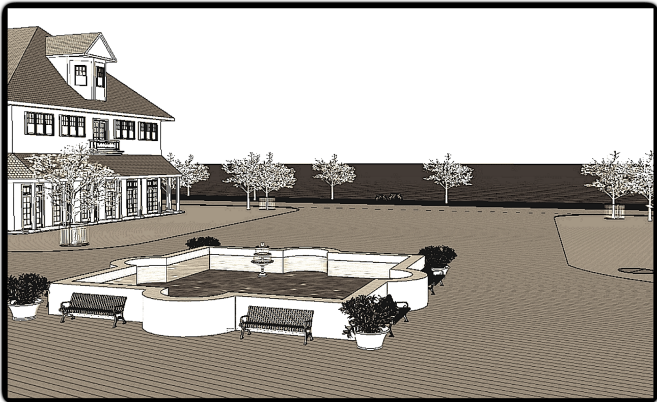
Proposed Town Square



Proposed Open Space



Proposed Boardwalk Pavilion



Connectivity and Accessibility

Public Transit

Hierarchy of the Streets

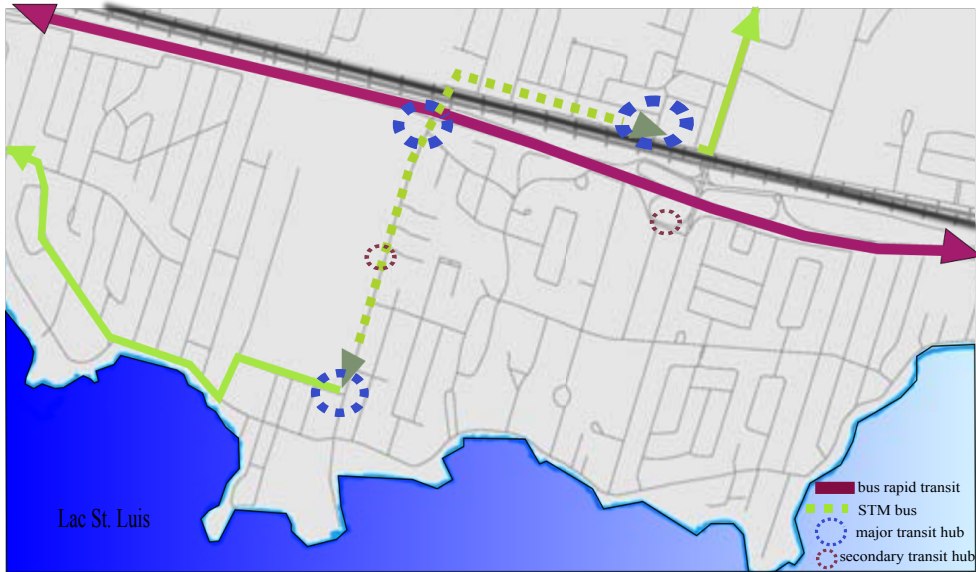


Village is located in the south-east part of Pointe Claire and is recognized as a one of the two most popular regional destinations . Access to the major road collectors, such as Highway 20, Boul St Jean or Boulevard de Sources reveals the character of the area as a bridge connecting the neighboring municipalities. Proximity to the Highway 20 is identified as both potential in terms of mobility as well as a source of problems related to assimilation and traffic congestion . Cul -de -sac and archaic alignement of the local streets contribute to poor accesibility and connectivity within residential, areas and generate high rate of vehicle uses. Disproportion between number of direct horizontal and vertical connection generate the main source of traffic congestion .

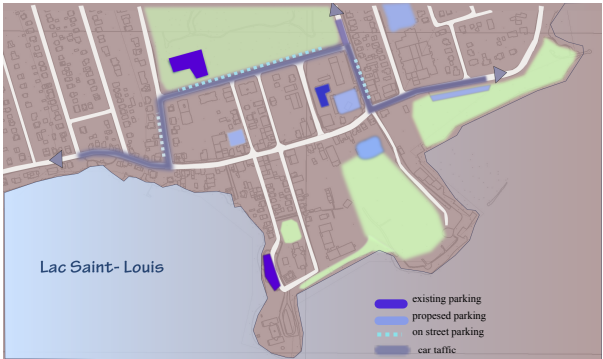
Existing Public Transportation



Proposed Public Transportation



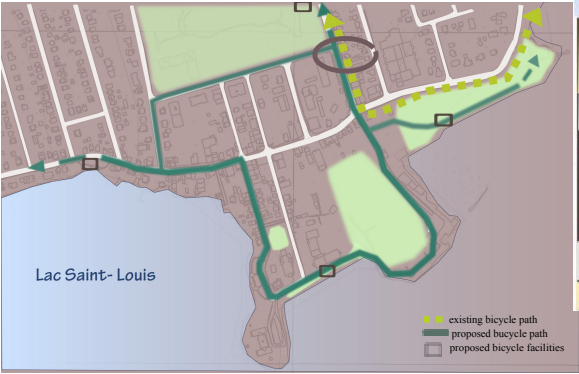
Aim of the project is to improve accessibility and mobility within the village as well as to create public transit connection between the community and northern- industrial part of the Pointe Claire. Porposed changes include introduction of new public bus which will provide a direct link between the core and commuter train line through the avenue Cartier and Donnégani. Such connection may not only improve public transit commuters ridership and support AMT future development but also reduce divers problems related to separation by Highway 20. In addition to the above, project includes compatible line of bus rapid transit operating on highway 20 serving as a Vaudreuil- Aeroport- Montreal connection. The main goal of this line is to improve accesibility of the Village and attract future tourist, potential employees and car independent families. Public transportation improvements introduced by the project will stimulate revitalization of the community by supporting development of mixed use activities as well as respond to the differend needs of the residents by diversifying and integrating variety transportation.



Car

In order to enhance pedestrian experiences and provide the most efficient use of redevelopable sites, the Pointe-Claire Village Revitalisation Project concept will replace the need for on site parking with the construction of strategically placed, underground private garages, situated in close proximity to all main activities. Additional on street paid parking in the form of parallel lines organized along Avenues Cartier, Lanthier and du Golf will respond to future demand and remain a sufficient source of community revenue.

Reduced and redirected towards the north, vehicle traffic will be separate and facilitate movement between cars and pedestrians which will result in safe movement and decreases in traffic congestion. Repaved and narrowed streets and the construction of traffic calming buffers will improve the physical appeal of the street and assure safe mobility in areas of interaction between cars and pedestrians



Bicycle

Pointe Claire village is localised along an attractive, waterfront, 48 km bicycle path along the southern and western shore of the island of Montreal .These conditions offer the potential for the design of a safe, high quality, non -motorised environment that is integrated into the walking network of the village. The extension and connection of fragmented bicycles paths to the north and the organization of separate rights of way for bicycles and cycling trucks focuses on the diversity of different modes of cycling and will contribute to the increasing interest of cycling among inhabitants and tourists.

The creation of separate priority bicycle crossings directed away from the road allows turning motor vehicles to stop and give priority to crossing bicyclists. Traffic calming buffers and improved visibility will maximise safety of cyclists and pedestrians.



Pedestrian

The existing character of the build form, it's density as well as appealing architecture all create a sense of a unique and traditional town that enhance the potential for the development of viable walkable environment. Prioritising pedestrians through the exclusion of cars and the introduction of walkable corridors along Lakeshore Avenue will not only enhance the quality of the space by developing a community feeling, but will also contribute to economic and environmental benefits.

Breaking up larger blocks helps to create a sense of a traditional orthogonal city with high accessibility and connectivity between it's main activities. This design approach will also generate excellent locations for new mixed use development as potential generators of pedestrian flow.

Integration of divers experiences will provide an interesting destination for a variety of demographics including entire families, youths and the elderly

Pointe-Claire Village Land Use Designations

2.5. Land Use Plan

Existing Land Use Designations within Pointe-Claire Village

Pointe-Claire Village is presently designated as a residential neighbourhood according to the Ville de Montréal’s Master Plan, however at a local scale the Village is in fact a mixed-use area with a combination of residential, commercial, retail, light industrial, institutional, municipal and recreational activities. Lakeshore Avenue is the Village’s main commercial thoroughfare and provides residents with essential services for everyday life as well as retail and specialty shops and several restaurants. Institutional, municipal and recreational activities are also present such as the Pointe-Claire Curling Club and the Yacht Club, the municipal recreational center which provides tennis courts, green space and a swimming pool, Parc Alexandre Bourgeau and Parc Edgewater are a few amongst others. Residences are scattered throughout the Village though generally concentrated in the rear of blocks adjacent to Lakeshore Avenue. The existing mixed-use environment of the Village provides ample opportunity to increase the diversity of activities and services provided in the neighbourhood. Through specific areas of intervention and infill developments, the Village can achieve a higher level of diversity amongst activities and residents, maximizing the use of space while ensuring that it retains all the characteristics that makes this neighbourhood a desirable location for living, working and playing.

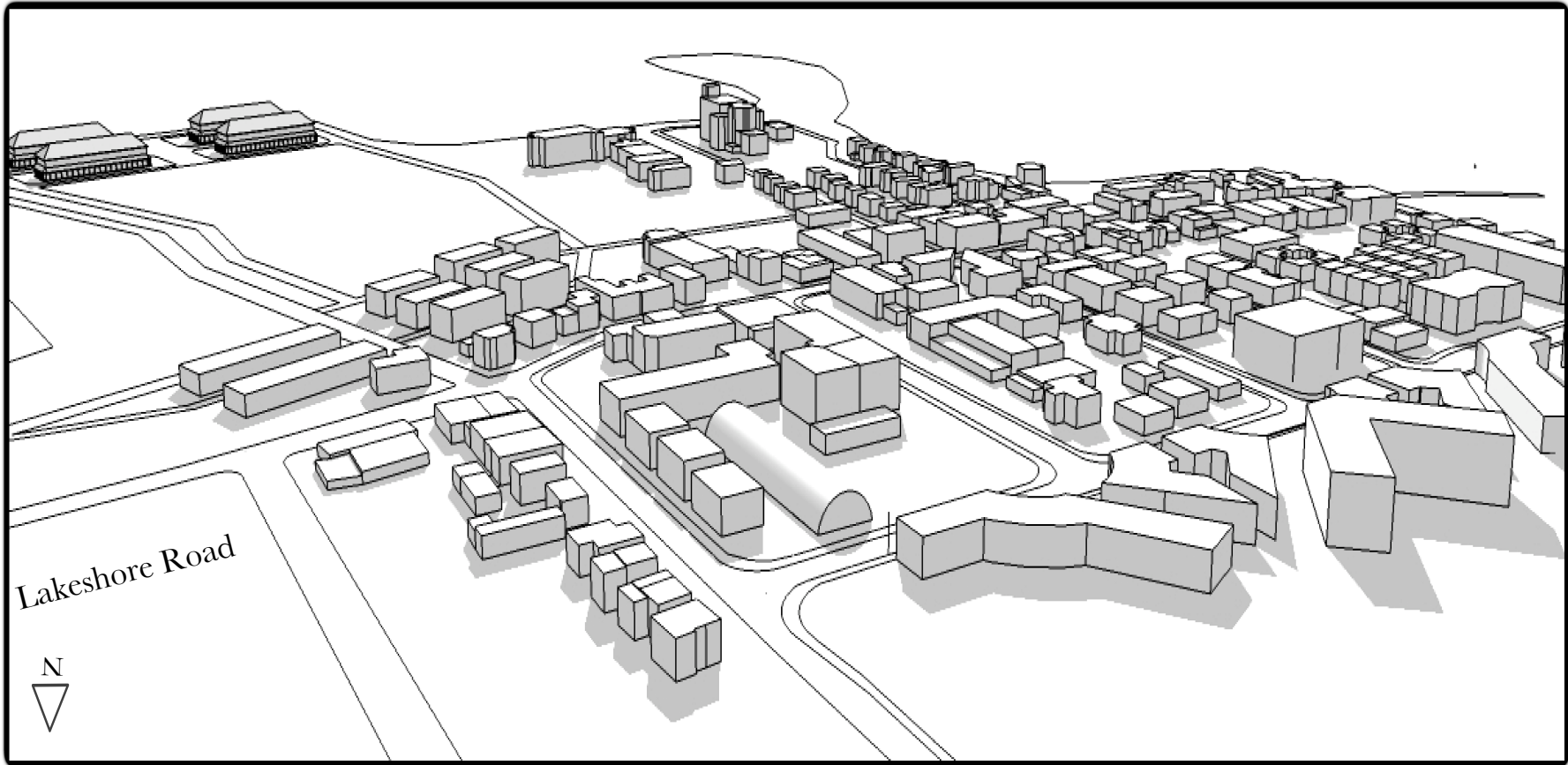
Proposed Land Use Changes within Pointe-Claire Village

The Village presently has large amounts of undeveloped land that provides opportunities for new developments as well as infill developments that will optimize the use of space within the Village. As the neighbourhood already has a mixing of uses, further increasing this diversity of activities is a major component of the proposed interventions. Gaps in the built form will be filled in with mixed used buildings to stay true to the areas mixed use quality, while large vacant lots will be filled with new developments, commercial, residential and mixed, to provide opportunities for new residents, businesses and activities to locate themselves in the Village. Important areas of intervention will include the creation of a town square, residential and commercial infill, and the strategic placement of mixed use buildings to attract residents and visitors to different experience areas. The majority of land use changes will involve the expansion and creation of mixed use areas, and the creation of additional green spaces connecting to new pedestrian pathways which will providing a desirable walking network through specific areas of activities. Detailed examples of major interventions will be outlined in the following sections.



Katherine Shaughnessey

Built Environment Massing

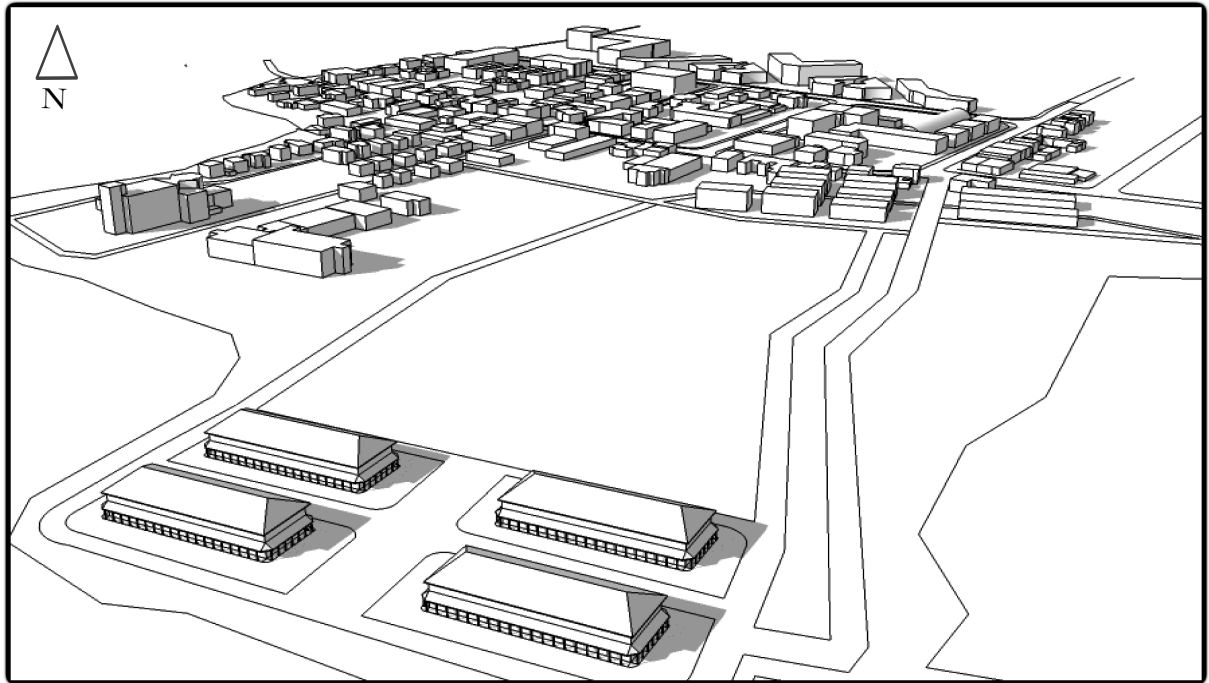
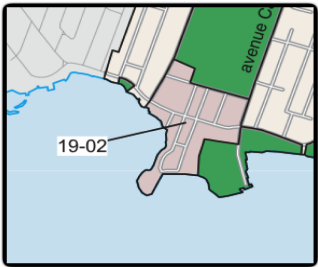


As the village has a high concentration of historic properties the heights are fairly low, generally 1-3 stories. therefore the proposed built stuctures repect the existing built environment by maintianing low rise development. Densification is achieved through infill development, in which clustering of new properties (placed in close proximity to one another) are built within spaces that are underused within the urban fabric. Building dense vertical structures generally requires great setbacks in order to avoid disorientation on street level. This renders open space around high structures, contrastly the village proposal includes a series of low-rise developments which create a pedestrian networks and corridors throughout the larger blocks. By respecting height restrictions the historic aspects of the village are maintained and a pedestrian network can developed, as setback restrictions are low. The Siant Joachim steeple still remains the highest point of the village after all proposed development..

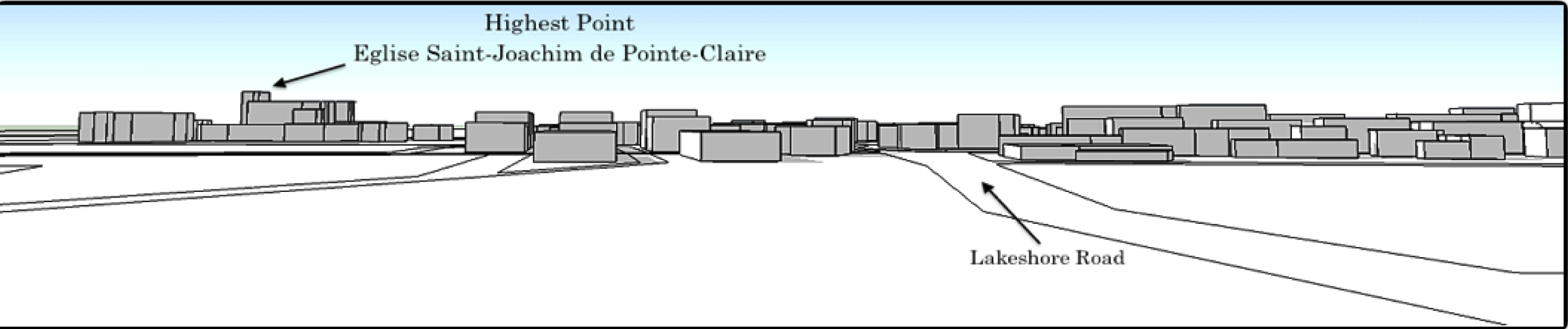
The Montreal master plan indicates a height restriction of 3 stories within the Pointe-Claire Village. This number was based on studies assessing the heights of buildings within the area to determine what is suitable for intergration. of new properties.

- Sector 19-02:
- Building height of one to three stories above ground;
 - Low or medium site coverage.

(Montreal master plan, 2011)

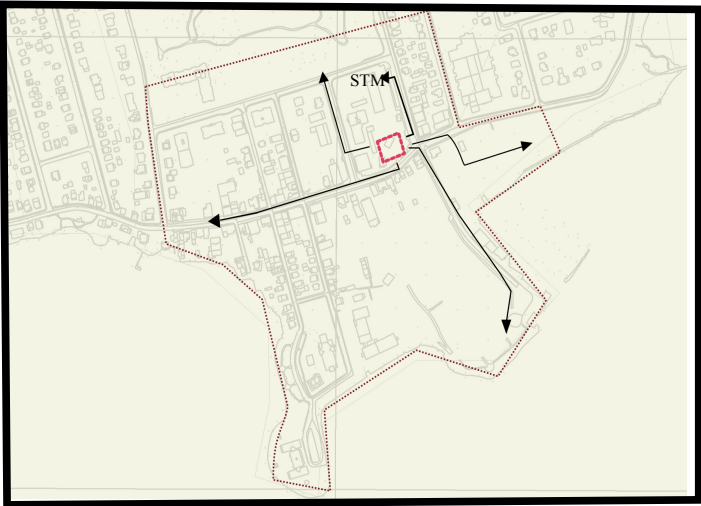
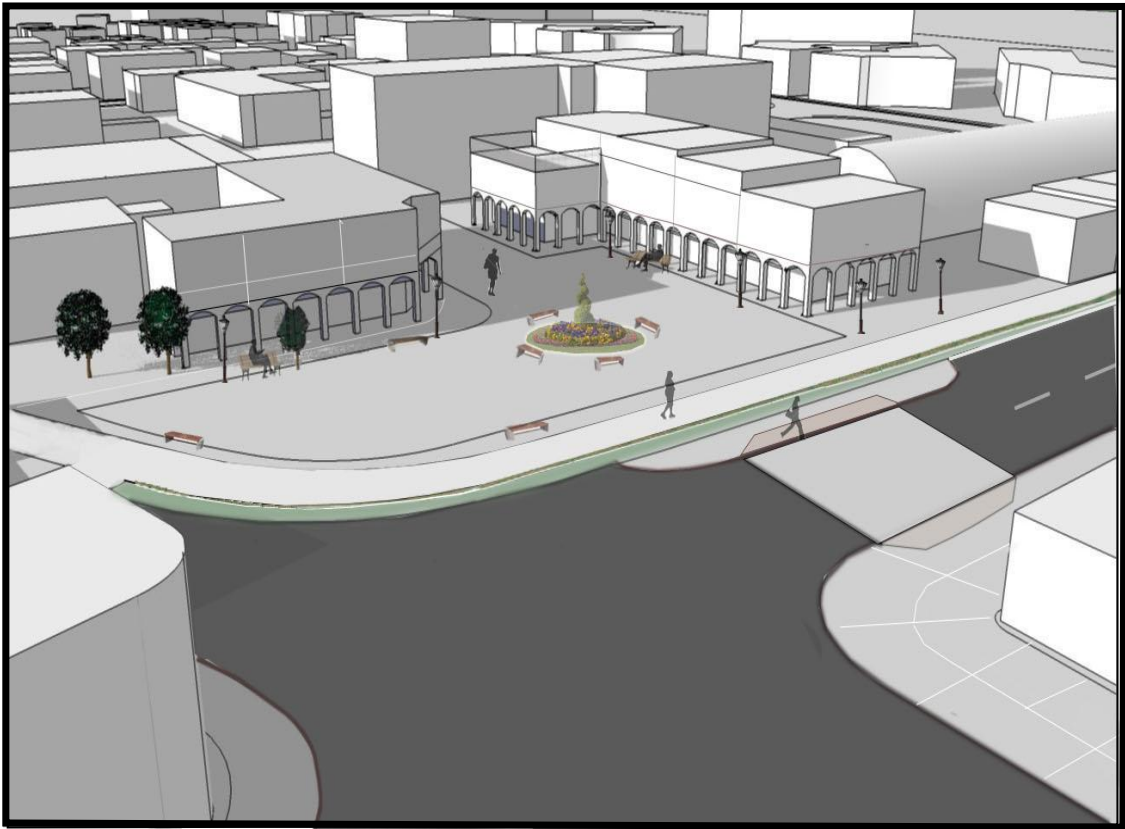


Proposed Development along waterfront, mainly 3 story maximum in order to respect lakeview, while increasing density and activity



By respecting height restrictions the historic aspects of the village are maintained and a pedestrian network can developed, as setback restrictions are low.

(Left) The Siant Joachim steeple still remains the highest point of the village after implementation of proposed structures.



The City Center

The existing site is situated on the intersection of Lakeshore and Cartier, two of the Village's main arteries and consist of both underdeveloped open green space and parking lots. The surrounding environment is composed mostly of medium and low density residential buildings, the curling club and adjacent parking. The central location of the site, as well as high accessibility to key attractions existing in the Village will give the place its distinctive character. The site is currently unused but could be transformed into a visual anchor attracting and introducing visitors to the experience of the village. Public main square, situated within close proximity to a major transit hub is linked and integrated into the proposed pedestrian network which will direct people towards the main commercial strip of the Village, Lakeshore Avenue.

The objective of the proposed new design is to beautify the existing underdeveloped space by implementing stylistically integrated buildings. Providing new appealing greenery, street furniture, and paved sidewalks will improve the visual and spatial experience of the public space and encourage visitors to benefit from street level activities

Commercial Market

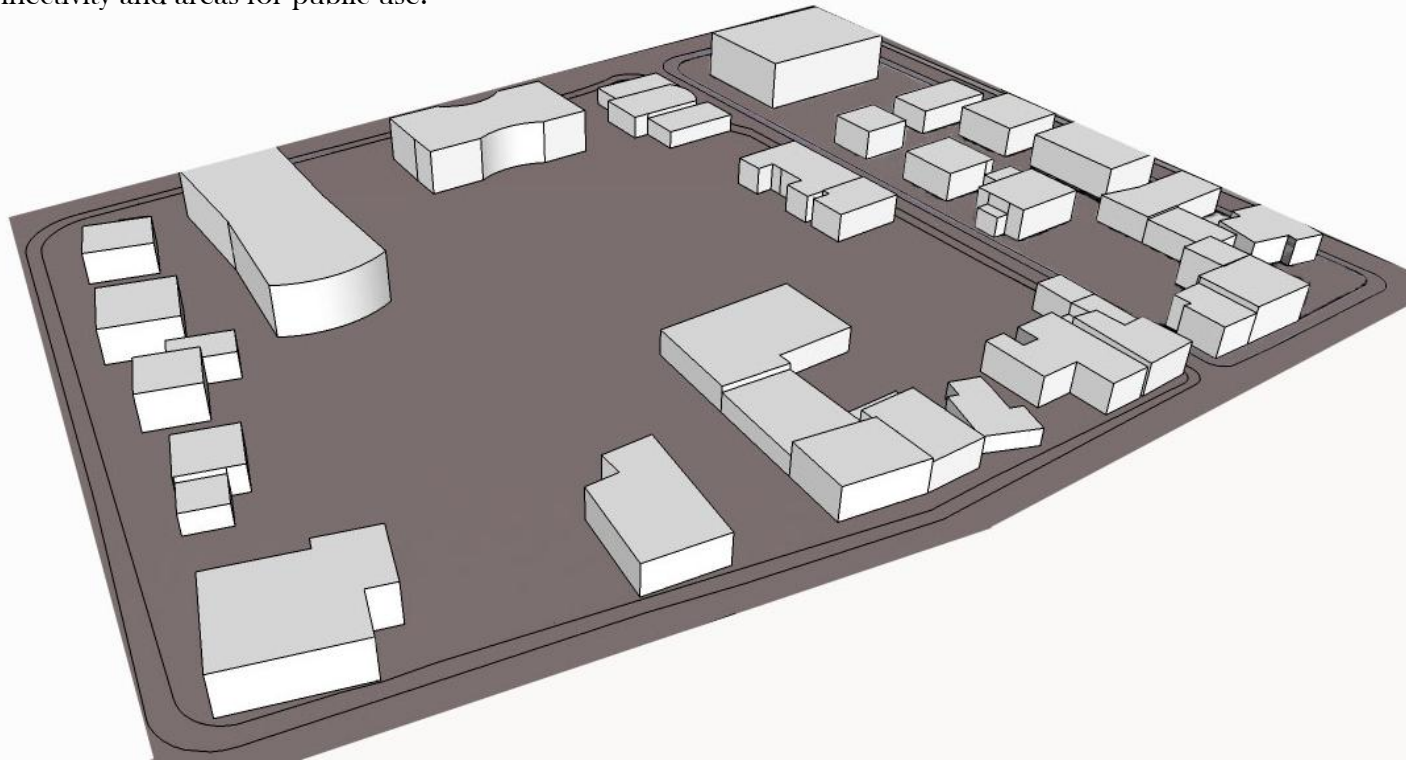
The nature of the recommended improvements will help provide better linkages between other interest points existing in the Village as well as give a sense of direction and sense of place within the city. Objectives of the European style designed space is to integrate leisure activities of inhabitants as well as attract visitors and provide ample space to ensure potential for office and commercial developments.

Two uniquely designed buildings will be integrated into the open space and are designed for small commercial activities while increasing the diversity and quality of the services provided to residents of the area.

3.2. Infill and Interblock Pedestrian Connection Plan

Completion of the Urban Fabric, Pedestrian Connectivity and Public Space

The following site is an important area of intervention that will be redesigned to ensure the appropriate use of underused spaces and emphasize pedestrian connectivity, public spaces and infill developments. The site consists of two blocks bordered by Lakeshore Avenue, Avenue du Golf, Avenue Lanthier and Avenue Sainte Anne. This section of Pointe-Claire Village presently has many gaps in the built environment, large portions of the area are designated parking lots serving commercial buildings along Lakeshore, as well as large portions of unused and wasted space. Unlike most other blocks in the Village, the largest block bordered by Avenues Lakeshore, du Golf, Lanthier and Saint-Joachim is essentially square, development has only occurred along the outer edges of the block leaving large empty spaces in the interior. A major component of the Pointe-Claire Revitalization Project is to promote better use of space within the Village and maximize the potential for new developments, both residential and mixed-use, while ensuring developments respect the areas current urban fabric. This section of the Village offers an example of interventions that will be made to achieve higher densities, better use of space, improved pedestrian connectivity and areas for public use.



In addition to the development of new buildings, pedestrian pathways will run through both blocks and will give residents access to the main commercial thoroughfare Lakeshore, without requiring them to travel around the largest block but instead travel through it. This pathway will intersect with a new green space available to residents and visitors to the Village. It will also provide businesses on Lakeshore and Saint-Joachim with the option of having entrances or outdoor spaces at the rear of their buildings, promoting transparency of ground floor commercial spaces and encouraging the creation of accessible semi-public spaces. The pedestrian network will be linked with additional new pathways that are proposed throughout the Village to encourage walking over automobile use and offer residents and visitors a stimulating pathway network with diverse experiences. There will be three small lanes dedicated to automobile traffic which will be restricted to residents who live in the interior of the block, however they will be separated from the pedestrian pathways and will not offer on street parking to ensure that pedestrians are given priority over automobiles.



Source: Google Maps



Source: Google Maps

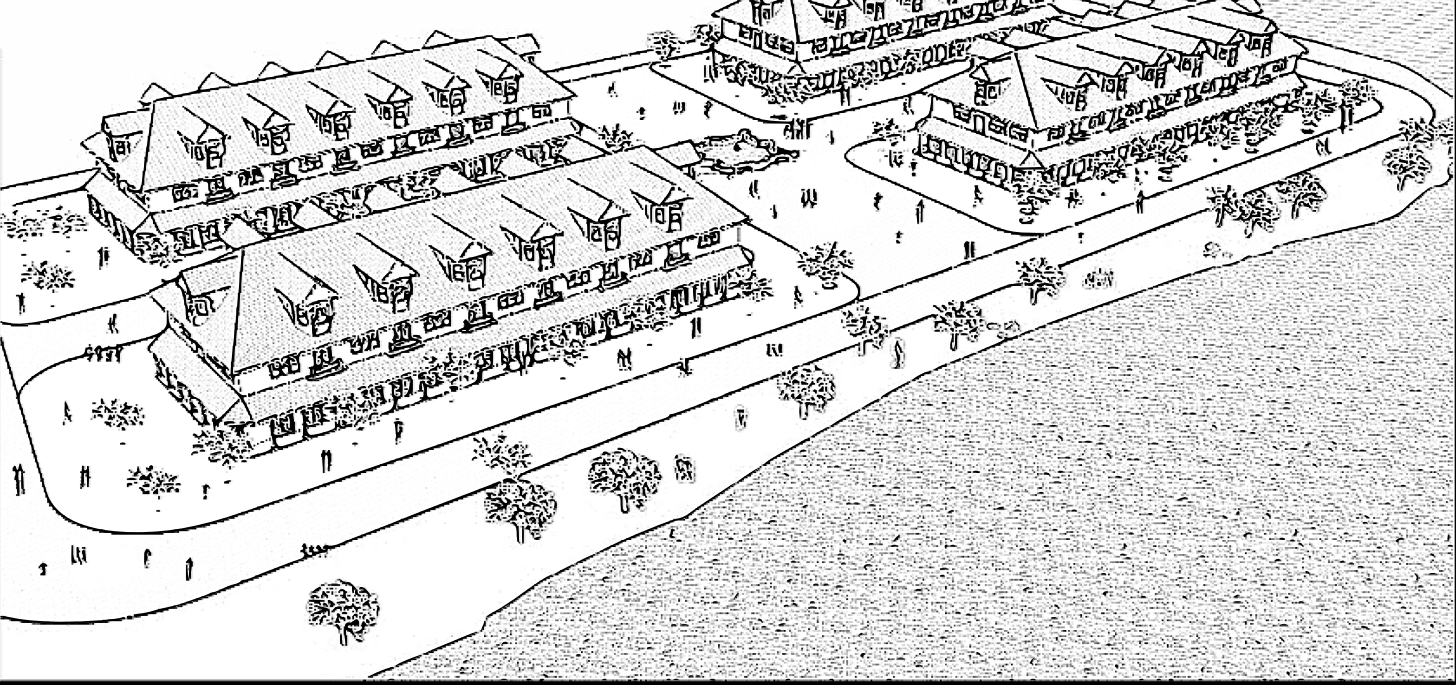
The proposed intervention involves the appropriation of several parking lots within the site which will be developed for residential and mixed-use purposes. These parking lots that currently serve the commercial businesses within the Village are rarely used to full capacity and encourage automobile use, which we are aiming to reduce in favour of public and active modes of transportation. The majority of new residential buildings will be introduced into the interior of the block which is presently wasted space and will provide a diversity of housing stock for populations looking to relocate to the Village. Mixed-use buildings presently occupy the outer edges of the blocks, with the exception of Avenue du Golf which is comprised mainly of single-family dwellings. However, along Saint-Joachim and Lakeshore there is opportunity to fill in the gaps present in the urban fabric with mixed-use developments similar to the ones already in existence. These infill developments will ensure a more appropriate use of street side lots and provide potential for new commercial activities as well as residential spaces on the second floor.



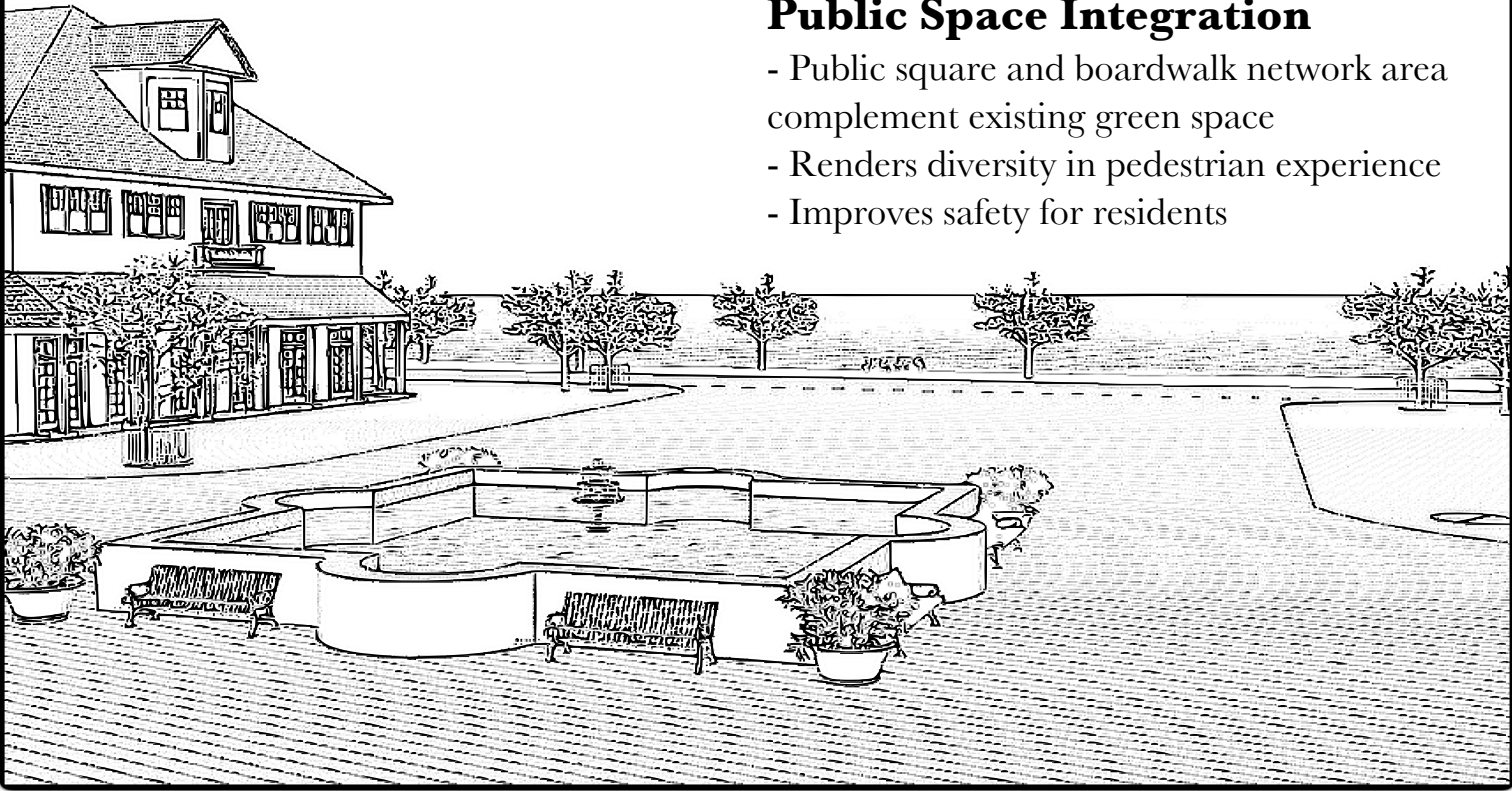
3.3. Waterfront Pavilion Plan

Waterfront Boardwalk Pavillion - Functional Development and Visitor Destination

Location Advantage: Idyllic Waterfront Setting
Lakeside landscape is a natural attraction
Mixed use development and public space reinforce use



Public Space Integration
- Public square and boardwalk network area complement existing green space
- Renders diversity in pedestrian experience
- Improves safety for residents

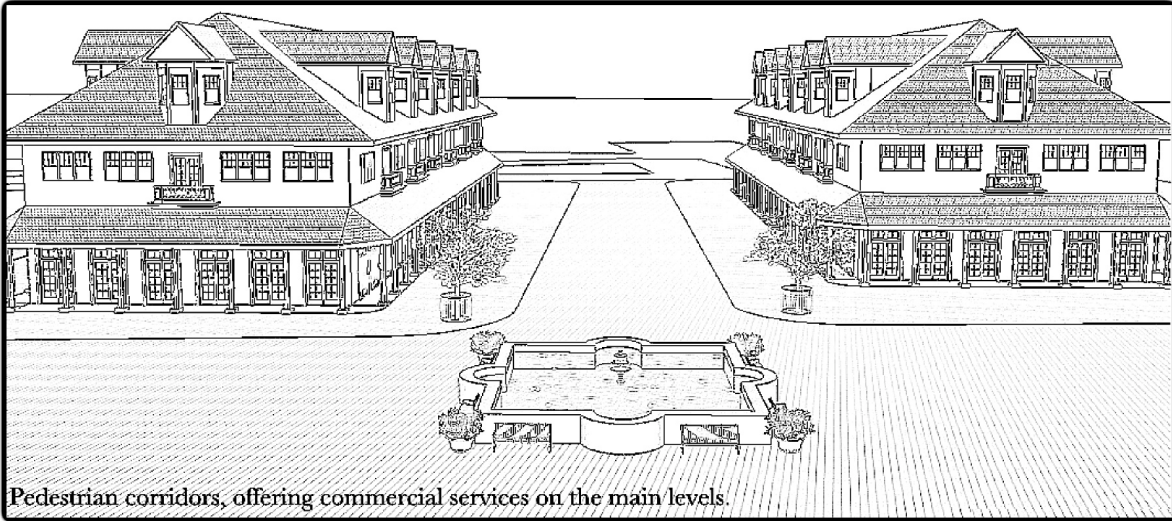


Mixed Use Development and Boardwalk Pavilion

Pointe-Claire owes much of its development to the waterfront location. English tourists frequenting the area contributed to commercial activity, hotels and restaurants, which bolstered development of Pointe-Claire by creating greater employment opportunities and general economic vitality. The rivier's edge still maintains its natural beauty, in addition a boardwalk has been developed east of the marina. The boardwalk though very attractive, is currently not connected to any pedestrian pathways within the village. This area is ideal for development at the southern point where a parking lot is currently located. Parking can be relocated to a street adjacent lot East of Cartier Avenue and Lakeshore road, allowing the picturesque waterfront to be used by residents and visitors to the Pointe-Claire village.

Waterfront properties are proven to be highly valued for the natural views, in addition opportunity for commercial activity is ample with the development of a mixed use building complex. The new development will increase density and economic stimulation as the new residents guarantee use of local services. They will also receive much support from visitors.

Pedestrian Corridors and Network Connectivity



Pedestrian corridors, offering commercial services on the main levels.

Creation of public walking corridors encourages pedestrian traffic to the waterfront, not only for its natural qualities, but also for the unique local services and shops located in the mixed use pavilion.

In addition waterfront development allows the pedestrian network to form a loop, offering an experience that is unique to the others in the village, aiding in activity diversity



Current use of the waterfront as a parking lot for the marina



Proposed area re-use as a mixed use residential development and public boardwalk

Development Site
- Developable area **20, 200 m**
- Southern border of Pointe-Claire
- Along banks of Lake Saint Louis

Area Detraction
Current Parking Lot
- Unattractive large parking lot
- Discourages pedestrians from visiting waterfront, as vehicles create a hostile pedestrian environment



Current view of Lake Saint Louis from parking lot development site



Existing parking lot on development site